

offshore

YACHTING

OFFICIAL MAGAZINE OF THE CRUISING YACHT CLUB OF AUSTRALIA

SUNDAYS TO SHINE

THE START GUN FIRES FOR THE LAND ROVER WINTER SERIES

WING MEN

HOW TWO AUSSIE BROTHERS' OBSESSION WITH FOIL DESIGN LED TO THE NEW SEMI RIGID WING SAIL

THE RIGHT STUFF

DO YOU HAVE WHAT IT TAKES TO LEAD A CLIPPER CREW AROUND THE WORLD?

AUTUMN CARNIVAL

RACING HOTS UP AS THE FLAG DROPS ON A NEW SEASON OF REGATTAS

HEAD ABOVE WATER

SAFETY EQUIPMENT FOR PEACE OF MIND ON THOSE OFFSHORE PASSAGES



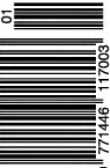
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Summer has come and gone, and in the blink of an eye, Autumn is upon us and preparations are well underway for another Land Rover Winter Series of spectacular racing on the best harbour in the world. The Summer series provided a nail-biting finish with the results being decided in the last race and the recent Sydney Newcastle Race saw Paul Clitheroe's yacht *Balance* smash the 2006 race record by just under one hour.

Balance's time of four hours 34 minutes 26 seconds was a marvellous achievement, winning line honours, IRC, ORCi and PHS, continuing her form reached in the 2015 Rolex Sydney Hobart Yacht Race.

In the season pointscore IRC Division 1 was won by *Midnight Rambler* (the Ker 40 owned by Ed Psaltis, Michael Benesik and Bob Thomas). This exciting finish went down to the wire in the last race, beating last year's champion by one point in the point score series. Julian Farren Price's yacht *About Time*, had an unprecedented nine series wins over 11 attempts.

With *Midnight Rambler* now sold and sailing out of Pittwater, I would like to congratulate Psaltis and his crew and look forward to seeing them back on the water for some exciting racing in the years to come.

Competition was fierce 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 22 April at the CYCA.

Our attention now moves on to our Winter racing program starting with the Land Rover Winter Series, which commences on Sunday 24th April with the traditional Ladies Day and Great Veterans Race.

The Land Rover Winter Series consists of 11 weeks of racing incorporating a three-race ladies point score series. Entries are now open online through the CYCA website.

The Land Rover Winter Series point score consists 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 10 races are completed.

This is the third year Land Rover Australia has sponsored the series



and podium finishes in each division will again enjoy the highly sought-after exclusive CYCA Land Rover Winter Series merchandise. Land Rover will also continue to provide the opportunity for one of the divisional winners to test drive a Range Rover Evoque for a week.

In addition, our good friends at Noakes Boat & Shipyards will again donate lift and yard services to a lucky winner each week of the series.

Winter would not be the same without the Sunday morning aroma of sizzling bacon, fried eggs, onions, hash browns and sausages cooking on barbecues ably manned by our friendly volunteers. This breakfast

tradition, and the support of the Breakfast Club, helps make our Winter racing the success it is amongst our members. Volunteers are always welcome to join this merry crew!

At this time I would like to congratulate our new head coach in Youth Sailing, Jordan Reece. Jordan is a past graduate of the Youth Training Program at the Royal Sydney Yacht Squadron. Since June last year, Jordan has been working as Sailing Administrator and Club Coach at the Royal Prince Alfred Yacht Club following his return from overseas where he served as Head Coach at the Chicago Match Race Centre for the 2014 season.

Jordan is a welcome addition to the YSA and we look forward to seeing some of his new programs and initiatives unfold in the months ahead.

The Youth Academy is continuing its outstanding success in all areas of youth development, which sees many of our graduates representing Australia and our club at the high level of world sailing events from the Olympic Games to America's Cup Series. We are very proud of these achievements and look forward to the coming year when we will watch with interest the developments during 2016.

Given most clubs have a facelift every 10 years, nearly 17 years on our 'home' is in need of a make-over to improve member services and facilities through both our front and back of house operations.

As you are now all aware, the concept designs for the refurbishment of our clubhouse are on display in the reception area and will remain there until 10 April. Member forums are underway to both inform members of the rationale behind the designs and seek member feedback before preparing final plans. We are on the world stage and as such our clubhouse needs to reflect world-class standards. The member communication plan to outline the improved facilities and services also includes updates on our website, including a Q&A section. I look forward to the completion of this process and the final evolution of the designs into a great clubhouse for the benefit of all members.

With the Winter sailing as one of our most successful programs, I look forward to seeing you all on the water and enjoying the best sailing in the world in our own playground – Sydney Harbour.

JOHN CAMERON
Commodore CYCA

SYDNEY SAILING
The Land Rover Winter Series will start with the traditional Ladies Day and Great Veterans Race on the 24th April. See you on the water!

DARE TO BE DIFFERENT

46 *Dehler* 
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This issue of Offshore is a precursor to sailing the cooler climes of Winter as the seasons turn. Autumn is a time of year that many a sailor enjoys the simple delight of being afloat under sail in the generally calmer conditions the season brings and with luck on your side, those clear blue southern skies.

The club's Land Rover Winter Series commences from April 24 this month with the traditional opening Ladies Day and Great Veterans Race. The series proper commences from Sunday May 1st with some 140 yachts across almost a dozen divisions typically competing in this perennially popular harbour sailing series, which will include ten pointscore races, and has been run each year by the CYCA since 1949. Come Saturday July 30, ocean racers will set bows north in the 31st Land Rover Sydney Gold Coast race, the 384-nautical mile bluewater event starting from Sydney Harbour. The race is popular as the first of the ocean races north to Southport, Brisbane and leading on to Keppