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FEATURES

- 38 Tack & gybe**
Exclusive interview with Volvo Ocean Race CEO, Knut Frostad.
- 45 Cruiser racers**
Kevin Green reviews the best and latest in performance cruiser models.
- 52 Safety at sea**
New brands with streamlined gear are making it that much easier to stay safe at sea.
- 56 La dolce vita**
Sailing in style out on the water in an Italian beauty – the Solaris One 42.
- 60 Angles and attitude**
With sharp lines and a modern hull, there's a lot to like on the Elan E5.
- 64 On the water**
Why chartering at international sailing regattas should certainly be included on your bucket list.
- 68 Boat show preview**
The much anticipated Sanctuary Cove International Boat Show is fast approaching.

REGULARS

- 04 At the helm**
- 06 Publisher's note**
- 09 Seamark**
News from around the CYCA.
- 19 Race & regatta round-up**
Recaps on the Sydney Harbour Regatta, the Farr 40 One Design Trophy and the Royal Port Nicholson Yacht Club Central Triangle Race.
- 34 Skipper**
Di Pearson speaks to sought after tactician Steve McConaghy.
- 71 Calendar**
All the important race and regatta dates for your diary.
- 72 Locker room**
Sailing watches with the best of both worlds – style and function.
- 74 Down the rhumbline**
Peter Campbell is eager to see the revival of the Sydney Nouméa race.



Another summer season of sailing has been run and won, and our attention now focuses on the Land Rover Winter Series, and planning for the 30th Land Rover Sydney Gold Coast Yacht Race.

With one race to go in the Ocean Point score series, it appears Julian Farren-Price and his 14-year-old Cookson 12 *About Time* has secured his fifth consecutive Ocean Point score series win in the IRC division. Julian has dominated this series by finishing on the podium in all seven races completed thus far – quite a remarkable achievement – and I congratulate Julian and his crew for their consistency and participation in this great series. Julian will also take out the ORCi division series win while in second position, Paul Clitheroe and his yacht *Balance* is a further 12 points behind. Congratulations to CYCA member Rod Wills and his crew on *Great Xpectations* who will win the PHS division.

In the Grant Thornton Short Haul Point score, the series is still up for grabs with *L'attitude* (Rob Hunt, Jon Short and Myles Bastick) holding a narrow lead over *Cyrene 3* (Mike Selby) and *One More No More* (Ian Guanaria).

There is great competition in the Grant Thornton Short Ocean Point score leaderboard with *Justadash* (Philip Dash) holding a six point lead in IRC Division 1 over *Nine Dragons* (Bob Cox) and *Khaleesi* (Andrew Dally).

In IRC Division 2 Justin Pelly and Sean Rahilly (*Crosshaven*) are tied with Peter Franki (*Saltshaker*). In the PHS division, the leader boards for divisions 1 and 2 were also tight with only one point separating *Jackpot* (Adrian Van Bellen) and *Stormaway* (Jack Stening and Colin Gunn) in division 1, and two points separating *Soundtrack* (John Amos) from *Crosshaven* (Justin Pelly and Sean Rahilly) in division 2.

I would like to take this opportunity to thank the series sponsor of both the Short Haul and Short Ocean Point score series – Grant Thornton. They have sponsored both series since 2008 and I look forward to their ongoing involvement with the club.

In the Mount Gay Monday Twilight Point score series, Adrian Abbott (*Kirribilli*) is ahead of *Cyrene 3* (Mike Selby) and *Playstation 4* (Dean Harrigan) in IRC division 1, and in the PHS division 1 the tables turned



with *Cyrene 3* holding a narrow lead over *Kirribilli* and *Playstation 4*. PHS division 2 shows *Great White* (Bob Penty) leading from *Yputakiteup* (Steve Ball) and *Black Diamond Bay* (Kerry Lehman).

The Mount Gay Rum Monday Twilight series has enjoyed great levels of participation from the sponsor, hosting Mr Raphael Grisoni, managing director of the Mount Gay Rum Distillery in Barbados, executives from Remy Cointreau (Mount Gay Rum owning company) and Suntory, who distribute the product in Australia, in a number of sails throughout the series. I thank Mount Gay Rum for their continued support of our series.

Sam Haynes and his crew on *ADA Celestial* were crowned Blue Water Champions at the conclusion of the Rolex Sydney Hobart Yacht Race.

There has been keen competition throughout the Summer Sailing Calendar. Congratulations to all

winners and placegetters in the respective series and I look forward to acknowledging your success at the Summer Series Prizegiving on 23 April at the CYCA.

As mentioned earlier our attention now moves to our winter racing starting with the Land Rover Winter Series which commences on 19 April with the traditional Ladies Day and Great Veterans Race. The Land Rover Winter Series will consist of 11 weeks of racing incorporating a 3 race ladies point score series. Entries are now open online through the CYCA website.

The Land Rover Winter Series point score will consist of 10 point score races with 11 divisions including eight spinnaker and three non-spinnaker divisions (should sufficient entries be received), with up to three drops allowed, if all ten races are completed.

This will be the second year Land Rover Australia has sponsored the series. Podium finishes in each division will enjoy sought after merchandise and Land Rover will continue to provide the opportunity for one of the divisional winners to test drive a Range Rover Evoque for a week. In addition, Noakes Boat & Shipyards will donate lift and yard services to a lucky winner each week of the series.

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

The Youth Sailing Academy continues to be well supported with full enrolments in all programs. Over the past few months, the CYCA has been represented and dominated in podium positions in interclub, interstate and international regattas. Congratulations to Jay Griffin and his crew of Henry Kernot, Jack Dawson and Alex Chittendon who won the prestigious Hardy Cup at the Royal Sydney Yacht Squadron.

Congratulations to Harry Price and his crew of Ben Robinson, Cameron Gundy and Murray Jones who won the Nespresso Youth International Match Racing championships and to the CYCA teams of Henry Kernot, Sam Ellis, Adam Middleton and Murray Jones, Harry Price, Ben Robinson who finished first and second in the Royal Port Nicholson Yacht Club's Centreport International Youth Match Racing Championships.

I wish all members an enjoyable and successful Winter Series.

JOHN CAMERON
Commodore CYCA

HOME GROWN
Over the winter months, the Youth Sailing Academy squads will be training in our fleet of Elliott 7's, developing boat handling skills, tactics and strategies of match racing, all for the future benefit of our sport.



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This issue of Offshore witnesses a change of seasons, as yachts and crews shift gear from racing under summer skies and perennial afternoon sea breeze to the cooler calm of autumn conditions.

The club's popular Land Rover Winter Series commences from April 19 this month. Some 140 yachts in 11 divisions competed last year with the 2014 series the first under the banner of sponsor Land Rover. Sailed through to mid-July, the Winter Series sees sleepy Sundays awoken as Sydney Harbour comes alive in a competition of colour and spectacle.

Come Saturday July 25th, many of our ocean racers will set sail to the north in the 30th Land Rover Sydney Gold Coast race, starting from Sydney Harbour at 1pm. The gun was fired for the very first Sydney Gold Coast race back in 1986, so it's now three decades for the 384-nm bluewater classic that, whilst not the Hobart race, still attracts up to 80 yachts a year.

It's also significant as the first of the migratory ocean races to Southport, Brisbane and on to Keppel and the Queensland regatta weeks sailed in the tropical north Queensland waters of the Whitsunday's islands.

Our regatta roundups this issue include the 10th Sydney Harbour Regatta sailed early March under the most perfect conditions, the Farr 40 One Design Trophy, and across the ditch a wrap of the Central Triangle race organised by New Zealand's Port Nicholson Yacht Club.

Previews of up-and-coming regatta events include Thailand's Top of the Gulf Regatta from April 30 that continues to attract more Aussie sailors, as well as local favourites Sail Port Stephens also in April, and further down the rhumbline the famous Airlie Beach and Audi Hamilton Island Race weeks.

For our Skipper profile, Di Pearson chats with Steve McConaghy, one of the most sought after tacticians in the business. Whilst Jeni Bone talks with Knut Frostad during the VOR Auckland Stopover mid-March discussing



the power of the yachts and the passion of the sailors competing in the 2015-2016 edition of the Volvo Ocean Race, featured as our Tack & Gybe interview this issue.

With Cruiser/Racers still a popular yacht choice for owners who can't quite decide on competitive edge or comfort, we publish our annual Top 10 comparison of the latest – or soon to be available – C/R models of numerous sizes from a multitude of brands. Along the same theme, our two yacht reviews this issue profile new C/R yachts competing in that sweet spot of the cruiser racer market – the "40-something" footer!

Plus this issue, we continue our new series "On the Water" with Renee Brack looking into the Bucket List of Regatta racing around the World, we preview the sailing on show at Sanctuary Cove boat show this May, and Peter Campbell commends the CYCA's proposal to reintroduce the historic Sydney Noumea ocean race from 2018... among many more tales of the sea this issue.

ANTHONY TWIBILL
Publisher / Editor

offshore YACHTING

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SYDNEY WOLLONGONG RACE

Clean sweep

Psaltis has won as Farren-Price collected a fifth OPS title. By DI PEARSON.

St George Midnight Rambler (Ed Psaltis/Michael Bencsik/Bob Thomas) won the Sydney Wollongong Race, the last of the CYCA's Ocean Point Score series, but the celebrations were loudest on Julian Farren-Price's *About Time* after a landslide fifth consecutive title.

Psaltis and his crew sailed their Ker 40 to a win over two TP52's in *Balance* and *Fomo*, also beating fourth placed *Merlin*, Dave Forbes' *Kaiko 52* to the punch in what was predominantly a big boat race.

"We sailed out of the Harbour with a big masthead Code Zero that we couldn't hold, but we were going very fast. With the wind in the south-east and east-south-east, we sailed close to the rocks when we got around the corner. You can't afford to go offshore in those conditions," Psaltis said.

Overseas on business, Farren-Price missed the moment, having to leave the final race and his Cookson 12 in the hands of longtime crew and sometime skipper, Shane Guanaria. But he did so knowing his crew had morphed into an almost unbeatable unit since the first of their victories.

The modest yachtsman collected

an unprecedented fifth consecutive OPS title; his ninth win out of 11 seasons with *About Time*. He and the crew are so good they won both IRC and ORCi pointscores.

Under PHS, *Great Xpectations* was the clear winner. The X-43 design finished six points in front of Antony Sweetapple/Anthony Bruce/James Lee Warner's *Jones 12.3 Quetzalcoatl*, with Les Goodridge's X-50 *Wax Lyrical* third.

Speaking on behalf of Farren-Price, Guanaria said: "He would have loved to be here, and the race would have suited him down to the ground.

"We battled early on and made a few mistakes," he said of their seventh place in the race, which translated to third in the series, as four of those who finished ahead of them were casual entries. "Ed (Psaltis) had a great race. He's such a good yachtie. It's good to see him get a win. He's hard to beat."

Guanaria said *About Time*'s owner and crew deserved every accolade they've received. "I know Julian always praises his crew. And he is lucky with crew he has – they know the boat and their roles." ⚓

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FIFTH TIME AROUND
Julian Farren-Price's *About Time* cleaned up IRC and ORCI.

1940's casino night

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Mark of honour

David Kellett was honoured at the NSW Sports Awards.

David Kellett AM has been recognised yet again for his services to yachting, this time with a Distinguished Long Service award at the 2014 NSW Sports Awards on Thursday February 19.

David Kellett AM has been recognised yet again for his services to yachting, this time with a Distinguished Long Service award at the 2014 NSW Sports Awards on Thursday February 19.

We congratulate David, a past commodore and member of the CYCA since 1970, who was nominated for the award by Yachting NSW. This past November David became the first Australian to be awarded the prestigious International Sailing Federation's Beppe Croce Trophy in honour of his services to sailing.

Passionate about his sport and a decorated ocean racing skipper, David has dedicated himself to voluntarily representing sailing via serving on the Cruising Yacht Club of Australia's (CYCA) board from 1984 and becoming Commodore from 1989 to 1990. He also served as President of Yachting NSW during that time.

David joined the Yachting Australia board, serving until 2013, and was an ISAF board member from 1992 to 2012, the only Australian to fill the role of Vice President. For the past 15 years, David has led the team on the CYCA's Radio Relay vessel which accompanies the Rolex Sydney Hobart fleet each year.



GRANT THORNTON SHORT HAUL POINTSCORE

Cyrene 3 final winner

CYRENE 3 claimed spoils in the Grant Thornton Short Haul Pointscore.
By DI PEARSON.

Michael Selby and his crew have sailed *Cyrene 3* to overall honours in the Grant Thornton Short Haul Pointscore following the final race of the Cruising Yacht Club of Australia-hosted series.

Cyrene 3, an X-412 design, trailed the Beneteau 40.7 *L'Attitude* (Jon Short) by one point coming into the final race of the series, decided under PHS, but Selby's second place to Short's fourth sealed the deal. The two finished the series on equal points, with *Cyrene 3* gaining the upper hand via three wins in the 14-race four-drop series.

Ian Guanaria's *One More-No More* was five points adrift of the leader going into the day, but in winning the final race, closed the gap to one point behind the top two. Guanaria also showed a total three wins on his scorecard, making for a thrilling series to the end.

However, Guanaria was happy his win reversed the trend. His Beneteau F35 won the IRC trophy from *Cyrene 3* which had held sway over Guanaria's boat by one point going into the final race. They too ended on equal points.

Prior to the race, *L'Attitude's* crew knew their destiny lay in third place overall, as they were in 'no man's

land'; 13 points short of the leader and 14 points ahead of fourth placed *First Light* (Chris Ryan).

The race started at midday in an 8 to 9 knot easterly near Point Piper. "It was much better than the forecast 5 knots," remarked winning owner, Michael Selby, who was loathe to take credit for their victory.

"I've been away overseas most the time. I did a couple of the early races and returned from Japan in time to race, so I can't take the credit – I feel like I muscled in," Selby said. John Gardener did a great job skippering the boat. He's good at picking the wind shifts and he's a skilled sailor. The whole crew did a good job."

Selby said the wind was up and down and patchy during the windward/leeward race: "It was mostly easterly, but it went north-east at one point. We were reaching and running coming home.

"It was a very close series and I congratulate all the others – they are such a good bunch of people and boats," said Selby.

Twenty five yachts took part in the annually held Grant Thornton Short Haul Pointscore which will return for another season in September. ⚓
www.cyca.com

CLOSE RACE
Michael Selby and his crew on *Cyrene 3* won the CYCA-hosted Series.

MERITORIOUS AWARD

Past commodore awarded

Past Commodore Martin James has received the Rolex Sydney Hobart Yacht Race Meritorious Award.

As announced at the official prize giving ceremony of the Rolex Sydney Hobart Yacht Race on 1 January, 2015, Past Commodore Martin James was awarded the Rolex Sydney Hobart Yacht Race Meritorious Award for services to the race.

Past Commodore James received his award at the Cruising Yacht Club of Australia on 26 February, 2015 as he was unavailable to attend the prize giving ceremony in Hobart.

Presenting him with the award, Commodore John Cameron thanked James on behalf of the club for the outstanding contribution he has made, and continues to make to the ongoing success of the Rolex Sydney Hobart Yacht Race.

The citation of Past Commodore James' contribution to the race read out at the prize giving ceremony included;

- Acted as club's legal counsel regarding legal matter surrounding the 1998 Sydney Hobart Yacht Race.
- 2002-2013 Member of the Rolex Sydney Hobart Yacht Race Planning Committee.
- 2002-2005 Chairman – Rolex Sydney Hobart Yacht Race Planning Committee.
- 2002 represented the club in negotiating a successful outcome to secure Rolex Geneva as the naming rights sponsor of the Sydney Hobart Yacht Race.
- 2001-2002 – Chaired the committee that developed the Sydney Hobart Yacht Race website incorporating the yacht tracker and standings engine which remain a unique feature of the race.
- 2000-2005 – Chairman of Audit Planning Risk Committee, which at that time, completed a review of all race and risk management documents that the club still benefits from today.
- Current – Member of the Web development team and available for advice and counsel to the current Rolex Sydney Hobart Yacht Race Planning Committee.

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YOUTH SAILING ACADEMY

CYCA youth are winners

The CYCA dominated the CentrePort International Youth Match Racing Championship. By CYCA coach JAY GRIFFIN.

The CYCA has taken out first and second place in the CentrePort International Youth Match Racing Championships. Henry Kernot and his team of Sam Ellis and local Wellington sailor Adam Middleton continued their excellent form throughout the week to beat Murray Jones, Harry Price and Ben Robinson in the final. Kernot and his team lost only one race in the whole regatta.

Day three saw another windy day on Wellington Harbour with the completion of the second round robin and all semi-final matches. After dominating the double round robin, Kernot topped the table going through undefeated while behind was a four-way tie for second place, with one competitor just missing the cut for semi-finals. It came down to a single race win which saw George Anyon (RNZYS), Murray Jones (CYCA) and Sam Mackay (RPNYC) progress through to the next stage, Clare Costanzo (RPAYC) missing out.

With a large weight advantage in the windy conditions, Kernot chose local sailor Mackay to sail in his semi leaving Anyon and Jones to battle it out for the second final spot. Race one for both semi-finals saw convincing wins putting Kernot and Anyon on match point. Race two was a different story with the breeze building to survival conditions, the crews wrestled the Elliott 6-metre upwind before turning downwind seeing some spectacular broaches in both matches. Kernot looked on track to book his spot into the finals but with one puff the boat dived into a Chinese gybe, letting Mackay pass, and with solid boat handling the local team cruised down to the finish giving him the victory and setting up a winner takes all for match three.

Race three of the semi-finals got underway in conditions just below the limits. Both matches began with the Kiwi teams in front but as the kites set, the boats behind started to catch up until the two races converged. The defence from the leading boats was impressive to watch with the teams engaged in close luffing battles before they lost control and the spreaders hit the water. It was Kernot who did a better job recovering from the wipe out allowing him to take the final race and take his spot in the final while in the other semi, Jones took a commanding lead after leaving Anyon luffed up, setting up an all CYCA final.

The final day of the Championship was a complete opposite to the conditions seen over the first three days of racing. With a variable forecast the race committee sent the finals competitors out before the sail-offs and set up a course just off the RPNYC breakwall. The prestart played an important role in these light conditions with pin-end favour and an early favoured left track. Kernot lead away with Jones right on his stern blocking his gybe back to the line. Using some of the spectator craft as an obstruction, Kernot wiggled free from Jones' control and took an early lead back to the line before locking the younger team to windward. This gave Kernot plenty of line to build speed leaving Jones having to do two tacks on the committee boat and as the starting gun sounded Kernot's lead was comfortable which was kept until the finish.

Race two of the finals saw a split tack start with Kernot slightly ahead off the line. The left paid early for Kernot's team but Jones worked the shifts and took the lead as they rounded the top mark. The two boats fought on port gybe before Kernot eventually took the air of his opponent and crept ahead as they slowly made their way downwind. A simultaneous gybe looked to see Jones reverse the previous situation but with smooth body movements, the leading boat pushed ahead of Jones' dirty air and put Kernot on match point.

The northerly breeze was dying quickly as the third race start was signalled, ominous black clouds approaching from the south. Jones was not deterred by the 2-0 score line and controlled the prestart from the entry. Only one puff of breeze was on the race course as the boats made their final approach to the line, Jones leading in with Kernot tight to windward. It looked to be a decent lead for Jones however; a finger of breeze slowly made its way down the glassy track, hitting Kernot first and bringing them back into contention. Adam Middleton, local aboard Kernot's boat, did a brilliant job picking the shifts giving the team the lead around the top mark. Jones, Price and Robinson threw a number of gybes in to slowly close the gap but Kernot and crew had them covered, sailing confidently until the finish where they were deservedly given the CentrePort IYMR title, having only lost one race all regatta. Sam Mackay and his team from Royal Port Nicholson Yacht club were beaten in the petit final sail off by George Anyon, Logan Andresen and Connor Mashlan two nil.

This rounded out a very successful match racing season for the Youth Sailing Academy for 2014/15. CYCA teams finished 2nd at Harken International Youth MR (RPAYC), 2nd at Musto IYMR (CYCA), 3rd at Warren Jones Regatta (RPYC), 1st at Hardy Cup (RSYS), 1st at Nespresso IYMR (RNZYS) and 1st at CentrePort YMR (RPNYC). The Advanced Squad season commences in late April with several one and two day regattas during the winter, leading up to selection for the Governor's Cup in California in July. ⚓

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YOUTH SAILING ACADEMY

East over west

NSW and WA battled it out in the Hardy Cup final. By PETER CAMPBELL.

Just a couple of metres in, the fifth and final race decided the 2015 winner of the prestigious Hardy Cup on Sydney Harbour, a cross-nation duel between two of Australia's outstanding young match racing skippers and their crews.

Victory in the ISAF Grade 3, Under 25 Match Racing Regatta went to the Sydney-based CYCA crew skippered by Jay Griffin against Perth-based Sam Gilmour's *Neptune Racing* team from Royal Freshwater Bay Yacht Club, the final score being 3-2.

The semi-finals and final were sailed off the Royal Sydney Yacht Squadron at Kirribilli. Eminent yachtsman Sir James Hardy, who founded the highly successful event to promote match racing between young sailors, watched from aboard his classic gaff-rigged cutter *Nerida* while many Royal Sydney Squadron members viewed the finals from the club grounds.

Jay Griffin, 23, won his way into the final with three straight wins against West Australian Matthew Jerwood's *Redline Racing* team from South of Perth Yacht Club but Sam Gilmour had a tougher semi-final against New Zealander Chris Steele from the Royal New Zealand Yacht Squadron, finally winning 2-1.

Then came the final: Griffin versus Gilmour, New South Wales versus Western Australia, and what a duel it proved to be.

Gilmour and his crew of Chris Smith, Adam Negri and Jack Breislin won the first match race. Griffin and his CYCA crew of Henry Kernot, Jack Dawson and Alex Chittendon levelled the scores with a win in match two and went ahead 2-1 after match three. Gilmour fought back to level the score 2-2 after match 4. Match 5 was the decider.

"Coming down the final leg to the finish we both 'dialed up', then went on different gybes looking for the better pressure," Griffin explained later. "We chose to go left and were just ahead at the pin end of the finish line as he came powering into us...it was just a couple of metres at the finish."

The Petit final between Chris Steele and Matthew Jerwood also provided close competition with Jerwood winning 2-1 against Steele who last week won the Warren Jones International Youth Regatta in Perth.

Griffin praised the boat handling skills of bowman Alex Chittendon, a late member of the crew, describing his efforts as a key factor in the Hardy Cup.

Jay Griffin is only the second CYCA Youth Academy member to win the Hardy Cup with Evan Walker winning twice, in 2008 and 2010.

This year Walker coached the three CYCA teams contesting the Hardy Cup and next week Griffin heads off to New Zealand to coach the two CYCA teams competing in international youth regattas in Auckland and Wellington. ⚓

WINNERS

The race is on

Price has won the Nespresso Youth International Match Racing Championships.

The Cruising Yacht Club of Australia Youth Sailing Academy's Price and his team of Robinson, Grundy and Jones have won the 2015 Nespresso Youth International Match Racing Championships.

The team won the final over local George Brasell, three wins to one, in a nail-biter final series.

The duo were never more than 5 boat lengths apart with penalties, luffing, tacking duels... the works!

In the Petit Final, Wichman beat Sam Mackay in the first and third to take third place overall.

FINALS

Flight 1

Price beat Brasell by 14s
Mackay beat Wichman by 10s

Flight 2

Wichman beat Mackay by 9s
Price beat Brasell by 10s

Flight 3

Wichman beat Mackay by 11s
Brasell beat Price by 45s

Flight 4

Price beat Brasell by 18s

FINAL PLACINGS

- 1st Harry Price (CYCA)
- 2nd George Brasell (RNZYS)
- 3rd Dylan Wichman (KCC)
- 4th Sam Mackay (RPNYC)
- 5th Will Dargaville (RPAYC)
- 6th George Gautrey (RPNYC)
- 7th Lucas Chatonnier (RNZYS)
- 8th Milly Bennett (RPAYC)
- 9th Sam Ellis (CYCA)
- 10th Claudia Pierce (TYPBC)
- 11th George Anyon (RNZYS YTP)
- 12th Cyril Fortin (CNC)
- 13th Layton Hern (NPCL)
- 14th Claudia Thackray

ALL SMILES
Above: The winning crew of the Hardy Cup final; Right: Price and his crew with their winnings for the 2015 Nespresso Youth International Match Racing Championships.





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CYCA SOLAS TRUSTS

Gift of giving

The Rotary Club of Sydney Cove donated \$15,000 to the CYCA SOLAS Trusts.

The Rotary Club of Sydney Cove has made their annual donation of \$15,000 to the Cruising Yacht Club of Australia's Sydney Hobart Yacht Race Safety of Life at Sea Trusts (SOLAS), from the monies that were raised as part of the Rotary Charity Regatta hosted by the CYCA in November 2014.

The Cruising Yacht Club of Australia has hosted the Rotary Charity Regatta for the past 19 years and the CYCA SOLAS Trusts has been one of the nominated beneficiaries of the regatta since 2008.

The 2014 Rotary Sydney Cove Charity Regatta raised a total of \$163,000 – an outstanding result.

The other beneficiary of the regatta was The Sydney Children's Hospital Randwick. The balance of proceeds are distributed to the Rotary Club of Sydney Cove and its Benevolent Fund to support various Rotary programs. These include youth leadership programs, International Exchange Student programs, international projects in the Solomon Islands and elsewhere, as well as indigenous programs in remote locations and here in Sydney. Amongst other things, Rotary have an active involvement with the St Vincent De Paul and their meals for the homeless, the Homeless Street Soccer program and the local Millers Point community. The Regatta is the principal source of funds for much of this work.

The CYCA SOLAS Trusts' chairman, Matt Allen, recently accepted the

donation from Jeremy Wright, president of Rotary Sydney Cove and Robert Bruce, a CYCA member who is an integral part of the organising committee for the Rotary Charity Regatta each year.

"I would like to thank the members of Rotary Club of Sydney Cove for their generous donation. The monies will go towards assisting the needs of families who have lost loved ones at sea during Yachting Australia sanctioned races, which is one of the three main objectives of the Trusts," Allen said.

"I would also like to extend my thanks to those CYCA members who participate in the regatta each year."

The CYCA SOLAS Trusts was set up as a charitable trust in 1999 as a result of the tragic events of the 1998 Sydney Hobart Yacht Race. The CYCA SOLAS Trusts objectives are to:

- Provide assistance (financial and other) to immediate families of those lost at sea during Yachting Australia sanctioned races.
- Make donations and provide support to search and rescue organisations.
- Foster and fund research and training to improve safety and rescue procedures and equipment used in ocean races.

Since they were established in 1998 following the loss of life in the Sydney Hobart Yacht Race that year, the Trusts have donated more than \$900,000 to organisations Australia-wide and the Trusts continues to explore new organisations to support. ⚓

SPONSORSHIP

New sponsorship for Elliott 7

I C Frith & Associates signed on as a CYCA Youth Sailing Academy Elliott 7 Sponsor.

I C Frith & Associates Insurance Brokers has committed to the Cruising Yacht Club of Australia's Youth Sailing Academy through sponsorship of one of the Elliott 7-metre yachts.

I C Frith & Associates Insurance brokers was established in 1983 and are 100 percent Australian-owned. They are among the top 10 brokers by revenue in Australia and New Zealand. The company has more than three hundred employees with expertise across all general insurance broking, specialised underwriting, actuarial, claims and risk management, including workers compensation and warranty services.

I C Frith is also one of the few Australian Insurance brokers that employs staff to specialise in the Marine Industry and are the recommended Insurance broker to the members of BIA in New South Wales and South Australia, with the CEO on the board of the Boating Industry Association (NSW) and Boating Industry Alliance Australia (National). They are the Insurance brokers to a number of registered yacht clubs involved in organising sailing competitions, marinas and ancillary marine businesses.

CYCA Commodore John Cameron thanked I C Frith & Associates for their support of the Club's Youth Sailing Academy and presented John May, NSW State Manager with a half model of an Elliott 7. "I would like to thank I C Frith for their generous sponsorship. Elliott 7 sponsorship is vital to the ongoing maintenance of the training fleet and provides support for the many programs and regattas that the CYCA's Youth Sailing Academy conducts", Commodore Cameron said.

"We are delighted to be associated with the Cruising Yacht Club of Australia's Youth Sailing Academy and to provide sponsorship of an Elliott 7. I C Frith & Associates have been dedicated to supporting a number of youth initiatives throughout Australia and New Zealand for many years now, and to been given the opportunity to support the Club's Youth Sailing Academy is something we are very proud to be associated with", said John May, NSW state manager, international placements manager.

FOR THE CAUSE
The Rotary Charity Regatta hosted by the CYCA has been held each year over the past 19 years, and raises money to support the SOLAS Trusts and many other charitable causes throughout Australia.

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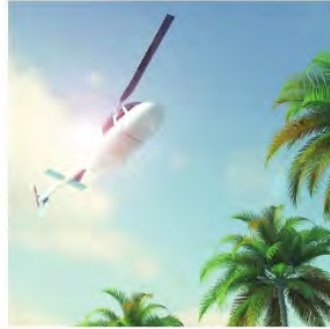
Internationally recognised as an innovator in ocean racing, the CYCA developed Australia's first full time Youth Sailing Academy in 1993. Since then, **young people aged 13-24** years have had the opportunity to experience sailing at all levels. With courses from **introductory through to advanced level**, young sailors learn with qualified coaches in keelboats that are fast, stable and fun to sail. And, with the chance to be selected to represent the CYCA many of our students have gone on to excel in regattas nationally and internationally, as well as joining ocean racing crews. If your kids love the water; are young and enthusiastic, looking for excitement, new challenges, and the **opportunity to be part of Australia's premier blue water yacht club**, contact the Youth Sailing Academy.

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Sun comes out for Sydney regatta

The weather turned bright for the 10th anniversary of the Sydney Harbour Regatta. By DI PEARSON.

Middle Harbour Yacht Club's 10th anniversary of the Sydney Harbour Regatta came to a close over the first weekend in March with winners announced after what competitors described as "a perfect day's sailing."

Tony Kirby and his *Patrice* crew dominated IRC Division 1 again. Two wins and a second place resulted in an eight and a half point victory over the local favourite, Bob Cox's *Nine Dragons*. Matt Allen's *Ichi Ban* (CYCA) moving up to take third place overall after a final race thriller.

"Can you believe it," Kirby said. "*Ichi Ban* won the last race on corrected time by one second, with us tied for second place with *Hollywood* (Ray Roberts and his *OneSails Racing*). How often would you see that happen?"

Commenting on his overall victory, Kirby (CYCA), said: "We're very happy, especially after last year at this regatta when we didn't do well at all in the light air. It all came together well this time, the modifications have paid off. It's good to win against competition of this calibre."

Kirby spoke for all contesting the three IRC Divisions on the Macquarie Circle off South Head. "It was a nice day all day. And the weather was much better than forecast," he said of the 18 to 20 knot winds in Race 5. "Winds dropped to 10 to 12 knots in Race 6, which were still great for racing."

Phil Dash's *JustADash* did the host club proud by taking Division 2 by a large margin of eight points to second placed Adrian Van Bellen's *Jackpot* (CYCA), which had just come off with multiple victories at his home Club's

offshore pointscores. Third place went to Robert Alder's *Occasional Coarse Language One* (RPAYC) which finished tied for points with *Jackpot*.

Another local, Peter Sorensen, took Division 3 victory with his *The Philosopher's Club*. 'Sorro' is often in the winner's box; however, Matthew Bassett (*Local Hero*) got the better of Sorro, winning all three races for second overall, just two points behind the winner.

Justin Brownbill moved up to third overall with *Botany Access Cocomo*. Keith LeCompte skippered and wife, double Olympian Nicky Bethwaite called tactics. "It was a great weekend. I was struck by the buzz going there, and Denis Thompson (Principal Race Officer) is such a pro, which makes a great difference. The regatta was run well and the organisation is terrific. The atmosphere back at the Club after racing is fantastic – and a great opportunity to catch up with people you haven't seen for ages."

NEW STATE CHAMPIONS IN FOUR CLASSES

Hamish Jarrett has taken out the Yngling NSW Championship from Karyn Gojnich and crew. Jarrett (*Miss Pibb*) mirrored Olympian Gojnich's results, scoring 1-2-1 to take the Championship by two and a half points. Gojnich finished equal third, first and third to claim second place overall.

SYDNEY HARBOUR
REGATTA



In the Cavalier 28, Craig Mitchell sailed *Centaurus* into the lead and stayed there to be crowned new NSW champion after reeling off a second and a win in the last two races of their five-race series sailed on windward/leeward courses. *Centaurus* beat second placed Brian McConaghy's *U2* by just two points after their neck-and-neck stoush to the end.

Andrew York could not be beaten for the NSW title in the VX-One class. With an almost perfect scorecard of five wins and a third place with his *Speedwagon*, York, from a famous sailing family, well and truly earned the title. Fred Kasparek's *Weapon of Choice* came into the day second overall and left the same way, eight points adrift of *Speedwagon*.

Tim Ryan (*James*) and Ray Entwistle (*Jedi*) shared first place coming into the final day of the J70 NSW Championship. *Jedi* got the better of *James* in the final two races; you just can't beat a pair of twins and so it was that *James* was relegated to second overall by a six-point deficit and *Jedi* was named the new state champion.

PHS – SPINNAKER AND NON-SPINNAKER

The three PHS spinnaker divisions were hotly contested the whole weekend. In Division 1, two Sydney 38's battled it out to the end; Larki Missiris' *CommercialPTFinance* and Dan Fitzgibbon's *Another Challenge* finished first and second, with just three points separating them.

For Fitzgibbon, the silver and gold medallist in the SKUD class at the 2008 and 2012 Paralympics

respectively, it was the first major regatta he had sailed with his new program involving disabled and able-bodied sailors racing together. Joining Fitzgibbon for the Sydney Harbour was Liesl Tesch, his gold medal winning crew from the London Paralympics.

"We had such a good time," Fitzgibbon said. "It's great sailing a yacht; *Another Challenge* is my first foray into yacht racing and I'm loving it. Both the disabled and able-bodied sailors are learning skills from each other. We've got some young dinghy sailors and people like me and Liesl – and her partner Mark Thomson.

"Middle Harbour has been so welcoming to us and helpful. It's a well-organised run event and we hope to come back next year. We've done very well here and nearly won the final race, but we blew up the spinnaker near the finish. That's yacht racing. To be so competitive at our first major event sailing against a lot of different boats was encouraging," said Fitzgibbon whose only other big event was the Sydney 38 nationals last month.

Division 2 spoils went to Rob Aldis and his *Joie De Vie*. Two wins on his scorecard helped Aldis to a three-point victory over Paul Thompson and Brian Moore's *Shibumi* after four races sailed on Sydney Harbour. Division 3 went to Douglas Russell's *Gingerbread Man* by four points to second placed Darryl Coombs' *Heart of Gold*. The racing was spectacular to watch with lots of boat-on-boat competition across the three divisions.

Andrew 'Half-Ounce' Parkes put together a gun crew aboard his and

"The reason I bought the boat is because I have an intense job. Sailing here at Middle Harbour is a great release. We're having a wonderful time. I would tell anyone in an intense job to buy an Adams 10 – what an investment for 30 grand to get out on the water with your mates – you can't beat it."

Pat Delany

CLOUDS PART
The J70 *YKnot* comes to grips under kite during the Sydney Harbour Regatta in March.

Mike West's *Xpress* to take out the Production Boats X-Yacht class. Leading by two points coming into racing on Sunday, Parkes and his crew including Cameron Percival, Brad Stephens and Alby Pratt took it up another notch. They won Race 3 and tied for first with Ian Box's *Toybox 2* in Race 5, with Box, a past MHYC commodore, taking second overall.

"It started out really light before the breeze slowly filled in," Parkes said. The pressure was a bit up and down in the first race, 9 to 10 knots, which increased to around 16 up the first beat.

ADAMS 10

Rob Clarke sailed *KickNChase* to victory in the competitive Adams 10's, defeating Mitch Miller's *Rock Solid* and Matthew Watt's *Gogo* by nine points when the latter two finished on equal points, Miller taking second place on countback. However, the biggest celebrations came from new owner Pat Delany and his *Powderhulk*, named after the bay he lives in.

Finishing fourth overall, Delany and his crew were celebrating at Middle Harbour Yacht Club like there was no tomorrow. The chief executive officer of Fox Sports, Delany says buying an Adams 10 was the best decision he has made for some time.

"I sailed the boat for the first time at Christmas. This has been a challenging regatta, but we won the last race, it's been a real learning curve," said Delany who had not sailed for 20 years.

"The reason I bought the boat is because I have an intense job. Sailing here at Middle Harbour is a great release. We're having a wonderful time. I would tell anyone in an intense job to buy an Adams 10 – what an investment for 30 grand to get out with your mates – you can't beat it," he said.

At 6.00pm, long-term sponsor Helly Hansen held a raffle and Sarah Parker was the lucky winner of \$2,000 worth of Helly Hansen product.

At the official prize giving presentation all divisional winners went into a draw to win a trip for two to New Zealand for a six-night luxurious cruise around the Bay of Islands courtesy of Air New Zealand and Island Escape Cruises. The package was valued at over \$9,000.

A second draw rewarded a lucky winner with an antifoul and lift courtesy of Sydney City Marine, while a third draw winner received a three-night holiday escape to Hamilton Island in the Whitsundays for two, courtesy of Hamilton Island. ⚓

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FARR 40 ONE DESIGN
TROPHY REGATTA

Voodoo victorious

VOODOO CHILE was the winner at the Farr 40 One Design Trophy regatta that ran over a weekend in March.

At the end of a short and intense Farr 40 One Design Trophy regatta on Sydney Harbour, the fleet beat the southerly burst moving up the NSW coast at 35 knots and Lloyd Clark's *Voodoo Chile* beat the fleet by three points having taken *Transfusion* to the protest room, where both boats were disqualified from a game changing race six.

Guido Belgiorno-Nettis' *Transfusion* and *Voodoo* were scrubbed by the jury from race six for a mark incident and in the re-sorting process *Voodoo* moved from second by one point to first by three points.

"Guido, myself and Andrew (*Voodoo* co-owner) have a great rivalry, but we are good friends. After the hearing result was announced Guido and I had a little hug and a chat," Clark stated. "We always prefer the results to be

sorted out on the water, but that's part of the sport.

"We've now won back-to-back One Design trophies out of Middle Harbour and to be a Corinthian entry all the way from Tasmania on the podium again gives me a lot of satisfaction for our amateur crew." In 2014, *Voodoo* won from *Transfusion* on a countback; this time a protest and three points separated the duelling pair.

The hearing delayed final results and though it "seemed an eternity" for Clark and tactician David Chapman, who presented *Voodoo's* case, the wait was well worth it for the Tassie skipper who made an epic comeback to Farr 40 racing following a seven month absence from the helm.

That was one victory to *Transfusion* from the current season's three point-earning stages, in Victoria at the beginning of February and Sunday

"The good guys get going when the pressure comes on; *Voodoo Chile* and *Transfusion* proved it. They are pretty polished."
Malcolm Page

March 1, the Taswegians netted the second. One apiece going into the next NSW title and Australian championship guarantees the duo will lock horns when they next bang the start line.

Transfusion's Sydney crew, led by the multiple Australian class champion and one-time Rolex Farr 40 world champion skipper Belgiorno-Nettis, recaptured their customary form after day one's mixed results added up to third overall. Three bullets and a second and third seemed on paper an ample turnaround. Then out came the red protest flag.

"We were a bit down in the mouth the first night, that things had come unstuck, it was that sort of racetrack... a real lottery," Belgiorno-Nettis reflected on the conditions and their opening performance. "The next day was a much better course and really nice and consistent breeze. Our tactician Mike Leigh did a terrific job and though the fleet was small it was really competitive. We were all over each other." On the protest outcome Belgiorno-Nettis cautioned, "there's no more brownie points from us, we'll get straight into it next time."

Rod Jones' *Kindergarten* finished third and guest tactician Malcolm Page, a dual gold medal-winning Olympic sailor, said it was a pleasure to finally sail with Jones having known him a long time. "Rod steers the boat very well, he's very new to the class but is showing early form. No doubt in six months' time they'll be a much better team and become a front marker in the world standings. The skill level is definitely there, now it's just crew work and being able to perform when the heat is on." Page added.

There was plenty of elbow room on the harbour when a large-scale Dragon regatta squeezed the Farr 40s seaward to the harbour's edge and into fickle winds bouncing off the huge sandstone cliffs at North Head. PRO Ted Anderson raced the group off Middle Head and up into Little Manly Cove, adding fast ferry and big power boat wash to the list of variables.

"We set up at 030 degrees and didn't change a mark all day, which was good," Anderson commented. The morning NNE'er started out at 6 to 8 knots and finished up at 12 knots. Races were short, averaging 35 to 40 minutes, and the race management team peeled them off in quick succession. "Crews wanted to get five away before the change hit, and get on the road to wherever home was." ↓

www.farr40.asn.au/results/

QUITE A STIR
Voodoo Chile
and *Kindergarten*
crossed tracks
during the regatta;
The One Design
fleet out on Sydney
Harbour.



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CENTRAL TRIANGLE RACE



Crusader wins Triangle

Elliott-designed CRUSADER has won the Royal Port Nicholson Yacht Club Central Triangle Race.

New Zealand yacht designer Greg Elliott is proud to announce his 35-foot E35 SuperSport design Crusader has won the Royal Port Nicholson Yacht Club (RPNYC) Central Triangle Fully Crewed Race 2015. The yacht took overall line honours, and the series win on both PHRF and IRC.

This hotly contested race saw contestants undertake three legs, between Wellington and Akaroa, Akaroa and Napier and Napier and Wellington. Impressively, despite being one of the smallest yachts in the fleet, Crusader won all three legs on line, with the fastest overall elapsed time of one day, nine hours, 10 minutes and 25 seconds. These results are ample demonstration of

her racing calibre against some much larger entrants.

The race made for thrilling commentary, with Crusader securing convincing wins on the line; by one hour in the first leg and two hours ahead of the second boat to cross the line in the second leg. The fiercely-fought third leg saw Crusader hold off nearest rival *Blink* to come in ahead by just 51 seconds and secure a hat trick across all the racing legs.

Owned by Cantabrian businessman Anthony Leighs, this strong performance is Crusader's third recent race victory, having won the Groupama New Caledonia Race at the end of 2014, and taken line honours in the 2015 Cook Strait Classic. The yacht is also the current record holder for both the sub-35-foot and sub-40-

foot divisions in the Coastal Classic.

"Convincingly winning the Central Triangle race on the line, PHRF and IRC is a huge achievement for the Crusader team. Our Elliott 35SS is a fabulous boat, it has exceptional performance and is very manageable, especially in heavy seas," said Leighs.

"We enjoyed some of the best sailing during this race since launching Crusader in 2012, especially the crossing of Cook Strait in 45 to 50 knots. The performance and reliability of the boat is quite remarkable and, coupled with a fantastic crew, is generating some great success."

Both her owner and crew were delighted with the end result, citing her design as an important factor in achieving the end result. "Consistency was key to Crusader's win in the race, and she was certainly the best all round yacht racing in the event," said Josh Tucker, sales consultant at North Sails and race crew on board Crusader. "That ability to perform throughout all conditions was crucial to our success in the race."

"The Elliott 35SS is a 'heavy hitter' punching well above its weight. The flat-out pace and reliability of the boat was a huge factor in our success during the Central Triangle Race," said navigator, Chris Maddock.

"We saw sustained periods of boat speed well into the 20s with a top speed of 27 knots and the boat performed flawlessly. You really have to experience these yachts to understand just how fantastic they are; a credit to Greg and the team at Elliott Marine."

Developed as a fast racing yacht by yacht designer, Greg Elliott, the Elliott 35 SuperSport was developed as a design that would perform well in all conditions and wind types, both short-handed and with a full crew. "Crusader really is the little boat that could," said Elliott. "She was designed to be an all-rounder that could tackle light winds, strong winds, and up and down wind courses all in equal measure, and for her size, her performance capabilities are exceptional. The results she has achieved speak for themselves and really demonstrate both her versatility and the skill of her crew."

Crusader's sistership *Bushido* has enjoyed similar racing success, having also won several races including 1st on the line in the 2013 Coastal Classic Doublehanded Division, and several legs of the 2014 SSANZ Round the North Island Two Handed Race. ⚓

HAT TRICK
Holding off *Blink* by just 51 seconds in the third leg, Crusader went on to win a hat trick.



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Let the racing begin

The CYCA's Land Rover Winter Series kicks off from Sunday 19 April running through to mid-July and is a perfect chance to polish up your crew work.

The traditional Great Veterans and Ladies Day race signals the arrival of the Cruising Yacht Club of Australia's increasingly popular Land Rover Winter Series on Sunday 19 April.

On the CYCA's calendar since 1949, last year's event attracted around 140 boats in 11 Division with entries as diverse as Jim Cooney's Jutson 80 *Brindabella* to Adrien Van Bellen's J/122 *Jackpot* and George Sirett's Northerner 28, *Anna*, all enjoying the Series.

You can start Sundays with a laidback and fun breakfast prepared and served by volunteers from the CYCA's Breakfast Club. It's a great way to catch up with your crew and old friends before heading out to race.

The Club's Bistro L Eat is open every Sunday from breakfast onwards and offers a variety of on-board catering, but must be pre-ordered.

From 26 April, ready and warmed up, racing starts in earnest, every Sunday through to mid-July. Come fickle and windy days, rain and shine, racing is on.

Comprising 10 pointscore plus The Great Veteran's Race (a non-spinnaker affair and the CYCA's tribute to classic Sydney Hobart Yacht race yachts that sailed south from the 1940s through to the early 1980's) and three Ladies Days races, it is an opportunity for Land Rover Sydney Gold Coast Yacht Race and subsequent Queensland regatta entrants to tidy up their crew work.

Weekly prizes are awarded to first, second and third placegetters in each division and include exclusive CYCA Land Rover Winter Series merchandise. One lucky division winner each week will also be drawn to receive a Land Rover Range Rover Evoque experience for a week.

Additionally, the Noakes Group is providing a lift stand launch and two free laydays for one lucky division winner each week. ⚓

www.cyca.com.au



HEAD START

Crews will start the race on Sydney Harbour and head north, passing Newcastle, Port Stephens, Port Macquarie, Coffs Harbour and Cape Byron before finishing off Main Beach on the Gold Coast.


**LAND ROVER SYDNEY GOLD
COAST YACHT RACE**

Running high

Competition is likely to be tight at the Land Rover Sydney Gold Coast Yacht Race as *Celestial* gets ready to defend its title, and with the chance for spectators to watch all the action from the decks of *MV Coast*.

Set down for Saturday 25 July, the 2015 Land Rover Sydney Gold Coast Yacht Race is the first race in a contest for the CYCA's Blue Water Point Score series.

With its beginnings in 1986, the 384 nautical mile coastal classic is the curtain raiser of the winter northern racing circuit in the warm waters of Queensland.

Renowned for its quality fleets of up to 80 boats, the annual Land Rover Sydney Gold Coast Yacht Race attracts some of Australia's preeminent ocean racing yachts.

The open race record of 22 hours 03 minutes 43 seconds has been held by Bob Oatley's 100-foot *Wild Oats XI* since 2012, when it smashed *Brindabella*'s 13-year record. *Brindabella*'s record for a conventionally ballasted yacht went the same year to overall winner, Stephen Ainsworth's RP60 *Loki*, in the time of 26 hours 52 minutes 39 seconds.

At 1300 hours the fleet in the 30th edition of the race will start on Sydney Harbour, then head north, passing landmarks such as Newcastle, Port Stephens, Port Macquarie, Coffs Harbour and Cape Byron before finishing off Main Beach on the Gold Coast.

Yachties can then relax at welcoming Southport Yacht Club, the finish club of the Land Rover Sydney Gold Coast Yacht Race.

Sam Haynes won the race last year with *Celestial* and ultimately won the tightest battle to be named Blue Water Point Score champion. Competition is expected to be stiff again, so *Celestial*'s crew will have to be at their best for a successful defence.

Spectators won't miss out. *MV Coast* will again be on the start line of the Land Rover Sydney Gold Coast Yacht Race. There is no better view than from the top deck of *MV Coast*. <http://goldcoast.cyca.com.au/spectators>

Top yacht

The Top of the Gulf Regatta will host a wide range of classes and take place in scenic Pattaya, Thailand.

All eyes will be on Asia as the 11th Top of the Gulf Regatta, Presented by Ocean Marina, takes place this month from 30th April to 4th May 2015 at Ocean Marina Yacht Club in Jomtien, Pattaya in Thailand. Claiming to be Asia's largest multi-class regatta, the event includes class racing for a wide spectrum of racing classes – from tiny Optimists, dinghy classes and beach catamarans, up to large keelboats and multihulls.

This award-winning regatta incorporates Asia's largest one-design competition, the Platu Coronation Cup as well as the Thailand National Optimist Championships, and is hosted by Southeast Asia's largest marina, the Ocean Marina Yacht Club.

"The diversity of boats and variety of classes is a point of difference for the Top of the Gulf Regatta. There is no other regatta like it," says Co-Chairman of the Top of the Gulf Regatta Organising Committee, William Gasson, "We will again be welcoming a diverse fleet spread over 12 classes and expect to have over 200 boats and some 600 people taking part this April."

KEELBOAT AND MULTIHULL CLASS

- Class One: IRC 1 – Keelboats with an IRC 1.200 and above.
- Class Two: IRC 2 – Keelboats with an IRC 1.060 to 1.199
- Class Three: IRC 3 – Keelboats with an IRC 0.960 to 1.059
- Class Four: Cruising – Keelboats cruising in nature, racing on PHS handicaps at the committee's discretion.
- Class Five: Platu – Platu class keelboats (Platu Coronation Cup).
- Class Six: Ocean Multihulls – Ocean going catamarans and trimarans

Following registration and a practice race day on Thursday 30th April, the fleets in classes One to Six will race over four consecutive days – from Friday 1st to Monday 4th May inclusive – a schedule of windward-leeward, inshore, coastal and inter-island courses, decided on-the-day by the international race management team lead by well-known Race Officer, Australian Denis Thompson.

"Top of the Gulf Regatta is unique in Thailand in that it's operated from a marina providing safe and secure berthing for competitors each evening, as well as having the full complement of onshore services and facilities from Ocean Marina Yacht Club," said Scott Finsten, Harbour Master of Ocean Marina Yacht Club, who earned his dock stripes at Sydney's CYCA some years ago. "The marina can accommodate yachts with a draft of up to 3.5-metres within the marina itself. We will also be providing a ferry service from the marina to boats moored nearby for those with a draft in excess of 3.5-metres."

OTHER CLASSES

- Class Seven: F18 performance catamarans
- Class Eight: Open Beach multihulls
- Class Nine: Single handed monohull dinghies
- Class Ten: Double handed monohull dinghies
- Class Twelve: Optimist dinghies – Thailand Optimist National Championships



Classes 8 to 10 and Class 12 will have separate inshore course areas, dedicated race management and will race over three consecutive days from Friday 1 May to Sunday 3 May.

“As we enter the Regatta’s second decade, the Organising Committee and regatta owners Ocean Property are looking forward to continuing the formula of success that has seen the event grow to be the largest multi-class regatta of its kind in Asia, which in 2014 saw the regatta voted ‘Asian Regatta of the Year’ at the 2014 Asian Marine & Boating Awards,” said Mrs. Supatra Angkawinijwong, Deputy Managing Director of Ocean Property.

The 2015 event is fast taking shape. The one-design Platu class, racing for the Coronation Cup, looks to be already “full” with the 17 Ocean Marina-based platus all entered to race – whether owner-sailed or chartered. This is a record fleet and each year involves some of the closest on-water competition. In the Optimist Class, racing for the Thailand National Optimist Championships, organisers are expecting 120 young sailors.



The rest of the fleet is looking equally strong with entries coming in daily.

Examples include *Foxy Lady VI*, winner of the 2013/14 Asian Yachting Grand Prix, coming back to defend their IRC title at the 2015 Top of the Gulf. Helmed by owner Bill Bremner – a long time Singapore resident originally from Canada – Australian Steve McConaghy will also be on board calling tactics.

Another Aussie Scott Duncanson, a former Australian Youth Champion back in his day, is back to defend his Platu title on the boat *Kingdom Property* and will be up against some tough competition, which normally includes a number of strong Australian sailors. Chris Way competing in his Platu *Easy Tiger IV* will be looking to push Scott hard as Chris always has a strong Aussie contingent aboard including Top Spithill (Jimmy’s brother).

The Top of the Gulf Regatta operates under the auspices of the Yacht Racing Association of Thailand, the Platu Yacht Association, Ocean Marina Yacht Club and Royal Varuna Yacht Club. ⚓

www.topofthegulfregatta.com

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SAIL
PORT STEPHENS

P.S. I love you!

Organisers are gearing up for the 2015 Sail Port Stephens from 13 to 19 April.

Owners of eligible cruising and IRC boats looking for the perfect fusion of sailing and family time at Sail Port Stephens, 13 to 19 April 2015, can get online for the Notice of Race and entry forms.

With the Audi IRC Australian Championship rotating on to Queensland's Hamilton Island in August, the annual autumn regatta at Nelson Bay, just two and a half hours' drive north of Sydney and accessible to interstaters via Newcastle airport, reverts to its customary format.

The week-long event conducted during the second week of the NSW school term break opens with the Commodore's Cup Cruising events, 13 to 15 April, followed by a day's rest before stage two, the Port Stephens Trophy events and NSW IRC Championship that commence on Friday 17 through to Sunday 19. The Junior Off the Beach One Sail Series runs from 15 and 16 April.

Peter Lewis' Middle Harbour Yacht Club based Jenneau Sun Odyssey 37, *Lu Lu Belle* (LLB), is part of Sail Port Stephens' fabric.

Lewis is one of the original starters and hasn't missed a regatta since the inaugural event in 2008 that drew a fleet of 25 boats. In fact, he's on record making the controversial claim, "I am Port Stephens."

Preparations for the 2015 edition are well underway for LLB. Crew uniforms are made, stop-overs on the way north from Sydney Harbour arranged and the traditional layday long lunch booked.

Lu Lu Belle races with an unusual addition, namely a volleyball called Wilson that joins in the racing and is dressed up and taken on social outings around Port Stephens, creating much hilarity for the crew.

Last year another left-of-centre feature was added to the boat's Sail Port Stephens inventory – a crystal chandelier for alfresco fine dining in the evening to match the black tie, T-shirts and jackets. The stylish addition came from one of the crew members who lost claim to many personal items through divorce, but managed to hang on to the chandelier.

The specially adapted 12V light hangs from the boom at mealtime

providing diners in the cockpit with an ambient glow. During the day it's stored in a purpose-built carbon fibre hat box and abhorrent to most skippers is the admission it stays on the boat during races. "You know that the heavier a boat is, the faster it goes downhill," Lewis theorises. "*Lu Lu Belle* is a development class boat and I've put it to Yachting Australia that chandeliers should be an essential safety feature. On our boat we think the extra lighting is appropriate to the level of formality."

On the lay day, Wednesday 16 April, *Lu Lu Belle*'s crew is heading to the Hunter Valley for a winery tour followed by a nine course degustation lunch. Close to 40 *Lu Lu Belle* family members and friends plus crew from other boats made last year's long lunch a well-attended and noisy gathering.

Sydney based Ker 46 owner/skipper Tony Kirby is another with perfect attendance marked on his Sail Port Stephens report card. "I'll definitely be entering; it's my favourite regatta of the year," he states.

"My boat's draft is too deep for the inshore Commodore's Cup but I'll be there for the NSW IRC Championship. Port Stephens is the season grand finale for *Patrice*; we should have some good competition."

Organisers have introduced a range of initiatives including a multihull division expanded to cater for both cruising and racing cats and trimarans, and the return of the Junior One Sails series which is open to those under 18 at the start of the regatta wanting to enter a dinghy with one sail – such as a BIC, Opti or Sabot.

Commodore of the regatta host Corlette Point Sailing Association, Dom Grundy, encourages skippers to secure their entry and marina space early given the limited berthing across three local marinas. To those bringing partners and children, he also suggests an early booking at one of the many accommodation options as school holidays are a busy time for the region. Go to the accommodation tab on the official website for ideas.

Principal race officer, Denis Thompson, once again is overseeing the race management side and Pantaenius' major sponsorship continues for the second year. Sail Port Stephens is proudly supported by the NSW Government through its tourism and major events agency, Destination NSW.

Notice of Race and other regatta documents are available online. ↴ www.sailportstephens.com.au

AUSSIE STYLE
Lu Lu Belle is anticipating a thrilling regatta this year at Sail Port Stephens.

AIRLIE BEACH
RACE WEEK

INFINITY POOL
Victoire among the
IRC fleet at Vision
Survey's 2014 Airlie
Beach Race Week.

Revamp for Airlie

The onshore program at Airlie Beach Race Week will receive a makeover for 2015, says DI PEARSON.

Airlie Beach Race Week 2015's onshore program is to receive a makeover, while the racing program will remain as sound as ever, according to Whitsunday Sailing Club Commodore, Bernie van't Hof.

Van't Hof says he is well aware the 'Tropical Shirt' regatta, as it has become known over the years, is in need of an overhaul if it is to attract a strong high-calibre entry it has enjoyed in the past.

"I feel last year's onshore activities left a lot to be desired and therefore let competitors down in this area. We're determined to make it much better this year, in line with our successful racing program, Commodore van't Hof said. "We will be making announcements as we put our plans in place over the coming weeks," he finished.

The 26th edition of Airlie Beach Race Week, to be held from 7 to 14 August, will comprise six days of racing in the tropical Whitsundays with a lay day mid regatta, allowing competitors and their family and friends to enjoy all that the Whitsundays offer both on and off the water.

"We had so much fun at Airlie Beach last year. It's such a nice place; it's easy to get to, great racing, excellent race management and we love the mix of racing round the islands with a couple of windward/leewards thrown in," said Tony Kirby, the definitive IRC Racing champion who claimed six of the seven races with his Ker 46, Patrice last year.

I can't say enough about the regatta, I think everyone enjoys Race Week," ended Kirby, who won IRC Division 1 at the Sydney Harbour Regatta on the weekend.

Crowned the best Major Festival and Event at the 2014 Whitsunday Tourism Awards, prospective entrants for Airlie Beach Race Week are encouraged to start looking at accommodation options and airfare deals now.

Airlie Beach Race Week is supported by the Queensland Government through Tourism and Events Queensland in conjunction with its other major events throughout the state. ⚓

www.abrw.com.au



Superband and super sailing

An impressive lineup of renowned musicians will welcome guests to Audi Hamilton Island Race Week in August, reports ROB MUNDLE.

As the entry list for Audi Hamilton Island Race Week 2015 continues to grow at an inspiring rate, the organisers have already excelled when it comes to the party scene, and the launch of the regatta.

They have engaged an amazing Superband to entertain competitors, their families and friends on the opening night, Saturday, August 15.

This impressive gathering of musical talent will comprise Angry Anderson of Rose Tattoo, Sarah McLeod (Superjesus), Simon Meli (The Voice), Mark Gable (The Choirboys), and Guy Delandro (Glitter-Us). And, they will be backed by a five-piece band made up of musicians from the Baby Animals, The Whitlams, Jimmy Barnes' Band and INXS.

The superband will be saluting the start of Audi Hamilton Island Race Week in a spectacular fashion by bringing the night alive on the open-air stage adjacent to Hamilton Island Yacht Club.

"Audi Hamilton Island Race Week gets bigger and better every year, and this year we are going to launch it like no other in the event's 32-year history," said Hamilton Island's chief executive officer, Olympic and World Champion yachtsman, Glenn Bourke. "This Superband on the opening night will set the scene for what promises to be the most memorable and fun Race Week ever."

The broad-based appeal of Audi Hamilton Island Race Week is unmatched in Australia and internationally. There is superb trade wind sailing to be enjoyed amid an orb of tropical islands, glamorous dockside parties, post-race waterfront celebrations, and an unsurpassed entertainment agenda.

The entry list for Race Week, which will be staged from August 15 to 22, is already nearing 50. It's an imposing cross section of yachts, from Grand Prix racers and Rolex Sydney Hobart race winners to passagemakers, simple cruising yachts, sportboats and an impressive array of multihulls.

One of the most recent entries is the Corby 49, *Vamp*, owned by former Cruising Yacht Club of Australia commodore, David Fuller. She was built by Oyster Yachts in England and launched in 2002. *Vamp* won her division in the Rolex Sydney Hobart race three years ago.

Fuller said he is more than happy to be returning for his twelfth Race Week because the last time he was there he was watching it from a powerboat: "I hated it. I kept seeing all my sailing mates having so much fun on the water, and I wasn't part of it. I had to be there."

For him, the biggest appeal Audi Hamilton Island Race Week holds is the

opportunity to sail around so many beautiful islands, the vast majority of which are uninhabited: "The scenery is spectacular and the sailing superb. You can't beat it."

And, there are other big bonuses for Fuller at Race Week: "I go back to the very early days of Race Week, so it's great to return and meet so many old friends, on and off the water. Also, it's the only regatta I know of where you can thrash a new Audi on the local airport runway."

Hamilton Island is offering special 'Early Bird' accommodation rates for the regatta as a bonus to all competitors. Details are posted on the regatta website. This offer is available until April 30.

All information relating to Audi Hamilton Island Race Week 2015 is posted on the regatta website. In 2015, Audi Australia returns as the principal sponsor of Audi Hamilton Island Race Week for an incredible tenth year. Over the past decade of partnership, Audi and Hamilton Island have worked hand-in-hand to create a truly impressive sailing regatta, with even more activities on offer for sailors and onshore guests alike. This shared vision is based on a joint passion for winning performance, technological innovation and spirited competition. ⚓
www.hamiltonislandraceweek.com.au



OCEAN FLIGHT
Some of the yachts at Audi Hamilton Island Race Week 2014 weave their way through the islands bordering the Whitsunday Passage.

E1 E3 E4 E5 E6
S1 S3 S4 S5

FAST SAILING EASY CRUISING



E5 PERFORMANCE
CRUISING

S5 PERFORMANCE
ENHANCED

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elan

One of the most sought after tacticians in the business, with a long list of titles and podium places to his name, Steve McConaghy is a consummate professional sailor who continues to add major trophies to his own and other peoples' display cabinets.

'Macca', as he is generally known, turned pro-sailor fulltime in 2001 after a long career in IT and part-time role as a sailing coach.

The 47-year-old can thank his avid sailing parents, Doug and Wendy, who bought a family yacht, *Camelot*, in 1972 when McConaghy was just four. With his older brothers, Ian, Scott and Andrew, and sister Fiona, he was brought up on a healthy dose of sailing.

"My parents were the driving force," acknowledges McConaghy, whose lifelong passion for the sport has seen him reach the pinnacle: the Olympics, one-design world titles, countless national and state titles and major race and regatta wins, all stemming from his youth in dinghy classes, where he cut his teeth.

"My biggest start to winning titles was the Manly Junior Nationals in 1982. I won the Flying 11 National title the next year and successfully defended that title the following year," McConaghy recalls.

Trophies reaped in Australia and overseas are numerous, but there are some particularly memorable ones.

"Most outstanding was representing Australia at the (1996 Atlanta) Olympic Games," he says of sailing bow on the Soling keelboat skippered by Matt Hayes with Steve 'Mothy' Jarvin in the middle.

The trio's outstanding results, including third at the Soling Worlds, garnered a nomination for Australian Yachtsman of the Year 1994-1995 and Australian Sports Star of the Year 1995.

"My other standout was as tactician for the late Guy Stening. We won the 2008 Mumm 30 Worlds against some big names. I've also won three 11 Metre One Design world titles; 2004, 2005 and 2006," says the yachtsman who has also raced alongside luminaries such as Iain Murray and Dennis Conner in the Etchells keelboat.

"My youngest son Tom was born just two days after I won my first 11 Metre worlds – he was due halfway through, but waited. My older son Zack was born halfway through

THE TACTICIAN

BORN TO RIDE

A LIFELONG PASSION FOR SAILING HAS SEEN STEVE McCONAGHY GO ON TO RACE – AND WIN – AT THE HEIGHT OF COMPETITION. DI PEARSON TALKS TO THE MASTER TACTICIAN.

the 2000 Olympics. They're both into sport; they love water and ball sports," he says.

"The most exciting race I've done was aboard *Quantum Racing* (the canting Cookson 50 now known as *Victoire*) with Ray Roberts in the 2008 Gold Coast race.

"We broke the 30 knot barrier a few times, with a top speed of 32.8 knots, and won line and overall honours. It was a good year winning a lot with that boat."

Late last year McConaghy reunited with Roberts who returned to racing in Australian waters before Christmas after buying the Farr 55 *Living Doll* and renaming it *OneSails Racing*.

"Sailing with Ray again is comfortable. We always have a laugh. He is very thorough; he wants to make sure all the i's are dotted and the t's are crossed. He's a very good helmsman and good to sail with," says McConaghy who left unfinished business to re-join Roberts.

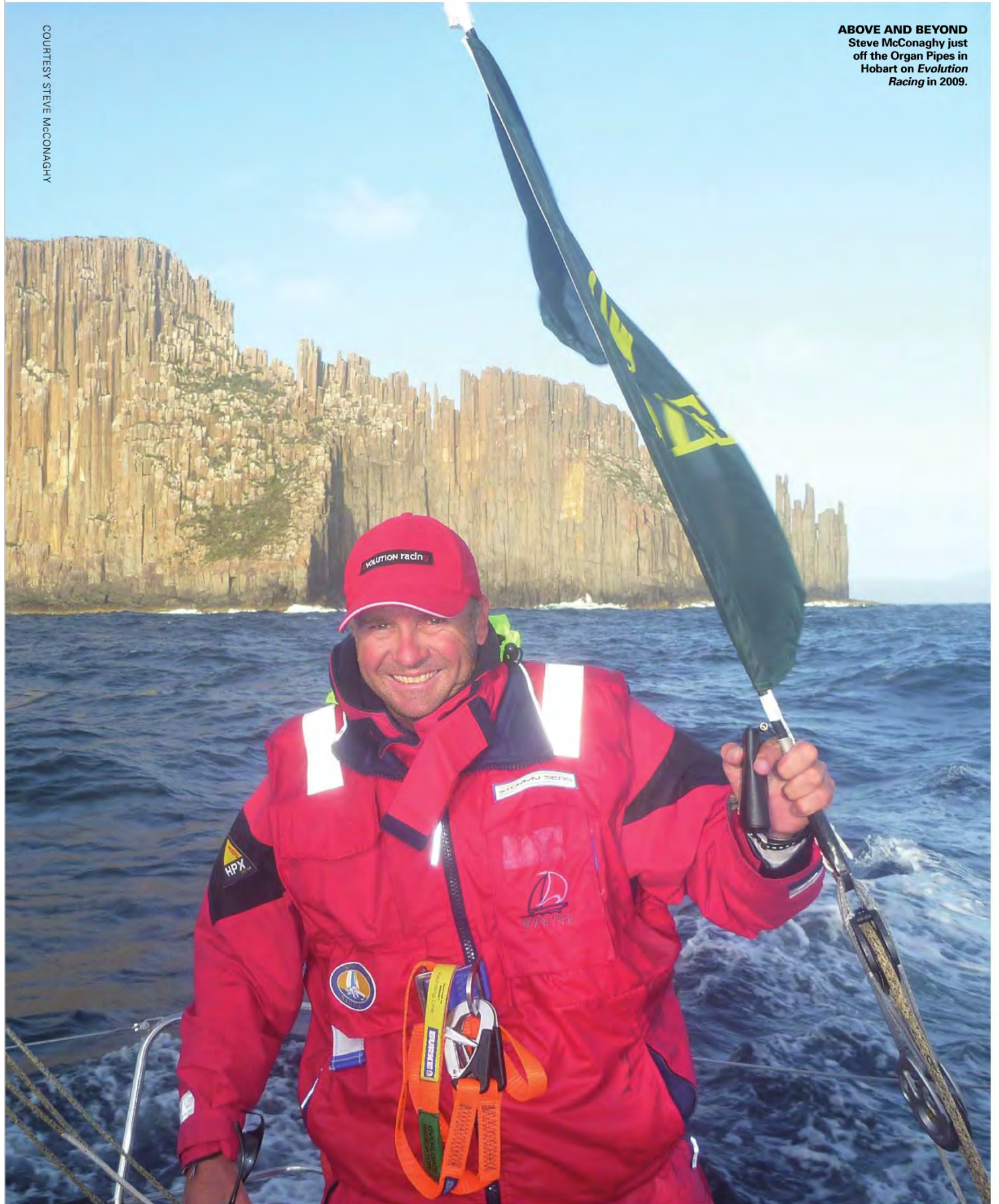
On the cusp of winning the Cruising Yacht Club of Australia's Blue Water Point Score with Sam Haynes' *Celestial*, he says: "I had three good years with *Celestial*. The only reason I left Sam was because Ray bought *Living Doll* and he also has a boat in Asia, so I get to do a lot more sailing – which is my livelihood."

But he hasn't cut ties with Haynes. He is to call tactics on *Celestial* at



COURTESY STEVE MCCONAGHY

ABOVE AND BEYOND
Steve McConaghy just
off the Organ Pipes in
Hobart on *Evolution*
Racing in 2009.



Sail Port Stephens. He will also race aboard Chris Way's *Easy Tiger* in the Platu class at Thailand's Transworld Invitational this year.

"I'm doing the Gold Coast race, Airlie Beach Race Week and Hamilton Island with Ray who's looking at the San Fernando Race and the Commodores Cup too," the Sydney sailor says.

McConaghy continues to race in Asia with Roberts and on Bill Bremner's *Foxy Lady*. "I'll do the Top of the Gulf and Koh Samui with Bill in May to defend our Asian Grand Prix title after winning nine regattas in a row last year.

OPEN OCEAN
Right: Steve McConaghy at the helm of *Quantum Racing* in the 2008 Sydney Gold Coast race.
Below: McConaghy called tactics on *OneSails Racing* at the Sydney Harbour Regatta in March this year.
Inset Circle: Steve McConaghy on *Shogun V* in the 2012 Brisbane Gladstone race 1.



"I've won nearly everything in Asia with various boats. The Asian circuit is growing and becoming more popular. There's fantastic tropical sailing thrown in with moderate conditions. The accommodation and food are excellent and economical and the locals are very welcoming."

I asked if sailing and travelling ever wears thin.

"When you get to sail in places like Asia and the tropics, you can't get sick of it. I spent 12 years behind a computer in an office before turning pro – I love my sailing," McConaghy affirms.

"I always set myself targets – and to succeed at those is a thrill. Like *Celestial*, I lifted that team from a mid-fleet boat to winning the Gold Coast Race and other major regattas. Sam is a fantastic guy and I enjoy sailing with him and the crew."

Results come, he says, "Because I am calm and collected, I'm not a ranter. I do things in a manner people respect, that's how I get the best out of crews like *Celestial*. A good testament is Graham O'Neill. He respects my calming influence. He owns the McConaghy 60, *The Red Hand*. It's an amazing boat."

Fellow yachtsman and sailmaker Bruce Hollis is among those who sings McConaghy's praises: "Steve really looks after his owners. He never puts them in difficult situations in races or embarrasses them. He's considerate – not a cowboy.

"He's a great asset to any owner looking for a good tactician or driver, and he knows how to get results out of a crew. I have a lot of respect for him."

McConaghy says the most pressurised and toughest sailing is in one-design classes, where you can't hide. "In the competitive world Farr 40 fleet there was a lot of pressure. I lost sleep and would kick myself if I had a below average day," he admits.

"My job is to try and ensure that all the boxes are ticked beforehand and hopefully it means then that tactics will win. I hate getting on an unprepared boat and I don't mind taking the blame if all the other boxes are ticked.

"We call it the 'Game of Inches' for obvious reasons. For instance, the

MC38 is so responsive that crew work and sail trim becomes critical. They're exciting and I'd love to sail one again."

Apart from the campaigns mentioned above, McConaghy has contested multiple international events across multiple classes: 470, 505, Tasar, Laser, 6 Metre, 505, one-designs, Soling and Etchells.

Fifteen Sydney Hobart starts and finishes are also on the RPAYC and CYCA member's resumé.

"One of the best Hobart's was on the Farr 40, *Leroy Brown*, with Warren Wiekmann (1999). We finished in the same time as *Kialoa III*'s 1975 record (2 days 14hrs 36mins 56secs, held for 21 years). We still hold that record (for a 40-footer)," the tactician says.

"Driving downwind with a kite on, we fell off a wave with no back on it in a 40 knot rain squall – and cartwheeled. Hanging onto the wheel, I was the only one left standing. Everyone else was thrown over the side.

"My first role as a pro-tactician/driver was the *Leroy Brown* days."

A lot of people envy his lifestyle. "If only my boys knew what their options were in sailing, I'm sure they'd dive in. I can't think of a better job than mine," McConaghy says.

"The beauty of sailing is that you keep getting better and better. You can never know it all and you can keep doing it at any level as you age. I can't think of another job I would want."

So passionate about sailing, McConaghy built his own website, www.onlinesailingcoach.com three years ago, where his achievements and sailing information are stored.

"I wanted to share my knowledge of how to win a boat race," ends the McConaghy whose other hobbies are playing golf, skiing "and just mucking around on the water with my sons." ⚓

"The most exciting race I've done was aboard *Quantum Racing* with Ray Roberts in the 2008 Gold Coast race. We broke the 30 knot barrier a few times, with a top speed of 32.8 knots, and won line and overall honours."
Steve McConaghy



Audi Hamilton Island Race Week, 15-22 August, 2015

The line of sight navigation and calm waterways of the Whitsundays provide the perfect conditions to set sail. So it's no surprise that Audi Hamilton Island Race Week is Australia's largest offshore yachting regatta. In 2015, join us on Hamilton Island, home of the Hamilton Island Yacht Club, for some of the most competitive and enjoyable racing in the world. If you'd prefer to leave the boat at home, you can select from a range of accommodation, an exciting on-shore social program and over 60 different activities, including sailing of course. Find out more at: www.hamiltonislandraceweek.com.au or call 137 333.



Knut Frostad, CEO of the Volvo Ocean Race warms to his subject. “Yes, there is a maximum age for this race,” he states. “As the dynamics have changed and the limits go up, the maximum age goes down.”

In Auckland for the two-week stopover ahead of the gruelling Leg 5 across the Southern Ocean to Itajaí Brazil, Frostad is the master of the massive machine that is known as “the Everest of Sailing.”

“More people have climbed Everest than have competed in a Volvo Ocean Race,” says Knut. In fact, more people have been to the moon than have won every leg of a Volvo Ocean Race.

And while the ethos behind the race has remained, the race itself has evolved. Once, the crews were composed of a motley mix of all-comers who dawdled through the Legs, and three or four highly-sponsored professional teams, pitting themselves against each other and the elements.

“We would be preparing to leave for the next Leg when some of these amateur yachts were just pulling in. It dragged out the stopovers and made the race too slow,” explains Frostad, adding that events such as Clipper are ideal for newcomers to competitive circumnavigation.

The technology behind the boats has created a new breed of sailor. “Where once there were a few good boats in the fleet and lots of average boats, now they are all one design, and they’re very demanding. They reach speeds up to 30 knots and go flat out for weeks at a time. The race is now 60 percent longer, with shorter stopovers, adding to the difficulty.”

The Volvo Ocean Race 2014-15 consists of nine offshore legs between the 10 host ports and one pit-stop, amounting to at least 38,739 nautical miles over a nine-month period. The VO65 – tantamount to a sardine tin – is the boat the eight sailors (11 in the case of the all-female team) call home for the nine months of the VOR.

The overriding aim of the new VO65 one-design yacht was to increase race participation, and to do that, costs and production time need to be managed.

Built to a single, tightly controlled set of plans from Farr Yacht Design in the US, designed to withstand the toughest conditions on the planet, the VO65 is a collaboration among

AS REAL AS IT GETS

THE GLOBAL SPECTACLE OF THE VOLVO OCEAN RACE SAILED INTO NEW ZEALAND IN MARCH FOR THE AUCKLAND STOPOVER OF WHAT IS THE FASTEST AND TOUGHEST OCEAN RACE AROUND THE WORLD. JENI BONE WAS THERE TO CATCH UP WITH THE TEAMS AND VOR ORGANISERS, NOT LEAST CEO KNUT FROSTAD.

a consortium of four boatyards: Persico (Italy) for the hull, the daggerboards and some internal structure; Multiplast (France) for the deck and some components; Decision (Switzerland) for the internal structure; and Green Marine (United Kingdom) for final assembly and many of the components, including the galley, media station, rudders and steering wheels.

In 2014-15, each one-design Volvo Ocean 65 is racing around the world with just 12 sails, a major reduction in the inventory from previous races and another significant cost saving introduced as part of the project. Just eight race sails are allowed on board, with no (non-repair) recuts and only four replacement sails.

With the exception of the A3 and the storm jib, all sails were built to varying deniers using North Sails’ 3Di process, using pre-impregnated tapes made of black Twaron Aramid and clear Dyneema SK75 fibres. No carbon is allowed in the sail material as it blocks the signals to and from the satellites essential for communication and data transfer.

Production and delivery were carefully controlled and a pre-race set of sails was built and made available as the boats come off the production line every seven weeks. Race sails



JENI BONE

KING KNUT
Knut Frostad is himself a former professional offshore and Olympic sailor.





were built in batches so that the same mould is used for the production of eight sails of one type. Each sail type was then finished in the same loft by the same team in one go to ensure an identical shape and production quality. A ballot was drawn by each team for ultimate fairness.

The boats were then purchased from Green Marine in the UK – at a cost reduction of around 50 percent on the previous VO70 – ready to sail. Seven boats have been built to date, all identical. In fact, over the seven boats, there's an estimated weight difference of only 20 kilograms – incredible given the complexity of the boats and their diverse crews.

The most significant consequence of the new one-design boat is that the 2014-15 Volvo Ocean Race will be won and lost by the athletes.

"If it hadn't been for the new one-design rule, then I probably wouldn't have done the Volvo Ocean Race again," said Abu Dhabi Ocean Racing's skipper, Ian Walker, who forecasts the current edition will be the tightest race in history.

The speed differences between the boats will be smaller than ever before, but the speed on the water promises to be record-breaking. Despite being five feet shorter, the VO65 under the Team Brunel livery rolled out 540 Atlantic miles in 24 hours, compared to the 596.6-mile world record established by a Volvo Open 70 in 2008.

Life on board a VO65 is as extreme as it gets. Unbearable temperatures, hostile weather and rough sailing conditions, constant dampness, sleep deprivation, one pair of clothes, restricted communications with the outside world and sustained competitiveness accompany the sailors for up to 25 days at a time – all at 30 knots boat speed in the open ocean.

"It's this potential for speed that makes crew fitness all the more vital," says Frostad.

Gone are the days when amateur sailors such as Cornelis "Conny" van Rietschoten could enter the sport in their mid-40s for a lark and then go on to win two consecutive editions on *Flyer* and *Flyer II*, albeit with a well-funded and professional approach to crew selection and training.

Sailing legend, the late Magnus Olsson, mentor and close friend of Frostad, competed in six editions of the Whitbread/Volvo Ocean Race, from 1985-86 to 2008-09, tasting victory with *EF Language* in 1997-98 when he was 48.

"The oldest crew member we have now is Team Brunel skipper, Bouwe Bekking who's 52. He's a highly professional sailor, very competent as a leader and crew member, but this edition will probably be his last."

This is Bouwe's seventh participation, nearly 30 years after his first attempt in 1985-86, having twice



"At stopovers, we bring the public close to the crews and boats. They can come inside the Boat Yard, touch and feel, ask questions and experience."

Knut Frostad

SOUTHERN EXPOSURE
Auckland was the fourth stopover in the VOR and Frostad says the race resonates with the Kiwis – "it's in their DNA," he says.

finished runner-up and skipped two campaigns.

Could Frostad back up his own experience, no less than four editions of the event, and take to the helm these days?

"I'm not 60," flashes the former professional offshore and Olympic sailor, before demurring and admitting that it would take some preparation. "If I had the adequate training, yes, I could."

Does he yearn for the thrill of the next Leg when he oversees the fleet's farewell at nine ports across the globe? "Of course, but there's plenty going on behind the scenes and that's what occupies my time and energy these days."

Frostad took up the role of chief executive of the Volvo Ocean Race in 2008 and brought a wealth of knowledge and experience to the race. He is accredited with revolutionising the event, thanks to his considerable business acumen coupled with his sailing credentials.

His first stint as a competitor dates back to the 1993-94 'Whitbread Round the World Race' when, as helmsman on *Interim Justitia*, he finished in second place.

Four years later, he returned as skipper and project founder/director on *Innovation Kvaerner* in 1997-98 and again, for the newly-named Volvo Ocean Race, on *Djuice Dragons* in 2001-02. In 2005-06 he was watch leader



and technical advisor with *Brasil 1*.

Based in Alicante Spain, where the Race Headquarters is more like a city, complete with Race Command and Museum, Frostad is the lynchpin, the life and soul of the VOR.

His zeal and commitment, indeed his very presence, inspire those who work with him. "I would follow him into battle," whispers a senior media liaison officer as we're ushered into the boardroom ahead of the arrival of "King Knut," as the Mayor of Auckland, Len Brown referred to him.

As with the Olympic Games, there is no financial reward for winning the 38,739 nautical-mile race, yet no set of sailing honours can be complete without victory in the Volvo Ocean Race. The prize – the Volvo Ocean Race trophy – symbolises the glory of winning what is still one of the most extreme challenges in the world of sport.

"Life at the Extreme" is the theme of the Race Village at each stopover, Auckland being the fourth.

Frostad was ecstatic to be back in Auckland, a city that is equally elated to have the VOR in town.

Everything about the event resonates with the Kiwis. "It's in their DNA," observes Frostad, referring to the success of Sir Peter Blake, the only sailor to have taken part in the first five Whitbread Round the World races, winning in 1989-90 as skipper of *Steinlager 2*; Grant Dalton, also a

veteran of five editions, skipper on the winning *NZ Endeavour* 1993-94; and the current crop of sailors in the America's Cup and on each of the seven crews in this edition of the VOR.

"When the boats started to arrive around 9pm Saturday at the end of Leg 4 from Sanya, we thought it would be too late. But the cricket had just finished and the harbour was filled with people in the restaurants, bars, and on the water in boats and jet skis. It was actually crowded. It was incredible. Beautiful."

Brazil too is expected to reach fever pitch for the fleet's arrival, sometime in early April after the longest, toughest, most epic Leg across the Southern Ocean.

"Three years ago, there was a delay and we thought the Brazilian crowds in Itajai would get tired of waiting. But they kept playing music, singing, dancing, getting more excited until the boats finally arrived. 52,000 people lined the shores. It was our biggest stopover ever."

Brazil represents the VOR's highest audience on social media. "There is a lot of potential in South America to grow the sport of sailing, particularly with the Rio Olympics in 2016 and greats of the sport like Torben Grael [skipper of winning boat, *Ericsson 4* in 2008-9] and many others rising through the ranks."

Frostad's goal is to build on the legacy of the race and elevate the



"The Volvo Ocean Race is the most difficult thing you can do in the sport of sailing. It's the Mount Everest."

Knut Frostad

THE FAR SIDE
Crews left Auckland on 18 March for the fifth and longest Leg of 6,776 nautical miles to Itajai in Brazil.

event into the top echelons of global sporting events. His prime objective is to attract more teams and more countries to the race.

"We would like to see eight to 10 boats in the race," he says. "That would be the ideal number. Not too many, just enough so they can generate a fan following. In Formula 1 and Tour de France, we only know who came first. You can't follow all of them. With the Volvo Ocean Race, you can follow the fleet and learn about their identities and their stories."

Frostad would like to see entries from New Zealand, Australia, Italy, France and Brazil. "There are a lot of sailors from New Zealand, Australia and France, but it would be great to get teams from these countries. Compared to previous editions of the VOR (for which teams spent up to 30 to 40 million Euros), the cost of entry is about 9 million Euros over two years, which makes it much more appealing and achievable for sponsors."

The appeal of the race, to participants, sponsors and the general public, according to Frostad, is that it represents the pinnacle of human endurance.

"It's a combination of the racing being the ultimate challenge and the prestige of that," says Frostad. "The prestige varies from person to person. Some love the limelight, others don't really care about it. The Volvo Ocean Race is the most

difficult thing you can do in the sport of sailing. It is the Mount Everest. Not just because it's the longest and most competitive, it's fast, it's risky, but also because you have to do it with other people. Because of that, it goes twice as fast, and it's at max speed 24 hours a day.

"The challenge of surviving in a close, heightened social environment with other people is very complex. Only two boats in the race's 42-year history have managed to sail around the world with the same crew, even though everybody wants it, and that's because it's so hard."

Despite involving just 66 participants every three years, the VOR has a strong focus on not being seen as an elitist sport.

"We are very much a real sport. When we say things, we mean it. We are not creating an artificial marketing stunt. At stopovers, we bring the public close to the crews and boats. They can come inside the Boat Yard, touch and feel, ask questions and experience. There's a full size cross-section of the boat, they can see the skippers and crews walking around the village and speak with them."

The major drawback of the VOR is that "all the sailors are normal people, not superstars."

"They might be former Olympians and world champions, but they are unrecognisable on the street. People can get close to them, ask them questions."

Bridging the gap between these top athletes and the public is what attracts sponsors like IWC Schaffhausen, Musto, Inmarsat and Maersk.

"We have skipper portraits in the Race Village with their thoughts and comments written for all to see. Sponsors can get on the boats, sail with them and hear their stories. At



"And the Volvo Ocean Race is as real as it gets. There are no games out there; this is not a directed TV show. What happens on these boats in front of those cameras really happens."

Knut Frostad

the Gala Awards Dinner, sailors sat on each table. Sponsors and guests told me 'Wow! I sat near a sailor and he actually told me his stories from the race.' How often can you rub shoulders and share real stories with the top athletes of a sport? That's what makes the VOR different. We share our stories and they are unique and compelling."

Broadcasting them to a broader audience is key to the longevity of the VOR and giving sponsors their value. "With today's communication, you can tell that story to everybody. You don't have to do the Volvo Ocean Race, but it's fascinating to follow it and say 'Wow, imagine if I could do that?' From the outside, with social media and communications today, you can live through other people's crazy experiences.

"You don't have to do a Volvo

Ocean Race, but you can draw from it and tackle your own challenges. I like to think of the Volvo Ocean Race as an inspirational challenge."

Frostad believes this is what makes the VOR different – "it's authentic, very grounded."

"These days, sponsors have a lot of choice – F1, rugby. So we have to emphasise what makes our event different and it's the amazing stories. As sophisticated as the race is, it fulfils a basic human need, a connection. The more superficial the world becomes, the more we value having something real.

"And the Volvo Ocean Race is as real as it gets. There are no games out there; this is not a directed TV show. What happens on those boats in front of those cameras really happens. The risk is very real and the human response is very real." ⚓

www.volvoceanrace.com

Volvo Ocean Race facts and stats

- The total length of the 2014-15 race route is 38,739 nautical miles (71,745 km) – almost twice the circumference of the Earth.
- The 2014-15 route started in the Spanish port of Alicante 11 October 2014 and will finish in Gothenburg, Sweden 27 June 2015.
- The race is made up of nine legs and includes stopovers in Cape Town (South Africa), Abu Dhabi (UAE), Sanya (China), Auckland (New Zealand), Itajaí (Brazil), Newport (Rhode Island, US), Lisbon (Portugal) and Lorient (France). A 24-hour pit-stop in The Hague (The Netherlands) is scheduled between France and Sweden.
- The longest leg is Leg 5 from Auckland, New Zealand to Itajaí, Brazil – 6,776 nautical miles (12,549 km). In the Southern Ocean, boats will be dodging icebergs and confronting relentless 20 to 30-foot waves as they skirt Cape Horn.
- Since the 2008-09 edition, every team must carry at least two Under 30 sailors.
- Sailors can spend up to 25 days at sea between ports and take only one change of clothes.
- Sailors follow four-hour cycles known as watch systems – four hours on duty, four hours standby, four hours sleep or rest – unless they're needed for change of sails when it's all hands on deck.
- Sailors burn 5,000 to 6,000 calories a day (more than double the daily average calorie intake for an adult).
- Sailors mainly eat freeze-dried meals, and can have up to eight snacks and 20 vitamin pills per day.
- The desalinator on a VOR65 produces 50 litres of water every day, but no fresh water is used to shower. Sailors use wipes, or the rain!



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Gordon Coates



Peter Dyer's Cap Rocat sporting its new Parasailor at Audi Hamilton Island Race Week

Photo Lisa Ratcliff

Find out why the Parasailor has been called "one of the most important sailing innovations during the last 100 years"
Parasailor agent for Australia and New Zealand Peter Baker +61 (0)412 491 617 peter@pgbaker.com.au

Choosing a performance-cruiser is not for the faint hearted because you want the best you can afford of both worlds. For some of us it's a matter of doing something differently, albeit faster coastal passage making, even in light airs, rather than wallowing along with a rather bland cruiser which encourages you to stick the autopilot on and pour another G&T.



But if you're going up the coast anyway, from say Sydney to Coffs, why not join the throng with race flags on their beamy transoms? Enjoying the ride while relaxing below afterwards is one of the great pleasures of performance-cruising yachts but as you become more serious, pay heed to the ratings.

IRC continues to dominate the rating game, so compliant designs continue to flow from the pens of top architects such as Judel/Vrolijk, Rob Humphreys and Jason Ker. For those moving up from a modest cruiser, interesting entry-level models include the McConaghy Ker 33 that comes from the well credentialed pen of Englishman Ker and semi-custom made by those masters of composite. Alternatively, and bucking the trend in form stability coming largely from ample beam, the new 36-foot J/112e may have the legs upwind on some of her fatter competitors and is a derivation of the race winning J/111. Moving up a notch, the European

RUNWAY MODELS

RANGING FROM LEAN AND FAST TO MORE MODESTLY PROPORTIONED, JUST LIKE THEIR HUMAN COUNTERPARTS, OUR PERFORMANCE-CRUISER MODELS REFLECT MANY DIFFERENT WAYS OF BRINGING HOME THE SILVERWARE IN STYLE, REPORTS KEVIN GREEN.

Yacht of the Year for performance-cruisers, the French-made JPK 10.80 looks enticing with a slightly unconventional Jacques Valer-designed hull and its sibling, the JPK 1010, won its division in the last Fastnet. But I'm not sure the family

SLEEK AND LEAN
The Elan E5 epitomises the modern performance-cruiser.

would enjoy below decks much.

If comfort is a way of enticing the family aboard at the end of Hamilton Island Race Week, the 40-foot Elan E5 is worth taking for a test sail at Performance Cruising Yachts in Sydney as it has a fully-fitted interior inside an ultra-modern Rob Humphreys infused hull. Comfort is also to the fore on the innovative Oceanis 35 that may be so comfortable and with modest performance that you're enticed to cruise more than compete. But with this boat you can give yourself a chance on the twilights by choosing the lightest of three interiors then hoisting its Code 0 for fast running.

PREMIUM PERFORMERS

At the premium end of this listing of performance-cruisers is an impressive armada of breathtakingly desirable yachts that includes X-Yacht's first twin-ruddered model, the 66-foot X6. Promising a mix of the company's performance and cruising range, you could win the ARC, then pop your tender out of the dinghy garage to take everyone to that favourite West Indian beach bar afterwards.

Not far behind would be the two Italian supermodels, the equally impressive Solaris One 58 that persuaded Sydney dealer Windcraft to import them or the radical Advanced 44, penned by America's Cup designer Roberto Biscontini. Described by my chum Toby Hodges at *Yachting World* as one of the liveliest performers in the category, the A44's enormous sail area should certainly persuade you to forget the autopilot switch and that extra G&T.

Then again you may throw caution and all your superannuation to the wind and go for one of my favourite contemporary race boats. Many years ago when the very first TP52 was arriving in Australia, I contacted Bob Steel to ask for a look at what I thought would become a major class here. This was confirmed to me after racing on it at Hamilton Island, so the prospect of one that can go faster upwind yet have accommodation is great news indeed. Step forward the Judel/Vrolijk IRC 52 under construction at Premier Composites in Dubai.

Finally, for sheer decadence during that world cruise and a decent shot at prestigious events on the Med circuit, there's Nautor Swan's flagship 105RS – with its carbon hull and a transom opening owner's suite.



ADVANCED 44

The huge sail area and customised interior on this epoxy/carbon hulled 44-footer will reward both the cruising family and performance sailor.

The A44 is the entry level model from specialist performance-cruiser builder Advanced Yachts, that comprises the A60, A66 and the new A80. The young Milan-based builder uses America's Cup naval architect Roberto Biscontini to create fast boats that have customised, and somewhat radical interiors penned by specialists Nauta Design. Biscontini's work on the Volvo 70 Camper shows in this infused epoxy/carbon reinforced 44-footer which has the tall, slab-side V70 shape with deep bow for fast windward performance but with wider aft sections for down-hill sleigh rides. On deck there's more unusual features, with a powered centre mainsheet winch and twin outboard binnacles in the large cockpit. Sail controls are clustered around the binnacles, apart from two halyard winches conventionally placed on the coachroof. The large sail plan includes a big topped mainsail (or smaller cruising version), along with roller headsail and asymmetrical kites flying from a fixed bowsprit.

Down below, among the many custom options is an open plan double berth forward with enclosed double aft, which is similar to the work Nauta Design has done with Oceanis 35. The saloon is dominated by the keel stepped mast which is centralised above the foil, meaning the A44's centre of effort is optimally placed. The small galley with sink and stove confirms the luxury weekender feel of this premium market 44-footer but there is a bathroom with separate shower and modest navigation station.

www.advancedyachts.it

MODEL	Advanced 44
DESIGNER	Roberto Biscontini
LOA	13.46 metres
BEAM	4.25 metres
DRAFT	3.0 metres
ENGINE	40 HP
FUEL	200 litres
WATER	300 litres
SAIL AREA	Mainsail 74/64 m ² , Jib 51 m ² , Gennaker 178 m ²
DISPLACEMENT	(light): 7,100 kg
BALLAST	2,700 kg
PRICE	Euro 650,000 (ex-factory)



BENETEAU OCEANIS 35

An innovative and spacious cruiser with a versatile interior and enough sail options for twilight racing.

Beneteau's Oceanis range continues being remodelled and the new Oceanis 35 encapsulates many of the latest design ideas, including hard chines, full bows, twin rudders and that signature mainsheet arch from older sibling, the Oceanis 38. As with the larger sibling, again three interior layouts are offered. The stripped-out, open-plan Daysailor; the Weekender with up to three cabins and the fully fitted-out traditional Cruiser. Apart from cost savings, weight is also a significantly varying factor in this new Oceanis 35 when performance is wanted. In terms of performance the Oceanis 35 obviously has the emphasis strongly on cruising rather than racing but does come with a versatile sail plan – including a Code 0 for fast running and genoa for upwind – so should make a comfortable twilight racer.

Beneteau's modular build concept allows upgrades to your Oceanis 35 for items such as stove/oven to the Daysailor version or a cabin conversion to the Weekender so these versatile boats can change to your requirements. Pascal Conq continues his design relationship with Beneteau in this beamy hull which maximises the waterline with a T-keel to support the sailplan. On deck the cockpit has the primary winches near the helm while the GRP arch ensures the main track is out of harms way for those family day sails; and there's a drop-down swim platform.

www.beneteau.com.au

MODEL	Beneteau Oceanis 35
DESIGNER	Finot - Conq /Nauta
LOA	9.99 metres – (32 feet 9 inches) daysailor, 10.45 metres – (34 feet 3 inches) weekender and cruiser
BEAM	3.72 metres
DRAFT	1.85 metres
ENGINE	20 horsepower saildrive
FUEL	130 litres
WATER	130 litres
SAIL AREA	mainsail 27.50 m ² , genoa (103 percent) 26.72 m ² , asymmetric spinnaker 83.45 m ² Code 0: 50.9 m ² , jib 25.5
DISPLACEMENT	5,207 kilograms daysailor / 5,533 kilograms cruiser
BALLAST	(deep): 1,559 kilograms
PRICE	\$221,722.000 (sailaway)



ELAN E5

The E5 has the equipment and infused build to be a good performance-cruiser in the competitive 40-foot category.

The Elan E5 is the epitome of the modern sports cruiser thanks to chines, T-keel, twin rudders and a keel stepped performance rig. So this mid-sized model is ideally placed to be competitive in the popular 40-foot IRC cruiser-racer category but see for yourself when the E5 arrives at Performance Cruising Yachts in Sydney. Chief executive officer, Matt Hayes, test sailed the Elan E5 in Slovenia and was very impressed. "The quality of the workmanship was exceptional and the vacuum infused hull and decks ensures that the yachts are very strong, light and exude powerful performance."

Features of the deck include retractable bowsprit, six winches and an integrated GRP toe rail, which lends style to the refined profile of the E5. Designer Rob Humphreys has opted for twin rudders, which allows the 3.87-metre beam to be carried aft to the transom, giving greater directional control and stability plus allowing for a large working cockpit. Below decks is fully fitted-out in Mahogany with folding table, starboard dinette and a sensibly sized navigation station portside. The rounded light wood interior is a complete redesign for the Elan performance range that includes a lower companionway for easy access, with a choice of interior finishes and soft furnishings. For berths there's a two or a three-cabin layout with one or two heads. Sail controls include a German mainsheet system and Harken deck gear on a race orientated deck layout that ensures all is to hand at the twin helms.

www.performancecruising.com.au

MODEL	Elan E5
DESIGNER	Humphreys Yacht Design & Elan design team
LOA	11.96 metres (39 feet 2 inches)
BEAM	3.87 metres
DRAFT	2.40 metres
ENGINE	39 horsepower
FUEL	160 litres
WATER	277 litres
SAIL AREA	mainsail: 51.56 m ² , jib 37.60 m ² , gennaker: 135 m ²
DISPLACEMENT	7,300 kilograms
BALLAST	2,700 kilograms
PRICE	POA



J/112E

Combining a stiff hull with an IRC friendly sailplan and full accommodation should give this new J/112e wide appeal.

American builder J Boats is in build mode with what local distributor Ray Entwistle describes as a "cruising version of the successful J/111" and the order books are already brimming. This new 36-footer should appeal to a wide variety of markets because both sides of the cruiser-racer equation are well catered for – the J/112e prioritises performance while also including a fully fitted, stylish interior. The fairly traditional layout has the lounge forward with galley on the aft starboard quarter, opposite the full-sized navigation area while accommodation is a double cabin at each end. And unlike some of the mass production competition, J Boats has resisted the urge for a wide hull that can create drag in softer conditions, instead opting for a deeper V-bow and moderate displacement.

On deck, again J Boats has resisted the fashionable (and weighty) use of twin wheels/steering gear, choosing instead a large single wheel and a lighter-weight linkage setup to control the deep spade rudder. The sailplan is high aspect non-overlapping headsails that favours IRC handicapping, but in cruising mode a 105 percent genoa is available, while downwind the asymmetric spinnaker flies from the retractable carbon bowsprit. The alloy mast is keel-stepped but upgrade options include full carbon spars and rod rigging. The keel comprises a lead bulb on a cast iron fin, fixed to the infused GRP hull via an internal grid that should mean the J/112e is a stiff boat that holds her sail area well.

www.yachtspot.com.au

MODEL	J/112e
DESIGNER	J Boats
LOA	11.00 metres (36 feet)
BEAM	11.75 metres
DRAFT	6.90 metres
ENGINE	30 horsepower Volvo saildrive with 2 bladed folding propeller
FUEL	70 litres
WATER	170 litres
SAIL AREA	65 m ² plus 120 m ² asymmetric spinnaker
DISPLACEMENT	5,125 kilograms
BALLAST	1,903 kilograms
PRICE	\$325,000 (base boat without sails)



JPK 10.80

An award winning functional racer-cruiser from a small French yard with a reputation for winning IRC designs.

This petite Brittany yard has been synonymous with successful IRC designs for a decade, such as its successful JPK 1010 model, so it's not surprising that its newest yacht received instant acclaim. By winning the Performance Cruiser category in the European Yacht of the Year Awards, this 35-footer should attract the attention of club racers who want to bridge the gap between bland production boats and high cost custom yachts.

Looking at the JPK 10.80 the bare statistics show that it's no lightweight performer when compared with some more exotic marques but that is only part of the picture. Designer Jacques Valer – who also designed the Hobie Tiger – is known for his full bodied hull shapes with streamlined but heavy keels. JPK hulls are infused with balsa core and foils are a single deep spade rudder and lead bulb keel. The keel stepped mast is fractional – to allow smaller kites to be flown for longer – and both symmetricals and assys can be flown. Interestingly, a cut-out in the coachroof means athwartships jib cars are used, allowing greater tuning, and the deep cockpit with benches plus raised coachroof (for keeping watch) gives good protection offshore. Sail controls include the main sheet that is located behind the tiller and primaries near the helmsman. Below decks is fitted-out to a basic standard with minimalist galley, full-sized chart table and double berths to complete what looks like a very functional racer-cruiser.

www.jpkyacht.com

MODEL	JPK 10.80
DESIGNER	Jacques Valer
LOA	10.80 metres (35 feet 5 inches)
BEAM	3.65 metres
DRAFT	2.20 metres
ENGINE	Volvo Saildrive D1 20 18 horsepower 2-bladed folding propeller
FUEL	75 litres
WATER	120 litres
SAIL AREA	Mainsail: 40 m ² , Genoa: 33 m ² , Asymmetric/Symmetric spinnakers: 120 m ² /105 m ²
DISPLACEMENT	4,750 kilograms
BALLAST	2,150 kilograms
PRICE	Euro 132,943.00 (ex-factory)



IRC52

Better upwind performance than a standard TP52 while having accommodation, this Judel/Vrolijk design looks to be a powerful performer.

Premier Composites has teamed up with designers Judel/Vrolijk to build this new IRC 52 that launches as we go to press. This IRC 52, while being outside the class's box rule, integrates the latest performance and engineering developments from the Super Series TP52 class. So the new boat aims to be a high-performance IRC racer but can also be used in cruising mode, thus widening its appeal to owners who enjoy performance sailing, albeit with a fairly basic interior.

The key features of the IRC 52 is that the displacement and hull performance ratio remains the same as for the minimalist Super Series 52, but instead of internal ballast as on the standard TP52s the new boat uses its interior fit-out and 100mm longer keel for stability. So there's an enclosed head, separate owner's cabin, crew pipecoats for offshore racing and a basic galley. On deck the higher coachroof increases headroom below while giving better weather protection on deck. In racing mode she carries a large square-topped mainsail, running backstays, and a wide selection of headsails. In cruising mode a mainsail with conventional roach, roller jib and cruising chute can be utilised. Both aft running stays may be fixed, and the bowsprit can also be removed for deliveries or cruising. In terms of performance, VPP calculations show an upwind improvement of 2 percent and a reaching gain of 3 to 5 percent over standard TP52s.

www.pct.ae

MODEL	IRC 52
DESIGNER	Judel/Vrolijk
LOA	15.85 metres (52 feet)
LWL	–
BEAM	4.42 metres
DRAFT	3.60 metres
ENGINE	–
FUEL	–
WATER	–
SAIL AREA	Upwind: 164 m ² , Cruising: 368 m ²
DISPLACEMENT (LIGHT)	7,290 kilograms
BALLAST	–
PRICE	–



McCONAGHY KER 33

Jason Ker's proven performance design prowess in a pocket-sized cruiser is an ideal next step-up from a mass production boat.

The continued dominance of the IRC measurement system has prompted Jason Ker and McConaghy China to build this 33-foot racer-cruiser in E-glass with corecell foam. A beamy wedge-shaped hull has three double cabins, so when not on the race track, six can sleep aboard, which is an ideal crew number for the Ker 33.

Intended as both an inshore and offshore boat, lightweight steering means a tiller is standard and the cockpit looks deep enough to offer protection when offshore. Deck gear is Harken with twin primaries forward and two more on the coach roof where a single bank of jammers locks the halyards directly from the mast, so reducing friction for fast hoists. The standard rig is a Selden tapered alloy, keel-stepped and a symmetrical spinnaker looks the best setup for this size of boat but assys are offered as well with a fixed bowsprit. The backstay uses pulley adjustment and the overall deck looks very clean with conventional inboard jib tracks and a wide main track just ahead of the steerer – so ideal for short-handed sailing. Below decks shows McConaghy's prowess in composite work. The angular components – navigation station bulkhead, galley with stove and even the saloon table are all composite and of a futuristic looking design. The layout has the head forward, behind the forepeak double berth while two doubles maximise the beam at the stern and are open plan, a good weight saving idea on this very interesting model.

www.mcconaghyboats.com

MODEL	Ker 33
DESIGNER	Jason Ker
LOA	10.00 metres
BEAM	3.36 metres
DRAFT	2.00 metres
ENGINE	30 horsepower
FUEL	40.00 litres
WATER	100 litres
SAIL AREA	Upwind: 48.27 m ² , Spinnaker 91.77 m ²
DISPLACEMENT	3,750 kilograms
BALLAST	–
PRICE	US\$186,000.00 (base boat)



SOLARIS ONE 58

Classy design with a quality build that combines performance with premium comforts, all go to make a desirable performance-cruiser.

Solaris has 36 years of experience constructing sailing yachts from 36 to 76-feet, but in recent years the Venice-based yard has changed up a gear to produce fast, mid-sized production cruiser-racers. For this 58 model, the company has collaborated with the prolific Argentinian naval architect Javier Soto Acebal.

So, the 2014-launched Solaris 58 comes with plenty of pedigree – something that attracted Peter Hrones of Windcraft Australia to distribute this premium brand alongside his mainstay Hanse cruisers. The statistics on the Solaris 58 should entice the performance sailor who is a family man because the key ingredients are there: a high ballast ratio thanks to a deep lead bulb, keel-stepped mast and a relatively modest beam in the vacuum infused hull which should give good windward performance. The three-cabin layout is more than comfortable so there's plenty of features fitted in between the plumb bow and open transom.

On deck the teak cladding and hidden halyard runs along with flush hatches that give that Swan-like flavour while the wide and open cockpit is functional with twin binnacles and dinghy garage. In front, the mainsheet track and two sets of winches take care of the foresails and asymmetric when hoisted. Steering gear is quality Jefa linkages attached to a balanced GRP, foam cored spade rudder, so the Solaris should be a performer and classy cruiser.

www.windcraft.com.au

MODEL	Solaris One 58
DESIGNER	Javier Soto Acebal
LOA	17.40 metres
LWL	16.06 metres
BEAM	5.05 metres
DRAFT	3.20 metres – (2.85 optional)
ENGINE	Volvo Penta sd 75 horsepower (110 or 150 optional)
FUEL	500 litres
WATER	700 litres
SAIL AREA	Mainsail 98 m ² , Genoa 106 percent 90 m ²
DISPLACEMENT	19,500 kilograms
BALLAST	6,800 kilograms
PRICE	\$1,990,000 base boat



SWAN 105RS

Swan's latest carbon hulled superyacht doesn't compromise on performance or comfort, confirming the 105RS's premium quality.

As the flagship of the Finnish builder's raised saloon range, the 105RS comes with plenty of gear for both sides of the cruiser-racer equation, including a carbon hull which confirms Nautor Swan as a premium brand. This raised saloon model aims to please the serious cruising sailor with good weather protection and that stunning transom opening owner's suite, while the German Frers performance orientated hull means that you will never be last to that coveted anchorage at the day's end.

Accommodation is dominated by the aft owner's suite that allows you to walk straight out onto the hydraulic swim platform (or change it to a 4-metre dinghy garage). There are three guest cabins and two crew cabins forward but Swan offer a fully-customised interior to suite your particular lifestyle. Being a true deck saloon, there are sea views when seated in the lounge and an internal navigation station on the forward port quarter, while the galley is below decks so that crew can prepare food discretely. Above decks, the centre cockpit is protected by a hydraulically operated integrated bimini with seating for eight below it. Behind it are the twin binnacles and sail controls for the cutter rig. An in-boom mainsail is offered for easy handling and electric furlers on the headsails further add to the manageability. Hull number one, Ti-Coyo launched in late 2014, and more are to follow of this 104-foot superyacht. www.nautorswan.com

MODEL	Nautor Swan 105RS
DESIGNER	German Frers
LOA	31.69 metres (104 feet)
BEAM	7.57 metres
DRAFT	4.00 metres
ENGINE	Cummins QSL 9
FUEL	6,000 litres
WATER	3,000 litres
SAIL AREA	Mainsail 356 m ² , Fore Triangle 296.5 m ² , Jib 303.8 m ² , Asymmetric Spinnaker 630 m ²
DISPLACEMENT	Empty (approx) 82,000 kilograms
BALLAST	—
PRICE	POA



X-YACHTS X6

The first twin rudder yacht from quality Danish builder X-Yachts should be a performer with high stability and interesting raised deck saloon.

The X6 from Danish builder X-Yachts is an exciting looking performance cruiser that will splash in 2015. Overall, the model looks to combine the R&D from both X-Yachts' cruising and performance ranges in a semi-customisable package. The lean build – using vacuum infused epoxy with localised carbon – allows the company to claim a 15 to 20 percent weight saving over similar sized boats.

A three cabin layout is standard with owner's ensuite forward, where a fourth double bunk can be included; along with an enlarged galley. As a bluewater yacht the workshop option is a very useful addition along with a separate crew cabin with its own entrance and heads. In the saloon, high forward facing windows lend a deck-saloon style to the main cabin and create an airy feel. In the cockpit, the offset table lowers into a sunpad and there's even a carbon arch for the mainsheet-sprayhood arrangement, should you opt for the Park Lane boom. The sailplan includes furling headsails with optional hydraulic rams, self-tacking jibs, and an inner forestay plus an asymmetric spinnaker. The standard mast is an alloy keel-stepped one, tapered with three spreaders but there is of course a carbon option to reduce weight aloft and point higher. The rounded hull comes with plenty of volume for comfortable bluewater cruising but with good stability credentials thanks to various deep lead keel options.

www.x-yachts.net.au

MODEL	X6
DESIGNER	X-Yachts
LOA	20.12 metres (66 feet)
HULL LENGTH	19.22 metres
BEAM	5.40 metres
DRAFT	L-keel 2.6 metres; T-keel 3.0 metres; T-keel
ENGINE	160 horsepower shaft drive
FUEL	1,200 litres
WATER	1,000 litres
SAIL AREA	Mainsail 128 m ² , Genoa 91.4 m ² (106 percent), Asymmetric spinnaker 280 m ²
DISPLACEMENT	11,999 kilograms (3.0-metre T-keel)
BALLAST	4,984 kilograms
PRICE	Euro 1,800,000 (estimated)

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30%

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66
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1

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Electronic Distress Flare



7
MILES

4+SOS

6
HRS

360°



Terry Wise, principal at the Pacific Sailing School, based at the CYCA, says safety has become top of mind for sailors at all levels.

"Safety and the culture of sailing have changed a lot since the 1998 Sydney Hobart," he says, referring to the most disastrous edition in the race's history, with the loss of six lives and five yachts. A record 66 yachts retired from the race and 55 sailors had to be airlifted from their yachts. The rescue effort involved 35 military and civilian aircraft and 27 Royal Australian Navy vessels in what is Australia's largest ever peacetime rescue operation.

"The sea is not our environment," continues Terry, who has been running Safety and Sea Survival courses since 1977. "It's lovely when we're setting out and the sun is shining, you feel the breeze, but for whatever reason, things turn very quickly. People ignore safety requirements altogether or don't think about them until they need them. That's a lot to do with ignorance – just not knowing what's needed – and the assumption that they won't have a problem."

"Thankfully, it seems the message has got through. We all want to enjoy the sport in safety. Buying the necessary safety equipment is a small investment in the big picture."

Crews from various events, such as the Clipper Round the World Race and the Sydney Hobart, book in for the 16-hour (two day) ISAF Yachting Australia Safety and Sea Survival Course.

PLAYING SAFE

SAFETY ON THE WATER SHOULD NOT BE SEEN AS AN INCONVENIENCE OR A DARK CLOUD OVER A NICE DAY OUT. AS THE TAGLINE REMINDS US: "A LIFEJACKET NEVER RUINED A DAY ON THE WATER". IN FACT, THE TRUTH IS QUITE THE OPPOSITE. TRAGEDY CAN BE AVERTED IF OUR SAFETY GEAR, TRAINING AND ATTITUDES ARE UP TO DATE. REPORTS JENI BONE.

"This course was developed by Yachting Australia to assist owners to understand their responsibilities, and help skippers and crew develop and practice strategies and procedures to prevent and address emergencies at sea," explains Terry. "It is mandatory for 5 percent of crew in Category 1 Offshore Races and is highly recommended for sailors in Category 2 events. Bluewater cruisers will also benefit greatly from the training."

The course comprises both theory and practical assessment and upon completion, YA issues Certificates of Competence, valid for five years. Accredited crew will have their details added to the YA website database where owners and skippers can search

SAFETY FIRST
Above: A raft deployment exercise – statistics from boating authorities show that nine out of 10 people who drown are not wearing a lifejacket.

names to validate crew eligibility.

"It's not just for racing sailors though," adds Terry.

"We have noticed that more cruising people are making the course a first priority, often with wives or partners so they're all covered. At least one or two on each course powerboat owners, depending on the time of year. People fly in from all over the world to do the course. They complete the theory online and then come and do the practical."

Mums and dads looking to enter sailing are proving a boon for training courses. "Sailing is a great family pastime and whether they're doing it for fun on the weekends, chartering a yacht or heading off around the world, families, particularly mums, tell us they're very conscious about safety."

Another demographic heeding the safety message and embracing training with gusto is the "Grey Nomads."

"We receive a huge amount of enquiry from people in their mid-50s and older wanting to retire and go sailing. The Grey Nomads have always wanted to explore Australia and go caravanning and sailing. Getting into sailing equates to knowing how their gear works and all the safety precautions."

Dealers too are coming onboard, gradually. "A few dealers refer their clients to us for safety courses, but we actively lobby yacht and powerboat brokers to offer our services as part of their packages. It makes sense."

The main focus of the course is practical training in new liferafts, lifejackets and other gear – how to use them, be familiar with them, and keep them current. "Otherwise it's a case of if," says Terry. "When you're in a panic, you can't be fiddling with reading instructions. You need to respond automatically."

LIFEJACKETS

Going without a lifejacket can have serious consequences. Stats from boating authorities show that nine out of 10 people who drown while boating are not wearing a lifejacket.

The rules governing the use of lifejackets on recreational vessels on all NSW navigable waters were strengthened from 1 November 2010.

Lifejackets are a vital piece of safety equipment for all yachties, from dinghies and skiffs to ocean racing yachts and superyachts.

Lifejacket law can vary depending on the type of vessel being used and from state to state. However, you must either carry or wear a lifejacket on board all registered vessels. It

should also be the correct size for the wearer, and in good condition. As a vessel owner or skipper, you can attract serious penalties if you're not carrying lifejackets, or if there aren't enough lifejackets for everyone on board. You may also receive penalties if you or your passengers are not wearing lifejackets when required.

Fortunately, the modern generation of lifejacket is not the bulky, cumbersome flotation device of yesteryear.

Better technology and streamlined designs have led to a range that is easy to wear. There's a style of jacket for just about every on-water activity, age and preference.

The NSW Government has a comprehensive section on its site leading novices and seasoned sailors alike through their choice of lifejackets for different usage, location, activity and age bracket on their website.

RFD Australia has undergone a transition with an alignment to its global leisure brand Crewsaver, which became a part of the Survitec Group complement of brands almost three years ago, after over 80 years in the UK marine safety market.

Crewsaver recognised that a large percentage of the boating world still do not wear lifejackets, and set about to overcome any barriers through the design of "comfortable, stylish lifejackets for the everyday boater, while increasing the key safety features for vital in water performance."

As Luke Cook, key account manager leisure marine for the Survitec Group explains: "The new Crewsaver lifejackets and safety products are at the cutting edge of survival

technology. The new Ergofit and Crewfit range have taken thousands of hours of development and testing to achieve what no other manufacturer has been able to achieve to date: 3-Dimensional lifejackets at affordable price points."

The fusion 3D Range of jackets place equal amount of importance on performance as it does overall comfort. The range moulds to the shape of a person's body and sits off the neck giving the user total freedom of movement. "So comfortable, you will forget you are wearing it," affirms Cook.

The Crewfit range begins at \$99 for the Crewfit 165 Sport Manual, and the Ergofit range of products begin from \$269 with the Ergofit Pro 190 Auto.

LIFERAFTS

Perilous and life-threatening incidents on the water can happen when you least expect them, even in seemingly benign weather conditions. Fires, collisions and vessel malfunctions are common reasons why sailors are compelled to take to liferafts.

The new Crewsaver by RFD liferafts are lightweight and compact, easy to store and take up minimal deck space, whilst offering complete confidence in an emergency, being deployed in less than one minute.

The simple to close canopy is manufactured to the highest SOLAS standards, providing added protection from the elements and its semi-rigid boarding ramp allows for quick, easy and safe boarding. Interior lifelines help occupants stabilise themselves during heavy seas, while exterior pressure relief valves ensure excess CO₂ is not

"When you're in a panic, you can't be fiddling with reading instructions. You need to respond automatically."

Terry Wise

released into the liferaft.

ISO-approved, greater than 24-hour liferaft models include a sealed, waterproof and buoyant grab bag, packed inside the liferaft. Two packaging options are available including a weather-resistant valise or a tough, lightweight container.

Lloyds Class ISO-approved and Coastal models come in 4, 6, 8, 10, 12-person variations in both sub-24-hour and plus-24-hour packing variations. The new streamlined container design and redeveloped chocks improve on the visual design and flexibility of installation.

Great Circle liferafts meet or exceed the highest specifications set down by Australian marine authorities, International Standards Organisation and boating associations.

"They feature premium components, top quality craftsmanship and meticulous quality control," states Paul Montgomery at Great Circle.

"All Great Circle liferafts are guaranteed for 12 years and the Oceanmaster models are Yachting Australia-compliant and fully-approved to State Marine Authority survey standard.

Great Circle Oceanmaster liferafts are manufactured to ISO 9650 - Group 1, the new international life raft standard for blue water, ocean applications and it has further enhancements that surpass national requirements so that they can be used on Australian vessels in survey.

"With the appropriate emergency equipment pack, Great Circle Oceanmaster life rafts are certified Compliant Equipment for Commercial Vessels."

For coastal recreational use, Great Circle Coastmaster® life rafts are manufactured and certified to standard ISO 9650 - 2 - the international coastal life raft specification. "These rafts are very high quality and use the same materials and manufacturing processes as the Oceanmasters," says Montgomery.

Great Circle Life Rafts boast a swage of advances, such as a neoprene/polybutadiene rubber and polyester fabric laminate for the life raft's buoyancy tubes and floor. "This high-tech fabric is purpose-made in our factory, is extremely strong, lightweight and long lasting and superior to PVC used by our competitors," asserts Montgomery.

To help rescuers locate survivors, retro and radar reflective canopy panels are a standard addition



BE PREPARED
The modern generation of lifejackets are streamlined and affordable. Top: The Crewfit 165 Sport Manual, \$99 and below: The Ergofit Pro 190 Auto, \$269 both from Crewsaver; Left: Setting off flares during training at the Pacific Sailing School in Sydney.

to enhance electronic and visual detection (radar panel on Oceanmaster only).

"Great Circle's high quality solid fibreglass canisters provide the best in long term protection. Vacuum sealed in its hermetic envelope inside the hard fibreglass canister (or valise carry bag) the raft is ready for any emergency."

However, Montgomery emphasises, there is no point having safety equipment if it's not maintained and serviced according to the manufacturer's instructions.

Most rafts are vacuum-sealed in a plastic envelope for extra protection and extended servicing intervals. But liferafts contain many degradable components and to ensure everything is in working order, minimum service schedules are recommended.

"As a potentially lifesaving device, liferafts should be serviced regularly to ensure they will meet those expectations, should the worst happen. Most mariners will never have to deploy a raft and many complain about the cost and inconvenience of servicing. But should the unforeseen happen, the last thing you want to worry about is whether your raft is up to the task."

Some state marine authorities and boating organisations require life rafts for commercial vessels under survey and yachts engaged in racing be inspected or serviced annually or at specified regular intervals.

EPIRBs, PBLs, MOBS & RADIOS

One of the most important pieces of safety equipment available to any outdoor enthusiast, Emergency Positioning Indicating Radio Beacons (EPIRBs) are often the last line of defence when all other means of self-rescue have failed.

They are compact, buoyant and portable emergency signalling devices specifically designed to transmit a radio distress signal to alert emergency authorities throughout the world of a need for rescue. EPIRB registration is a must as it greatly enhances a rescue and shortens response times.

Australian manufacturer, GME has released the MT600G, a new Emergency Position Indicating Radio Beacon (EPIRB) with improved GPS functionality ensuring faster location in an emergency situation.

Built on the foundation of 35 years of experience designing and manufacturing EPIRBs in Australia, the MT600G features a 10 year battery life and advanced self-testing capability, giving users greater peace of mind.

The GME MT600G boasts a 66 channel GPS receiver that reduces the search area to less than 100-metre radius, and a 121.5MHz homing signal to further aid in location and retrieval in an emergency. Complete with quick release mounting bracket and automatically deployed antenna, the MT600G is certified by COSPAS SARSAT for worldwide usage.

Marine marketing manager at GME, Brad Darch, said "GME EPIRBs and Personal Locator Beacons (PLBs) have led to more rescues in Australian waters than any other brand. The MT600G continues this heritage. It was designed and manufactured in Australia to deliver next generation performance and reliability."

The world's most compact EPIRB, launched in Australia last year at the Sydney International Boat Show. Providing the boat's essential link to emergency services, the rescueME EPIRB1 features a ground-breaking 30 percent reduction in size compared to other EPIRBs.

Supplied with integrated GPS, the manually-activated rescueME EPIRB1 measures just 178-millimetres (height with antenna stowed) by 89-millimetres and weighs 422 grams. It meets the Category 3 requirements for the Australian market and has been developed specifically for this market.

Also in the rescueME range are the MOB1 and PLB1. The rescueME MOB1 is the world's smallest man overboard (MOB) device, which its manufacturer states can easily integrate it into your PFD for automatic activation.

"With a seven-year battery life and a 66ch GPS, your position will be displayed on all vessels with an AIS chart plotter within approximately five miles," explains Ian Veitch, manager at All Sat Communications, adding that it is unique in that it also reports to your vessel's VHF radio via DSC.

The rescueME PLB1 is the smallest personal locator beacon on the market. Veitch says the device provides the reassurance that emergency services can be alerted by the press of a button. "It can be operated with a single hand in even the most challenging situations," he explains.

"When activated the rescueME PLB1 transmits your position and your ID to a Rescue Coordination Center via satellite link. Rescue services are promptly notified of your emergency and regularly advised of your current location."

Weighing just 116 grams, the device is light, compact and simple to use,

CALL ON ME
Below: The GX850 is waterproof and has in-built GPS and Digital Selective Calling that can be used to alert all radios within range of distress; The SafetyAlert EPIRB from Kinetic Technology International is the brand of choice for the Australian Department of Defence.



ideal for sailors, anybody getting out on the water, or exploring the great outdoors. It comes with a seven-year battery and seven-year warranty.

Launching in May, the rescueME EDF1 is an electronic red flare with over six-hours' operation time to attract attention in a distress situation.

The latest handheld VHF marine radios from GME, the GX800 and GX850, boast features that make them more than communication tools – they serve as safety devices onboard any boat with features such as Digital Selective Calling, inbuilt GPS and an MOB.

Built to withstand the harsh marine environment, the GX800 and GX850 are waterproof to the IP67 standard.

The GX850 features Digital Selective Calling (DSC) and a 48 channel GPS receiver. With a registered MMSI number, users are able to transmit urgent or important information direct to another radio. In an emergency, DSC can be used to alert all radios within range of the distress, even when a listening watch is not being maintained. This is enhanced by a built-in GPS receiver, meaning a distress call will automatically include current position and time. And as the GX850 features two receivers, one of which is dedicated to DSC, users will never miss a DSC call.

In the event of an MOB incident, simply press and hold the MOB key to gain an accurate location of the point at which the incident occurred, making search and retrieval faster.

Both models feature a large backlit LCD display, making it easy to read all displayed information, even on a bright sunny day. Ideal for use at the marina or onboard, if either model is accidentally dropped overboard, it will float to the surface with the bright LCD flashing to make location and retrieval easy.

5/1W switchable transmission power enables users to reduce battery consumption by selecting the low power setting when using the radio at close range, ideal for communications between the mother ship and tender, or at full 5W power for communicating over longer distances.

Both the GX800 and GX850 feature the full range of all International, US and Canadian Marine VHF Channel Sets, and can be used worldwide.

For 25 years, Australian-made Kinetic Technology International (KTI) SafetyAlert EPIRBs and PBLs have been relied upon by sailors in the commercial and leisure marine spheres, along with jetskiers, anglers,

4-wheel drivers and hikers. KTI is also the brand of choice for the Australian Department of Defence.

The KTI SafetyAlert PBL provides five independent means of alert: 406MHz transmission, 66 channel GPS locator (3-metre accuracy), 121.57 MHz homing signal, high-intensity LED visual strobe and whistle. It also boasts a 10-year battery and 20-year life span before replacement is due. At only 88-millimetres, weighing 140 grams and buoyant, it is compact and lightweight.

The GPS location is updated and transmitted directly to the worldwide satellite distress network every five minutes. The GPS receiver is coupled to a chip style, marine-grade antenna that provides high sensitivity together with superior resistance against detuning by nearby objects.

“Buying the necessary safety equipment is a small investment in the big picture.”

KTI states that its Safet Alert EPIRB “receives a faster and more accurate response from search and rescue authorities” thanks to its GPS accuracy to 3-metres. The SafetyAlert SA1 and SA1G EPIRBs transmit a distress signal for over 72 hours after activation and incorporate a powerful strobe light for detection at night or in poor visibility.

The device has no warm-up time – imperative in an emergency for both safety and morale – and operates over 66 GPS channels, compared to the typical 16 of competitor products. Like the KTI SafetyAlert PBL, the SafetyAlert EPIRB has a 10-year battery and 20-year replacement interval.

An amalgamation of the sMRT V100 Alerting Unit and the SOS Dan Buoy, the sMRT SOS Dan Buoy was devised for use in the event of a sighted man overboard incident. The sMRT SOS Dan Buoy is ready for instant deployment and is ideal for professional seafarers and workers in marine environments, as well as every day sailors.

“The sMRT SOS Dan Buoy is provided in an all-weather case which can be mounted anywhere on your vessel,” says Helen Mansour of SOS Marine. “It is an extremely easy to use solution that helps in the eventuality of a man overboard situation and more importantly can be used by anyone without any training.”

Within seconds of immersion it inflates and stands 2-metres above the water line. It has webbing loops which allow the person to put their arms around the buoy to help support them when fatigued. “This gives extra support and security while awaiting rescue and the unit is highly visible from 1,700 metres and can be tracked by AIS up to 150 miles away,” says Mansour.

“Within seconds the internationally approved sMRT V100 Locator Beacon automatically transmits GPS coordinates to your chart plotter via AIS. Additionally an alarm will immediately be sent to your VHF DSC radio so your captain will be alerted to the MOB incident.”

The sMRT SOS Dan Buoy also has a highly visible strobe light for night rescue giving the MOB their best chance of being noticed, whatever the conditions.

From Drew Marine, the Pains Wessex MOB MK9 is the new man overboard marker, a compact day and night signal that can be attached to a lifebuoy. It boasts unique, individual LED light pods that are easily installed and tested and a single-piece stainless steel bracket that fits existing installation. Its new retaining clip prevents accidental deployment in rough seas.

The smaller, lighter, more streamlined MOB MK9 has a host of benefits, including a drop height of 56-metres, double the height required by SOLAS regulations. ⚓

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It's not everyday that a typical 40-something cruiser/racer can turn heads as readily as the Solaris One 42 does when moored dockside or casually cruising, then go on to offer an equally stunning impression when racing out on club and regatta courses.

The shimmering metallic grey-hulled Solaris One 42, delivered last year by local dealer Windcraft to a Sydney-based yachting enthusiast, is one such special yacht.

The Solaris 42 is so special because it successfully offers a rarity of quality in all aspects – combining seductive lines of hull and deck with a raft of creature comforts and top quality appointments aboard, all without compromising a competitive spirit under sail that belies all that teak, chrome deckware and fashionable Italian luxury.

For yacht owners who appreciate leading yacht design and construction, and value uncompromising quality in fit-out on deck and below, the Solaris has very few peers. Perhaps it's something about how the Italians approach their craft, but you would be hard pressed to find a better built or appointed yacht of this size from any yard in the world.

The quality and expressive individuality of a Solaris yacht, when compared to many of the large production yachting brands, does as expected come at a price. It's a premium some fifty percent greater than what one may expect to acquire a similarly sized and specified cruising yacht from one of the large European production sailing yacht brands. In this respect, the Solaris range is a prime example of the premise "you get what you pay for" in the price and quality equation of yacht building.

Although still essentially considered a production yachting range, Solaris Yachts are each built to order with only half a dozen under construction in the yard at any one time. Each new hull is crafted with attention to the smallest details, with quality as the driving factor in the build and fit-out of these boutique Italian beauties.

I first sighted the Solaris One 42 at the 2014 Sydney International Boat Show where Windcraft displayed the yacht for its Australian premiere. It's pearly hull, teak clad decks

LA DOLCE VITA

THE SOLARIS RANGE OF LUXURY YACHTS HANDCRAFTED IN NORTHERN ITALY IS AN IDEAL NAUTICAL EXPRESSION OF THE ITALIAN PHRASE FOR THE GOOD LIFE, FULL OF PLEASURE AND INDULGENCE, MADE FAMOUS IN THE 1960'S INTERNATIONAL HIT FILM *LA DOLCE VITA*. THE ONE 42 MODEL IN PARTICULAR MIXES SUCH PLEASURES WITH THE BUSINESS OF COMPETITIVE SAILING, AS A HIGH PERFORMANCE CRUISER/RACER OF ANY MEASURE.
REPORTS ANTHONY TWIBILL.

and Italian designer flair didn't go unnoticed by the admiring crowds gathering to see aboard this stylish new yacht, until then a brand largely unknown in our waters.

I went on to race aboard *Avventura*, as the boat is named, during Audi Hamilton Island Race Week later in August, and more recently sailed her once more on Sydney's Pittwater from where the owner competes in RPAYC race events.

Having sailed aboard on two occasions some 2,000 kilometres apart, I found the Solaris One 42 a very satisfying yacht to helm under all points of sail. It demonstrates surprising acceleration and agility for its 8,800 kilogram displacement, performing as though a much lighter yacht. Sailing upwind, the fine entry of its 12.36-metre hull (built in e-glass with a PVC Airex Core) slices sharply through the water with the vertical bow maximising waterline length (11.45-metres) for superior boat speed.

Underway the Solaris displays confidence-inspiring stability





LISA CANIERO

IN HER ELEMENT
The stylish Solaris One 42 slices sharply through the water with both agility and speed.

aided by a 2.5-metre deep fin and bulb keel (3,000 kilogram lead/antimony) designed for high speed and minimal drag. A deep blade rudder provides excellent directional control with little more than a gentle touch needed at any time on the helm wheel. Even when heeled under significant upwind pressure with sails sheeted hard, the One 42 did not experience undue weather-helm, which I have always found the telling sign of a well balanced, hull, rig and sail plan.

The slippery hull design of the Solaris One 42 is from the drawing board of no less than regarded Argentinean naval architect Javier Soto Acebal, known for his many performance-oriented boats, most recently the international one-design Soto 40 racer. The hull lines and generous sail plan (95-square-metres upwind) Acebal designed



CRAIG GREENHILL / SALTWATER IMAGES

ON FORM

Above and below:
Avventura stole the show at the 2014 Audi Hamilton Island Race Week.



for the Solaris One 42 displays his racing yacht pedigree, offering most competitive sailing performance with an IRC rating (for a European sister ship) of 1.081. Not bad at all for a cruiser/racer that sails fast with ease and simultaneously oozes the Italian designer flair and eye-catching looks that the Solaris One 42 attracts wherever she sets sail.

On deck, the business end of the boat is a beamy aft cockpit featuring twin 900 mm Jefa carbon helm wheels and a race-ready, full-width traveller with German mainsheet system. Everywhere on deck is beautifully teak clad from stem to stern and the deckware and fittings are appropriately first class too. Primary and secondary winches are by Harken, which can be optionally electrically powered, while the main halyard winch on the cabin top is typically electric as standard making hoists a breeze from the mainsail bag and lazy-jack system.

A fractional sloop rig designed for a full batten mainsail is of light alloy construction as standard, although a carbon spars option is available for those more inclined to do regular race outings. Stays and shrouds are of top quality with 1x19 stainless steel wire standard or rod rigging optional.

Sails are of owner's choice and can be ordered 'factory-fitted' from Italy or measured and supplied locally. For *Avventura* the owner selected North Sails 3Di from the Sydney loft, in truth as much for the dark grey sail colour that so well matched the boat's stunning hull! A bright pink North asymmetric spinnaker

ANDREA FRANCOLINI



It's pearlescent hull, teak clad decks and Italian designer flair didn't go unnoticed by the admiring crowds gathering to see aboard this stylish new yacht.

was also chosen for the boat (and a carbon-pole has been added to the inventory to give the yacht better downwind ability).

Racing among the turquoise waters at Hamilton Island Race Week the bold colours of the pink spinnaker and metallic-grey hull combined magnificently, so much so that all photographers' eyes that week were pretty much on two boats – *Wild Oats XI* (of course) and the brand new Solaris One 42. No Italian runaway model had ever had such a debut!

Mirroring the quality outside, the interior of the boat is built to the same high standards. The layout has three cabins (owner's cabin forward and two doubles aft) with two heads,

a beautifully upholstered saloon sofa to port with galley starboard, a central dining table of handcrafted oak and a dedicated chart table, fitted with top of the range B&G electronics. The cabinetry, fit-out and fixtures are typically Italian in their styling and quality, imbuing the interior with ambience more befitting a designer apartment.

For yacht owners looking for quality with a difference, the Solaris One 42 is truly a class act. I believe the boat sets a new quality standard for a 42-foot cruiser/racer, simultaneously making a statement of style whilst setting a seriously competitive pace on the racecourse. ⚓

www.windcraft.com.au

ART OF AMBIENCE
Her sleek Italian interior offers three cabins with the owner's cabin forward and two doubles aft, and feels more like a designer apartment than a boat.



MODEL	Solaris One 42
DESIGNER	Javier Soto Acebal
LOA	12.36 metres
BEAM	3.99 metres
DRAFT	2.50 metres / 2.25 metre option
ENGINE	Volvo Penta D1-30 30 hp / optional D2-40 hp
FUEL	200 litres
WATER	350 litres
SAIL AREA	95 metre ² option / Genoa 40 metre ² , Mainsail 55 metre ² , P 15.40 metre, E 5.60 metre, J Genoa 4.72 metre
DISPLACEMENT	8,800 kg
BALLAST	3,000 kg
PRICE	from AUD\$600,000 + options

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ANGLES AND ATTITUDE

SHARP LINES, MODERN DESIGN AND ATTENTION
TO DETAIL ARE JUST SOME OF THE REASONS
WHY THE ELAN E5 IS WORTH A SERIOUS LOOK,
REPORTS KEVIN GREEN.

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SEA FARER
The E5 can be sailed short-handed or with a crew, thanks to the mainsheet/track winches being so near the helm.

The 40-foot category in the cruiser-racer arena is rightly a sweet spot because this size and type of yacht allows a wide variety of sailing, from fast coastal hops to longer voyages.

Then there's the racing, against the likes of First 40s, Dehler 38s, Dufours and many others. Under its original name of the Elan 400 this Rob Humphreys design has been holding its own against stiff European opposition since its launch in 2013, with 21 hulls on the water.

Now known as the E5 after the company renamed its entire range in September 2014 into three abbreviated categories – the Performance Cruising E series, the Performance Enhanced S range and the Performance Premium GT range. For fans of Elan's deck saloon Impression cruisers, the company continues with these under their own brand name. Marketing acrobatics aside, the performance range has always caught my eye over the years and I've enjoyed sailing them. Well built and with slippery infused resin hulls, these Slovenian yachts have been popular in Europe for decades, something recently appointed Australian distributor Performance Cruising Yachts is emulating here, under the experienced management of Matt Hayes and Ed Penn.

SLEEK AND LEAN

The 40-foot E5 is the epitome of the modern sports cruiser thanks to chines, T-keel, twin rudders and keel stepped performance rig. But the cruiser aspect is also very much in evidence with a fully-fitted interior and a sea kindly hull that is deep and fairly rounded, rather than flatter at the ends like its sportier sibling, the Elan 350. For those buyers who want to chase the silverware, the S range would be the way to go, thanks to lighter hulls – infused decks and composite mouldings inside takes about 700 kilograms out of the E5 hull – plus the use of carbon spars to reduce weight aloft by around 200 kilograms.

Our review boat, hull number 19, was the standard E5 and the very first one to reach Australia. Lying against the dock at the Performance Cruising Yachts base in Darling Harbour, the angular and lean E5 looked sharp, with its plumb bows, slab sides and moderate freeboard beneath uncluttered decks. Notable features

on the deck include a retractable carbon bowsprit, six winches and an integrated GRP toe rail, which lends style to the refined profile of the E5. English designer Humphreys has opted for twin rudders on this performance cruiser, which allows the 3.87-metre beam to be carried aft to the transom, giving greater directional control and stability plus a large working cockpit. The area is deep, offering plenty of shelter from the saloon bulkhead and there's a track for a sprayhood for those offshore forays, while the retractable washboard protecting the main hatch is another plus on the E5.

The cockpit's wide teak clad benches are nicely angled for heeling and have large lockers underneath, where we stored the fenders. Behind them is the mainsheet track, ahead of the Jiffy binnacles. Stylish fibreglass wheels attach to the protruding binnacle arm that houses Raymarine e7 plotters on both, with wind instruments placed by their sides so you can easily see the numbers when sitting out on the gunwales but not when behind the wheels. Cleverly, Elan has set the plotters on a swivelling bulkhead that can be turned inwards to the cockpit, so for instance you can watch the charts while under autopilot. Power controls for the 39 horsepower Volvo saildrive are conventionally placed at ankle height to starboard, while underfoot, lifting chocks support the steerer when heeled. The E5 also carries designated life raft storage in the cockpit sole. At anchor, an optional swim platform drops down; and yet another smart idea on the E5 is the transom bench transforming into a gangplank.

GOOD DECK ERGONOMICS

Sail controls include a double-ended German mainsheet system and Harken deck gear on a race orientated deck layout – H46 primaries mid-cockpit have enough room for the mainsheet trimmer behind. But the proximity of the mainsheet winches could make it slightly awkward for dedicated trimming (rather than steering and trimming for which it's ideally suited).





SMART DESIGN
 Left: The review boat layout – one of four versions available for the Elan E5, features a comfortable navigation station table that can be converted to a seat and there's bulkhead space for electronics above. Below: The V-berth has lots of storage, enough mattress space for tall sailors and our review boat had the ensuite head.



Halyards are quality Dyneema and all run under gutters to jammers either side of the coachroof where an electric H46 hoists the dacron OneSails mainsail. Pit crew should be happy with this functional layout that allows tuning controls – such as the tweakers, car adjustment and bowsprit halyard – to be done easily, on this well put-together 40-footer.

Along the decks, movement is done without hinder thanks to the outboard shrouds housed in large integrated chain plates and the subtle GRP toe rail offers comfy hiking. Also, cross-deck movement during tacking is aided by handrails on either side of the E5. The pulpit is another clutter-free zone thanks to the sunken Selden headsail furler and a 1000W Quick vertical windlass under the chain locker hatch with foot buttons for operation; and there's a removable bow roller.

The Selden alloy rig is fairly standard with swept back wire shrouds and a hydraulic backstay with alloy kicker. The syndicate owners of hull

number 19 plan to primarily cruise with some twilight racing, so a modest dacron OneSails wardrobe was chosen plus an asymmetric spinnaker to fly off the bowsprit. Optioning-up could include a tapered Selden rig or full carbon spars and upgraded Harken deck gear plus a spinnaker pole option for short windward/leewards. In terms of rating, the standard boat has a trial IRC certificate showing a TCC of 1.086, which is maybe a wee bit high. Running the numbers on the standard E5 show her to have a modest ballast ratio of 36 percent and displacement to length figure of 141.84, which both conspire to class her as a fairly light-displacement racer. Opting for the lighter S version would be the way to improve these ratios, if racing was primarily your pastime.

THREE DOUBLE CABINS

Going down below is easily done through the large main hatch with that sensibly designed retractable washboard and gentle sloping

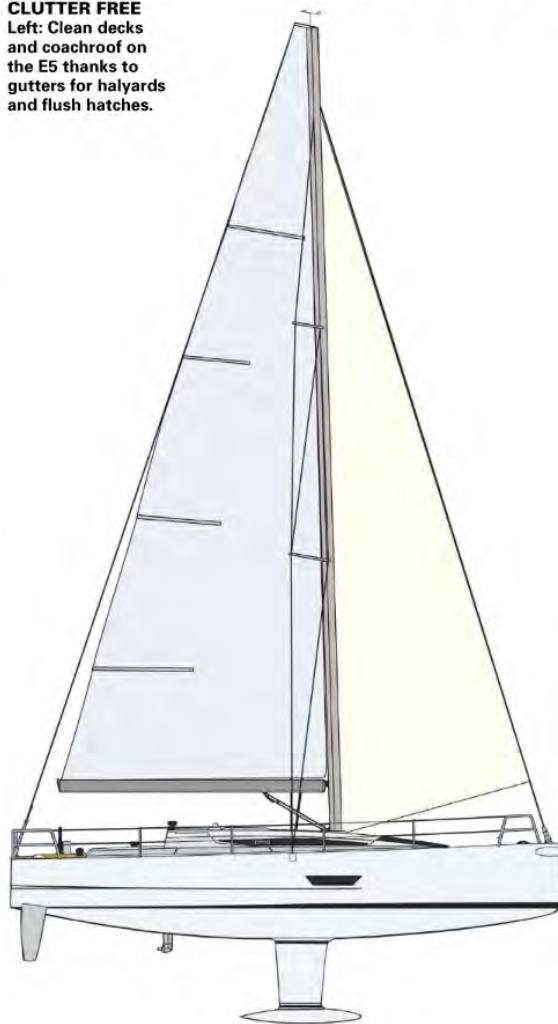
companionway. Here, the three-cabin layout with two heads initially may give a rather busy appearance, compared with German or French opposition but for me is a good compromise between an open void and workable space when offshore. The keel centred mast dominates the saloon but the dinette table it supports is quite large, blocking access to the lounge area, so I'd probably chop six inches off. However, as is, it can seat a full race crew, thanks to the clever use of the starboard navigation station having a retractable table that becomes a bench. Above the navigation station's cupboard door there's space to include instrumentation – radar, AIS, VHF and so on. Underfoot, the laminated floorboards lift with suckers to reveal hefty bolts securing the cast iron bulbed keel on a steel framed bed that is external to the hull. Lifting the companionway on its gas struts gives good access to the four-cylinder Volvo saildrive and there's side access from hatches in both cabins. Looking around the L-shaped galley, it impresses me with its features – chest freezer and separate fridge, twin sinks and double burner stove oven.

Throughout the E5, good attention to detail is apparent everywhere and reflects the dedicated build system whereby groups of workers fit-out a single boat. Apart from giving them pride in owning an entire boat, it can also allow Elan to offer semi-custom finishing, which is a good differentiator in a competitive market for this relatively small yard.

The accommodation on our review boat comprised two symmetrical double berths aft and a double V-berth with ensuite; but a total of four variations on this layout are offered. A conventional V-berth manages to fit in plenty of lockers, sufficient headroom and a large Lewmar skylight and LED spotlights illuminate the cabin. Moving aft, the two cabins will comfortably house two adults and three opening hatches should minimise stuffiness. Locker space here includes a wardrobe in each but the skipper may choose the port one which has the electrical controls to hand (and the bank of two AGM house batteries plus engine battery beneath; all rated at 95Ah). Hatches at the back of both bunks gives easy access to the quadrants – which I found to be solidly built and able to work independently of one another, as they are connected by a cross bar that is easily disconnected should one rudder fail.



CLUTTER FREE
Left: Clean decks and coachroof on the E5 thanks to gutters for halyards and flush hatches.



SAILING ON SYDNEY HARBOUR

Taking over the wheel from Matt Hayes I enjoyed our cruise up the Harbour, before easing the revs back off Farm Cove to check the handling of the Elan E5. Under power the boat turns in a tight circle and then the all important going aft. De rigueur in the Med, and an important manoeuvre in Australia as well, the E5 tracked backwards and changed direction aft in a fairly docile manner; aided no doubt by the twin rudders being relatively close together. Full throttle ahead showed 8.7 knots with the two bladed folding prop spinning at 2,900 RPM, with no complaints or judders felt through the wheels.

Sail setting also proved uneventful. Simply unzip the mainsail bag and hoist from the lazy jacks with the aid of the electric Harken 46. The rather small roached mainsail looked a bit underpowered but once the jib was unfurled we nevertheless glided along at 4.1 knots in the light 7 knot easterly with the i7 Raymarine wind

indicator showing us pointing at 30 degrees. Sitting out comfortably on the teak coaming, the composite wheel felt nicely balanced as the tell-tales flattened out, while our heeling angle felt just about right to reduce the wetted area of the beamy transom. Our crew of four had plenty of space to work in the cockpit and I was happy to trim the mainsail from the binnacle. Snappy tacks were done several times to avoid ferries and the E5 accelerated quickly out of each turn while I walked between helms. Passing Shark Island and with a seaplane looming I called for a gybe before spinning the E5 on her cast iron t-keel and pointing our blunt bow at the Harbour Bridge and home. 'Definitely a sailor's boat' were the words jotted in my wee notebook, so I'd no desire to switch on the autopilot and reach for a G&T. Well worth a look, you can check out the E5 at the Sydney International Boat Show at Cockle Bay from 30 July to 3 August, 2015. www.performancecruising.com.au



MODEL	Elan E5	
DESIGNER	Humphreys Yacht Design and Elan design team	
LOA	11.96 metres	
BEAM	3.87 metres	
DRAFT	2.40 metres	
ENGINE	Volvo 39 horsepower saildrive with 2 bladed folding Flex-o-fold propellers	
FUEL	160 litres	
WATER	277 litres	
SAIL AREA	Mainsail: 51.56 m², jib 37.60 m², gennaker: 135 m²	
DISPLACEMENT	7,300 kilograms	
BALLAST	2,700 kilograms	
PRICE	Base boat \$344,000 / review boat \$419,000	

Whether you're an expert sailor who wants to leave the boat at home or a novice who's always dreamed of life on the high seas visiting glamorous destinations, charter sailing offers that perfect combination of adventure and luxury.

People don't just do it once. Hans Sommer has done 15 charter sailing trips with Mariner Boating Holidays and finds it very appealing to see the world from the water.

"I always wanted to do Race Week in Antigua so that was the very first charter sail I did. So I took part in the race and didn't get a place. I've since done that trip three times and got a third place which was very exciting."

Hans is a sailor who leaves his yacht at the CYCA in Sydney to enjoy the freedom of charter sailing.

"The way it works is we start in port and have a little race to the next one. It puts a lot of fun into it. We might stop for a bit of sightseeing then it's another race to the next place. You don't have to take part in the race if you don't want to but it certainly makes it more interesting."

The yacht rallies Hans is referring to are operated by Mariner Boating Holidays and their most popular destinations are Turkey, Greece, Croatia and Tahiti.

Another regular client, Denise Hems, has done a lot of racing up and down the Australian coast but found that historically, nothing is better than the Croatian coastline.

"I adored Zadar – a beautiful old city almost opposite Venice – and visiting remote islands inhabited in the summer months and only accessible by boat. Another of my fondest memories is the Tahiti trip. It reminded me of the movie South Pacific. Our first race was from one island to this enormous, magnificent volcano on Bora Bora. This year I'm doing the Sardinia trip, next year the Caribbean and I want to do one every year until I can't walk anymore. Mucking around on boats – you can't beat it."

The Mariner Boating motto is 'sail in company, explore on your own'. Each unique adventure is based on a two-week fly-sail journey. Passage races are run every second day followed by a dinner and

presentation. Owned by Trevor and Maggie Joyce, the company prides itself on expert insider knowledge of the best places to visit, out-of-the-way restaurant gems for superb dining and taking people off the beaten tourist track.

"We generally do one-way charters and go in a direction that is downwind," says Trevor. "In two weeks, you can sail 150-miles so you go twice as far and get and take in much more stunning scenery than you could if you turned around to return to where you began."

A PERFECT COMBINATION OF RACING AND RELAXING

While charter sailing is about relaxing, they don't call them 'rallies' for nothing.

"We always say without the racing, the participants would end up running their own races anyway. If you have more than one boat going in the same direction at the same time, it just turns into a race. We have up to 10 boats and up to 50 people on each trip so there's plenty of socialising as well as the opportunity for some people to take their boat and anchor off alone. We also host a final night function where each crew makes a thespian contribution. It might be a song, a dance or poetry – something that relates to their own adventure. It enriches the whole experience. I wish I had recorded more of them over the last 10 years."

As well as the fleet sailing experience, charter sailing operators also offer bareboating where people can charter their own yacht and sail it themselves. Naturally, more sailing acumen is required and some good troubleshooting skills as well. John Reynolds went bareboating with the Tui Marine Group – a well-established international brand incorporating Sunsail and The Moorings.

"We really didn't know what to expect – we had never chartered a boat before and while my wife



STRIKE A CHORD
Clockwise from top right: Aboard one of the charter vessels from Queensland Yacht Charters; Hans Sommer has done 15 charters with Mariner Boating Holidays; Relaxing in Despotiko, Greece; Santa Teresa di Gallura, Italy; Ile Saint-Honorat in the French Riviera; and Cannes, France.

has travelled a lot in Croatia, I had never been to the Croatian coast before. The trip was wonderful. The Jeanneau/Sunsail 44i was in great condition and well-provisioned. The area briefing was also extensive and informative. We were surprised at just how large the Sunsail facility at Marina Agana is but this was a positive, as everything seemed to be no problem for the staff. We were able to sail extensively and easily find both marina berths at places we visited as well as protected anchorages.

“The Green Cave was a real highlight, people were doing some cliff diving and swimming underwater with the luminous light made it a magical experience. Stumbling across a German World War II submarine base was also pretty interesting.”

Then one day the great wind, The Bora, was running.

HIDDEN GEMS
Get off the beaten track in the Med in locations such as Serifos, Greece (directly right), Bormes les Mimosas in the French Riviera, and Sifnos in Greece and even opt to travel in a flotilla of yachts (clockwise from top, opposite page). This page, clockwise from bottom right: Denise Hems in Tahiti; Porquerolles Island in France is a possible charter destination; Chartering with Mariner Boating Holidays.



“That gave everyone a bit of a thrill, and really gave us a sailing experience.”

Two wonderful joys John found in bareboating are freedom and discovery.

“Having a chart in front of us and being able to go anywhere we pleased, eating at tiny restaurants hidden away on little islands, the warm water and blue skies... It beats joining the bus-loads of tourists seeing the same old places. It really evokes a feeling of exploration and adventure.”

ALL THE FUN WITH NONE OF THE WORK

People can also opt for a skippered charter. Sometimes, it's more fun to have an expert with local knowledge be in charge of the yacht so everyone else can really get into holiday mode.

An especially beautiful charter sailing adventure is in the Caribbean taking in the world's second largest barrier reef which is around 350 nautical miles extending along the Belizean Coast up to the Yucatan Peninsula. It is regarded as one of the few unspoiled places left on Earth offering the peace and quiet of relaxing tradewind sailing as well as nightlife, palm-fringed bars and the chance to explore local lobster festivals.

In 2010, Queensland Yacht Charters became a member of the second largest international charter company and the company actively supports the sport of sailing by making it easy for people to participate in regional regattas around the world.

Often regarded as the most important one in the South Pacific is the Tahiti Pearl Regatta but if you'd prefer to hit The Med, the Blue Cup Regatta hosts races between islands in the Saronic Gulf of Greece. It started in 1991 as a casual weekend of boating and has grown into a beloved



international event of up to 350 sailors in some 50 yachts. While the racing rivalry is serious with prizes awarded to winners, many of the entrants are now old friends so there is a strong atmosphere of celebration and having fun.

THE BEST WAY TO GET OFF THE TOURIST TRACK

A great thing about charter sailing is it's a 'barefoot vacation' where you can travel light and may need more swimwear than another other type of clothing. Of course, dining in style means you will need something more smart than casual.

Even with all the races and organised events, there is ample opportunity to set your own pace, to do as little or as much as you please. Each day offers a new panoramic view, a new place to drop anchor and pristine places to explore.

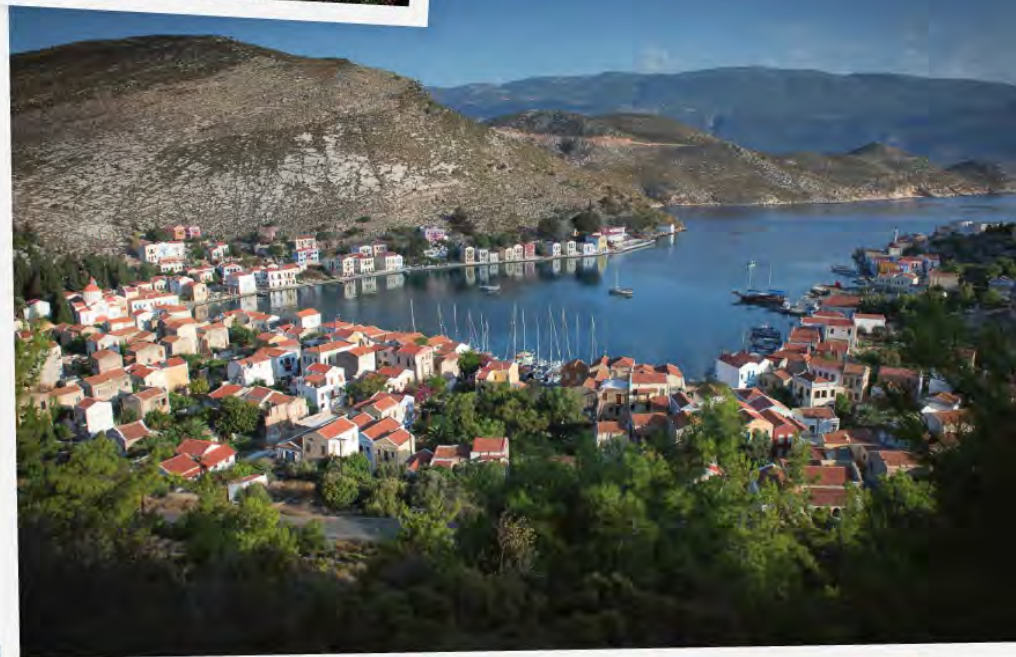
"We spent 10 days on board in the Abacos, Bahamas, enjoying ourselves and taking pictures," said Terry Slattery after a charter sailing expedition with QYC / Dream Yacht Charter. "It was a wonderful trip on a fantastic boat. The anchorages were peaceful, often with remarkable marine life in abundance. Fowl Cay offered excellent snorkelling on the ocean-side reefs, populated with colourful coral and fish. Nice winds and sparkling, sunny days provided great sailing opportunities on the Sea of Abaco. It was a wonderful trip!"

CREWING AND CAMERADERIE

A common theme among those who embrace the charter sailing experience is camaraderie. People who are new to the sport can find themselves in a fun flotilla or crewing a boat with long-time sailors. People who have their own boats love to leave them at home and put their feet up on a charter yacht where they can have all the fun with none of the work – except for racing, which really can't be called work.

Safety is paramount and all the charter companies offer highly skilled technicians, skippers and crew with fluency in local languages for easy communication in ports, in cases of emergency as well as insider knowledge of the very best places to visit on a high seas holiday.

Charter sailing devotee Hans Sommer says, "I've done them all and it's almost impossible to pick a favourite. They're all different to one another, all exciting. If you want to go on a sailing trip – go for your life. You'll never regret it." ⚓





Johan Hasser, boat show general manager says SCIBS is the ideal place for people seeking the latest in sailing craft, from small, trailerable boats to luxury catamarans with all the options for bluewater cruising.

"Each year, substantial marina space is dedicated to sailing vessels, as well as numerous other varieties of sailing craft throughout the Marine Village. Our exhibitors tell us SCIBS is a favourite event for launches because the Gold Coast is a great stepping off point to explore Queensland waters, the Whitsundays and even circumnavigations."

Hasser describes the growing interest in various markets, propelled a few years back by the "Jessica Watson" effect. "Many dealers reported a spike in interest among young couples, families and the semi or retired couples, looking to enter the sailing market."

"Catamarans too are growing in popularity, a great option for all kinds of yachties who are seeking a stable, spacious and comfortable home at sea. This year's SCIBS will have a broad range of sailing boats. We're sure visitors will be inspired, whatever their preference and price point."

Brendan Hunt from Vicsail, the distributor for Lagoon catamarans, states that Sanctuary Cove delivers the market for the brand of "conservative cats."

"This year we will have our Lagoon 421 which is always very popular. The Lagoon 421 is tried and true, and appeals to mature buyers. It's a large volume boat that suits big families

SAILING SANCTUARY

THE 2015 SANCTUARY COVE INTERNATIONAL BOAT SHOW WILL BE VIBRANT WITH THE PANOPLY OF SAILS. WE PREVIEW ONE OF THE REGION'S MOST SIGNIFICANT SHOWCASES OF SAILING VESSELS, WHICH WILL ROLL OUT THE WELCOME MAT FOR DIEHARD ENTHUSIASTS AND NEWCOMERS TO SAILING, 21 TO 24 MAY ON QUEENSLAND'S GOLD COAST. BY JENI BONE.

and can still be handled by two."

The current model Lagoon 421 is a revision to a model that sold well in Europe last year. "It's a bit sharper in design and fitout, but essentially, what people know and love," says Brendan, adding that it's ideal for live aboard and cruising. "The 421 is the ultimate, handle by two, ocean crossing boat. The helm is well connected to the cockpit and down below. There's plenty of room. It's safe, sound and seaworthy."

Represented by the Ausail Marine Group, based at Sanctuary Cove, Catalina will be presenting the new 275 Sport. Positioned as just the boat to "recapture the pure joy of sailing," the 275 is simple and stylish, and requires less effort and crew to get out on the water.

WIDE APPEAL
The voluminous Judel/Vrolijk-designed Hanse 575 will be on display at SCIBS, from Australian distributor, Windcraft.

The new Catalina 275 Sport reflects customer feedback over the years, telling the manufacturer they no longer need a large boat, but don't want to give up racing or day sailing. While they are spending fewer nights aboard, they still want the ability to overnight on the occasional trip with kids or grandkids.

Catalina started with a modern, long waterline, and kept the beam modest to allow trailering. The sleek hull is coupled with a powerful rig with large main and selftacking jib, which makes the 275 only fast and super-easy to sail. The cockpit is where the helmsman can become reacquainted with the simple pleasure of steering a well-balanced responsive boat with a tiller from the comfortable, ergonomically designed outboard coamings.

Below, the accommodation is just right for weekending or just taking shelter from inclement weather, and an enclosed head is appreciated by all.

From the Windcraft Group, which represents respected brands such as Hanse, Moody, Dehler and Solaris yachts, is the superlative Hanse 575.

Windcraft's director Peter Hrones says the team is very much looking forward to this year's SCIBS.

"The Windcraft Group supplies boats to buyers all over Australia and New Zealand. Sanctuary Cove is a great opportunity for Queenslanders to see some of our top quality brands. The Hanse 575 is a sleek and stunning Judel/Vrolijk yacht with an outstanding cockpit, revolutionary dinghy garage and contemporary, versatile interior.

"The 575 has a lot of volume for its price, and there's a huge choice in terms of layout and fit out. Hanse's trademark self-tacking headsail and all lines leading aft, allows easy short or single-handed sailing. Plus, it's the only boat in its class that fits a jet tender in the dinghy garage. We're really looking forward to showing the 100th boat at this year's SCIBS."

Performance Yachts (formerly US Yachts) will be showing three boats from the Elan brand — the Elan E5, Elan E3 and Impression 40 by Elan — as well as the Hunter 37.

The Elan E5 is the epitome of the modern sports cruiser thanks to its chines, T shape-keel, twin rudders and keel stepped performance rig. This mid-sized model is ideally placed to be competitive in the popular 40-foot cruiser-racer category. In cruise mode she has all the required attributes for fun,

family sailing. Complete with modern appliances, spacious cabins and well designed galley.

The new Impression 40 luxury yacht by Elan will become part of the company's yacht syndicate fleet from June, with three of 10 shares available. The Impression 40 is ideal for enclosed waters, day sailing and coastal cruising. The design includes three double cabins, a large head and a stylish L-shaped galley, in addition to its beautiful fold-down teak swim platform.

A SCIBS stalwart, Multihull Solutions will present the Fountaine Pajot Saba 50 sailing catamaran and Lipari 41 Evolution in its line-up this year.

The Saba 50 sailing catamaran will be making its southern hemisphere debut. This stunning 50-foot craft garnered worldwide acclaim for its exceptional living space, outstanding offshore performance and elegant

design. Available in a choice of layouts and with a range of decadent indoor and outdoor living areas, the Saba 50 delivers comfort at sea with the highest standards of safety and performance for which Fountaine Pajot is renowned.

Multihull Solutions will also be displaying the popular Lipari 41 Evolution sailing catamaran at the show, which continues to be one of the top choices for cruising sailors throughout the world.

Multihull Solutions will also have representatives from TAG Yachts, Catana Catamarans, Privilège Marine and NEEL Trimarans at SCIBS to provide information on their full range of power and sail catamarans.

Mark Elkington, managing director at Multihull Solutions says SCIBS is a strong show for the company and its marques.

"Sailing multihulls are building

CAT FEVER
Directly below: Ideal for live aboard and cruising, and able to be handled by a team of two, the popular Lagoon 421 will make its appearance at SCIBS. Below left: The Lipari 41 Evolution catamaran will be on display as will the Saba 50 (below right), making its debut down under.

in popularity and we are enjoying an increase in sales at the show every year. Typical buyers are the baby boomer market and successful family buyers that can afford time to fit cruising into their busy lifestyles. There has been a very clear rise in public interest in multihulls over the last five years, with a large number of monohull owners choosing to change, or seriously considering changing to a cat.

"I have been exhibiting at SCIBS since the early '90s, initially with Sunsail Charters. We introduced the first Fountaine Pajot catamaran – an Athena 38 – at SCIBS in 1998. Multihull Solutions then continued representing the brand, and other top international multihull shipyards, at SCIBS every year since the company launched in 2008.

Another familiar multihull specialist and SCIBS exhibitor for the past 15 years, Multihull Central will show an array of ocean-going cats,

Brent Vaughan, director at Multihull Central says SCIBS has always had a good representation of catamarans, growing stronger every year. "Sanctuary Cove is the launch pad for buyers around Australia to view the largest international range of multihulls in Australia in one location and start their cruising adventure, whether they are ready to sail north to the Whitsundays, or take delivery in Asia onboard a Seawind, or in Europe onboard an Outremer and explore the world.

"What I have noticed is when other segments reduced their displays over the tough economic period, the cat displays remained stable or even grew. I think because cruising catamarans provide a wonderful compromise between living space, sailing ability, overall comfort and value for money.

"They can be a holiday house on the water, a performance sailing





yacht and ultimately a vehicle that makes long range cruising adventures possible, even for those with limited experience because they are forgiving. Therefore they remain a strong choice for 'bucket list' adventure and sea change markets."

This year, Multihull Central will be exhibiting the new Seawind 1160 LITE for the first time alongside a Seawind 1250, and the world launch of the new Corsair Pulse 600 trailer trimaran selling from just \$49,000.

"This is the perfect family day sailing and racing boat, ideal for honing skills and thrills," explains Brent. "Plus the Corsair Dash 750 is designed for camper cruising behind your car or 4WD – you don't need months or years to go cruising when you can tow your cruising boat behind your car! We will also have information on the new range of Outremer catamarans and Aquila power catamarans."

All the way from Cape Town, South Africa, award-winning yacht brand, Maverick Yachts will make its down under launch at SCIBS, looking to connect with prospective clients and dealers.

On show will be the Maverick 440, the catamaran that is already on its way with its new owners, following a circumnavigation of Australia.

Co-founder and co-owner with husband Rudi, Deslynn Pretorius explains: "Our Maverick 440 *Island Home*, was launched mid-2014 and the owner, from Perth, crossed the Indian Ocean from Cape Town via Mauritius to Fremantle and is currently circumnavigating Australia. They will arrive just in time for the show!"

The new Maverick 440 Executive catamaran is designed and built for easy handling and excellent performance. It is certified to the European Recreational Craft directive category A (Ocean) and comes in two models: the Maverick 400 Custom and the Maverick 440 Custom, which can either be completed to a Standard or Executive specification.

Both the Maverick 440 and Maverick 400 are ideal for the private owners who wish to live aboard and

take on even the most challenging bluewater cruising.

Designed by Phil Southwell, head of Southwell Yacht Design and described as "an ultra-deluxe home on the sea, the Maverick range is designed for short-handed, long range cruising. Their extra-wide hulls provide good load-carrying capacity with generous cabins and excellent visibility.

Among the brand's myriad features is the ability to customise interiors. "Although all Maverick Catamarans look alike from the outside, each boat has its own character on the inside, as they are custom built with a great deal of input from the customer," says Deslynn. "The owner of *Island Home* played a major role in choosing his interior and his master cabin is absolutely fantastic!"

Deslynn says she and Rudi are extremely excited about coming to Australia and launching their exquisite cats at SCIBS.

"It will be our first visit to the show and we are really looking forward to showcasing Maverick in Australia. We plan to meet with prospective brokers who will market our boats in Australia and are also looking forward to showing the Maverick to interested customers and the public."

Gold Coast catamaran builder for over 19 years, Lightwave Yachts have aimed to redefine the "big cat" market segment with their latest release, the Lightwave 45 Maestro.

According to Roger Overall, "achieving a layout option that up to now has been deemed impossible in the sub 50-foot cat market, the Lightwave team have created a first: a 45-foot catamaran with a full-width, full-height master cabin with island queen bed, on the bridgedeck level, without compromising her great looks or sailing performance."

The master cabin is on the same level as the saloon, galley and cockpit. It has its own full ensuite, office and walk in wardrobe creating a luxurious design layout for a couple wishing to long range, bluewater cruise, living aboard full time. It is accompanied with two additional cabins, guest bathroom and laundry.

The Lightwave 45 Maestro is offered as a layout option to the 45 range, and accompanies the power and sail versions available, offering customised layouts in three or four-ensuited cabin layouts.

The Sanctuary Cove International Boat Show will run from 21 to 24 May with this year's event marking its 27th anniversary. ⚓

www.sanctuarycoveboatshow.com.au

ISLAND HOME
Clockwise from top: The Corsair Pulse 600 will make its world launch at the Show; Also on display following a circumnavigation of Australia by its new owners, will be the Maverick 440 *Island Home* from South Africa; Multihull Central will show the Seawind 1250 at SCIBS for the first time.

RACE & REGATTA DATES

KEEP TRACK OF THIS SEASON'S IMPORTANT EVENTS.

AUSTRALIA	DATE	CLUB	INTERNATIONAL	DATE	COUNTRY
APRIL			APRIL		
Brisbane to Gladstone Yacht Race	3 Apr	QCYC	BVI Spring Regatta & Sailing Festival	30 Mar – 5 Apr	BVI
Gosford Lord Howe Island Yacht Race	5 Apr	GSC	San Fernando Race	1 Apr	Hong Kong
Pittwater to Newcastle Bluewater Race 5	5 Apr	RPAYC	Auckland Tauranga Race	2 Apr	New Zealand
CYCA Trivia Night	8 Apr	CYCA	Starling National Championships	8-12 Apr	WCC, NZ
Sail Port Stephens & NSW IRC Championships	11-16 Apr	CPSC	Baldwin Cup Team Race	10-12 Apr	NHYC, USA
Black Rock Skiff Regatta	18-19 Apr	BRYP	Oyster Regatta BVI	13-18 Apr	BVI
Lasies Day Race 1 & Great Veterans Race	19 Apr	CYCA	Les Voiles de St. Barth	13-18 Apr	French Caribbean
2014-2015 CYCA Summer Series Prizegiving	23 Apr	CYCA	Antigua Classic Yacht Regatta	15-21 Apr	Antigua
Land Rover Winter Series Pointscore Race 1	26 Apr	CYCA	Charleston Race Week	16-19 Apr	BVI
MAY			Valencia Boat Show	16-19 Apr	Spain
CYCA Summer Season Prizegiving	2 May	CYCA	Antigua Classic Yacht Race	17-22 Apr	St. Barths
Land Rover Winter Series Pointscore Race 2	3 May	CYCA	Team Vestas Wind In-Port Race Itajai, VOR	18 Apr	Brazil
Kellett Shield – Advanced Squad Fleet Racing Regatta	9 May	CYCA	ISAF Sailing World Cup, Hyères	20-26 Apr	France
Land Rover Winter Series Pointscore Race 3	10 May	CYCA	Singapore Yacht Show	23-26 Apr	Singapore
Land Rover Winter Series Pointscore Race 4	17 May	CYCA	57th Dauphin Island Race	24-26 Apr	BYC, USA
Sanctuary Cove Boat Show	21-24 May	Gold Coast	Antigua Sailing Week	25 Apr – 1 May	Antigua
Gold Coast International Marine Expo	21-24 May	Gold Coast	Secondary Schools Team Sailing Nat. Champs	27 Apr – 2 May	New Zealand
Land Rover Winter Series Pointscore Race 5	24 May	CYCA	11th Top of the Gulf Regatta & Coronation Cup	30 April – 4 May	Thailand
Navionics March Racing Regatta – Grade 5	30 May	CYCA	MAY		
CYCA Casino Night	30 May	CYCA	Annapolis NOOD	1-3 May	Annapolis, USA
Land Rover Winter Series Pointscore Race 6	31 May	CYCA	14th Samui Regatta	23-30 May	Thailand
JUNE			Farr 40 West Coast Championship	27-30 May	California, USA
Etchells Australasian Winter Championships	4-7 Jun	MYC	Korea International Boat Show	28-31 May	South Korea
Lion Island Race	4 Jun	NCYC	Southern Bay Race Week	29-31 May	Hampton, USA
Development Match Racing Squad Interclub Challenge	7-11 Jun	CYCA	JUNE		
Land Rover Winter Series Ladies Day Race 2	7 Jun	CYCA	Loro Piana Superyacht Regatta	2-6 Jun	Sardinia
Advanced Match Racing Regatta – Grade 4	13 Jun	CYCA	In-Port Race Lisbon, Volvo Ocean Race	6 Jun	Portugal
Land Rover Winter Series Pointscore Race 7	14 Jun	CYCA	ISAF Sailing World Cup, Weymouth & Portland	8-14 Jun	UK
Advanced Match Racing Regatta – Grade 4	20 Jun	CYCA	In-Port Race Lorient, Volvo Ocean Race	14 Jun	France
Land Rover Winter Series Pointscore Race 8	21 Jun	CYCA	Giraglia Rolex Cup	12-20 Jun	Sanremo to Genoa
Land Rover Sydney Gold Coast Race	25 Jul	CYCA	Rolex New York Yacht Club Regatta	12-14 Jun	NYC, USA
Land Rover Winter Series Pointscore Race 9	28 Jun	CYCA	Block Island Race	21-26 Jun	Block Island, USA
JULY			J.P. Morgan Round the Island Race	27 Jun	Isle of White, UK
Land Rover Winter Series Pointscore Race 10	5 Jul	CYCA	In-Port Race Gothenburg, Volvo Ocean Race	27 Jun	Sweden
Sail Brisbane	9-12 Jul	RQYS	JULY		
Closing Ladies Day – Ladies Race 3	12 Jul	CYCA	Phuket Race Week	15-19 July	Thailand
Land Rover Winter Series Prizegiving	17 Jul	CYCA	AUGUST		
Club Marine Brisbane to Keppel Tropical Yacht Race	30 Jul	RQYS	Hanse Sail Rostok	6-9 Aug	Germany
Sydney International Boat Show	30 Jul – 3 Aug	SIBS	Buzzard's Bat Regatta	7-9 Aug	South Dartmouth, USA
AUGUST			Rolex Fastnet Race	16-21 Aug	Cowes, UK
Airlie Beach Race Week	7-14 Aug	WSC	Newport Bucket Regatta	28-30 Aug	Newport, USA
Audi Hamilton Island Race Week	15-22 Aug	HIYC	Clipper Round the World Yacht Race	30 Aug start	UK

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



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STYLE

1. HIGH TIDE

With 300-metres of water resistance, the Admiral's Cup AC-ONE 45 Tides by Corum is designed to be out on the sea. It's built to show the time, strength and height of the tides, the lunar cycle and the strength of the currents. An authentic SHOM-certified precision navigating instrument, it has a 42-hour power reserve encased in grade 5 titanium that is remarkably light. RRP \$12,273

www.corum.ch

2. GOLDEN AGE

A chronograph created specifically for yacht racing, the Rolex Yachtmaster II has a unique countdown feature with mechanical memory that is programmable from 10 minutes to one. Designed for legibility, no matter what the sailing conditions, it is characterised by the Ring Command bezel, a patented, rotatable bezel that interacts with the watch's movement. RRP \$55,100

www.rolex.com / www.jfarrenprice.com.au

3. CLUB HOUSE

The Series 16 from Optimum Time with a stainless steel timer looks as good in the club house as out on the boat. A sync button if a gun is missed, a 5,4,1,0 sequence and a 5, 3 or 1 minute programable countdown timer with an alarm and massive full-screen digits for the final minute, all make this a race-ready timepiece. RRP \$259.95

www.optimumtime.co.uk

4. HIGH SEAS

The Yachting II by Bausele is built for the sea and waterproof to 200-metres. It features a countdown indicator, progress tracker, race timer, two interchangeable wrist straps and technical movement by IsaSwiss. The design cleverly combines Swiss-made technology in an Australian-made timepiece. RRP \$1,000

www.bausele.com

5. RACE READY

The Portugieser Yacht Club Chronograph by IWC Schaffhausen is powered by the in-house 89361-calibre movement and is water-resistant to 60-metres. A flyback function and an additional flange with quarter-second calibration is ideal for short stop times while stop times longer than a minute are shown like the time of day on a separate analogue sub-dial. RRP \$15,000

www.jfarrenprice.com.au

6. MODERN HISTORY

Ulysse Nardin was one of the pioneering Swiss brands in chronometer production starting in 1846 and the Marine Chronometer pays tribute to this legacy. The watch features a 43 millimetre 18 carat pink gold case, powered by Ulysse Nardin-manufactured calibre UN-118 and is water resistant to 100-metres. RRP \$47,000.

www.watcheswiss.com



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FUNCTION

1. ON POINT

The new Clear Start range from Ronstan has an oversized Race Timer that can be worn on the wrist or strapped to the hull, mast or boom for easy viewing by the crew. All racing sailors know how hard it can be to get the watch going at the exact second the start sequence is commenced but this design has a handy sync function that lets you quickly resynchronise to the official race time. RRP \$165
www.ronstan.com

2. TIME AND TIDE

The Nixon Supertide comes with 10-years of pre-programmed tide information, all stored on your wrist. Time your sessions right and you don't even have to think. With the rhythm of the tide displayed in high-resolution detail, the Supertide syncs you up with the ocean's rhythms so you know exactly when to go. RRP \$249.99
www.nixon.com

3. COUNT DOWN

With an adjustable countdown timer and a display with large, easy-to-read numerals that increase in size for the final minute before the start, the Gill Race Watch has been designed specifically for sailors. A key lock function ensures buttons are not pressed accidentally during starts, and a loud alarm beep means you'll hear it even in heavy breezes. Water resistant to 30-metres. RRP \$155
www.gillmarine.com

4. SPINNAKER RUN

The Smart Run from Adidas is originally designed for running but has in-built functions that make it equally as useful out on those spinnaker runs. With technology that's able to measure your heart rate from your wrist, it also has a watch and timer function and styles well as a performance watch that is useful on the boat too. The watch is lightweight at only 80 grams and has a comfortable soft-touch silicone strap. RRP \$500
www.adidas.com.au

5. RIDERS ON THE STORM

The Seiko Yachting Timer has a stopwatch that measures 12 hours in fifth-of-a-second increments with split time. Pre-set countdown timers for 6, 4 and 10 minutes, a manual set countdown timer up to 15 minutes in one minute increments and an automatic start stopwatch function after the timer reaches zero, will suit any race. RRP \$895
www.seiko.com.au

6. APPLE SPORT

The Sport collection from Apple's new timepiece range is made from lightweight anodised aluminium with the display protected by strengthened Ion-X glass that is especially resistant from scratches and impact so ideal for time spent out on the boat. It features multiple timers and an array of different apps including a weather app that tells you when the sun will rise and set. RRP \$499
www.apple.com/au/watch/



This past season we have seen interest in Australian ocean yacht racing soar to great heights with the 70th Rolex Sydney Hobart Yacht Race attracting the biggest fleet in a decade for the bluewater classic.

On the downside, however, two iconic long offshore races have seemingly gone by the board – Gosford Sailing Club deciding to no longer conduct the Gosford to Lord Howe Island Race and the challenging Australian Three Peaks in Tasmania cancelled for the second year and seemingly ended. Efforts to revive the Sydney Mooloolaba Race also appeared to have failed.

The reasons for their loss to Australian ocean racing are mixed, their demise sad after many years of providing sailors some wonderful offshore racing experiences in widely varying conditions.

However, back to the upside! The good news is that the Cruising Yacht Club of Australia is seeking expressions of interest from yacht owners in contesting a revived Sydney Nouméa Race. I hope there is a strong response as this a wonderful race to the South Pacific's most cosmopolitan city where Pacific island life meets French sophistication.

It's a race requiring a well prepared boat and crew, good tactical sailing and precise navigation, sailing in a north-easterly direction with the promise of fresh trade winds most of the way, and the weather getting warmer each day as the latitudes diminish.

I had a long and rewarding association with the CYCA's Sydney

RACE REVIVAL

PETER CAMPBELL IS LOOKING FORWARD TO SEEING THE SYDNEY NOUMÉA RACE REVIVED BY THE CYCA, EVOKING FOND MEMORIES OF PAST RACES IN WHICH HE WAS CLOSELY INVOLVED.

Nouméa Race as media officer working with the late Peter Rysdyk and Club Life Member Alan Brown in the 1980s and early 1990s.

In fact, among the assortment of sailing memorabilia in my office overlooking the River Derwent is a brass cannon cartridge that was fired by a French frigate to start the 1987 race.

Unfortunately, the inscription on the shell casing does not record the name of the French Navy frigate that started the race and then escorted the fleet on the long voyage to the finish off historic Amedee Lighthouse that guards the entrance through a coral reef and lagoon that runs the length of the south-west coastline of New Caledonia.

Spot-on navigation was essential for competing yachts and I recall in one case a boat ending up on the reef when they missed the entrance, despite the warning beams from Amedee Lighthouse.

The French Navy was very supportive of the races in the 1980s

and certainly looked after the visiting CYCA race management team and the visiting yachtsmen and their families. A highlight that I recall is my wife and I having lunch with the chiefs of the French Defence Forces in New Caledonia high on a hill overlooking Nouméa Harbour.

On another occasion, we drove over the mountains to the tropical east coast that was just recovering from an internal uprising, passing a burnt out administration building and even a gutted tank. The restaurant at which we had hoped to have lunch had also been forcibly closed down, but a family of French expatriates out on a picnic fed and watered us well.

Another time, Alan Brown and I drove over to the east coast, again aiming to have a seafood lunch at a noted restaurant. We drove into a village to check our directions only to become involved in the birth of a native child in the back of an ambulance. We were roped into getting hot water and towels, fortunately not the actual birth, but the sight of the newborn baby being held up for display dashed Alan's and my lunch plans.

The inaugural Sydney Nouméa Race was conducted by the CYCA in 1953 following an invitation from French authorities to be involved in the centenary celebrations of New Caledonia. The race started on September 1953 with the fleet arriving in time for the festivities in Nouméa, with the overall winner Trygve and Magnus Halvorsen's *Solveig*.

It was not until the 1980s that the race was revived, with Club Med as a sponsor, due to the energetic efforts of the late Peter Rysdyk. One year there was even a race from Nouméa to the Loyalty Islands Group off the north-east coast of New Caledonia in which I took time to sail.

The last race from Sydney to Nouméa was held in the early 1990s with George Snow sailing *Brindabella* to a record line honours victory of 5 days 21 hours 35 minutes 00 seconds in 1991.

If there is sufficient interest among yacht owners, the CYCA will revive the Sydney Nouméa race as a Category 1 ocean race for monohulls. The suggested race would be in June 2018 concurrently with the ongoing Brisbane to Nouméa and Auckland Nouméa races.

The revival of the race could also stimulate French yachts from New Caledonia to once again compete in the Rolex Sydney Hobart. ⚓

For expressions of interest: <https://cyciforms.seamlessdocs.com/f/6Acj9V>

NOUVELLE CALÉDONIE
Above: The city of Nouméa and its beautiful bays, from above. Expressions of interest for the reintroduction of the Sydney Nouméa race close on 31 July, 2015 with the CYCA Sailing Committee to consider it in its August meeting.

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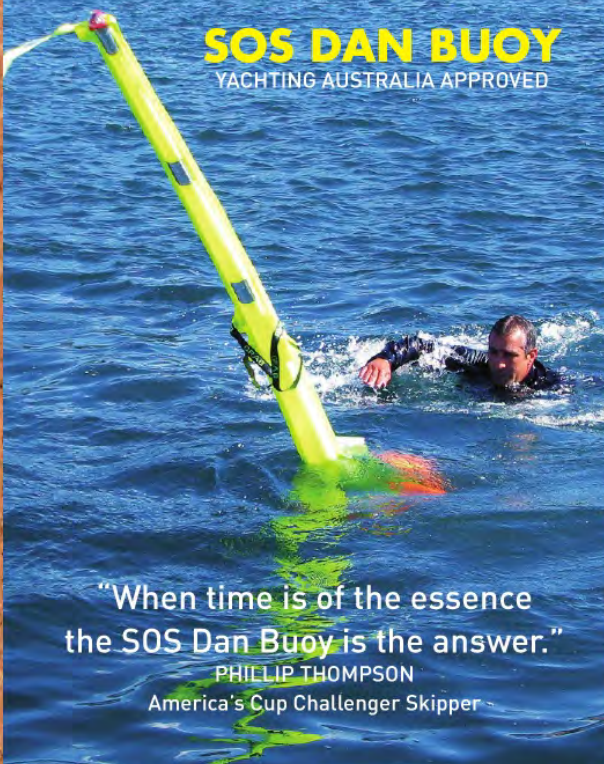
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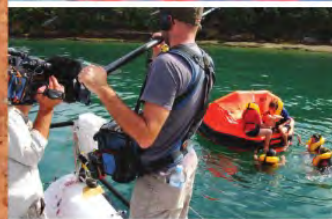
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SPIRIT OF THE MAID



'Spirit of the Maid' is a Volvo 60 living in Hamilton Island. As "Nokia" she was a previous Sydney – Hobart race record holder. She has been proven as a safe blue water racing yacht for any level of competitor. As a previous round the world racing boat, she is solid, safe, reliable but very fast. Fitted with a comprehensive inventory of B&G instrumentation, water ballast and a great wardrobe of racing sails, she is waiting for her next offshore enthusiast.

INSPECTION

FRIDAY 24th April 2105, 1pm – 5pm,
Hamilton Island Marina,
Hamilton Island QLD

MERIT



INSPECTION

MONDAY 27th April 2105, 1pm – 5pm
Smiths Marina, The Spit. NSW

This Volvo 60 for sale with YOTI was launched in 1997 and built in New Zealand by Marten Marine and designed by Bruce Farr. "Merit" has been campaigned successfully by a well-known East Coast yachtsman in most of the long Bluewater events. Maintained professionally she also represents a commercial charter opportunity being in 1D survey for 25 guests and 4 crew, survey renews in November 2015.



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- 1994 Cavalier 350SL - \$79,000
- 1998 Ganley - \$299,000
- 1985 Feeling 1100 - \$84,000
- 1982 Columbia 27 - \$23,900

- 2004 Catana 47 - \$585,000
- 1990 Privilege 14.7 - \$299,000
- 1992 Fontaine Pajot 45 - \$195,000
- 1988 Shuttleworth 44 - \$165,000
- 2010 Lagoon 400 - Eur 285,000
- 1996 Nautitech 435 - Eur 170,000
- 2000 Beneteau 361 - \$125,000
- 1985 Feeling 1100 - \$84,000
- 1982 Columbia 27 - \$23,900
- 2008 Hunter 49 - \$289,000
- 1987 Northshore 38 - \$75,000



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BENETEAU FIRST 44.7 - 2006
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MOUNT GAY 30 - 1996
\$65,000



HANSE 320 - 2008
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BENETEAU FIRST 47.7 - 2005
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HANSE 355 - 2012
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BENETEAU FIRST 36.7 - 2002
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BENETEAU FIRST 47.7 - 2004
\$237,000



VOLVO 60 - 1997
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HANSE 411 - 2005
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JUTSON 60 - 2004
\$1,090,000



BENETEAU FIRST 21.7 - 2007
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DEHLER 32 - 2012
\$185,000



ELAN IMPRESSION 434 - 2006
\$249,000



KER 11.3 - 2001
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NORTHSHORE 38 - 1983
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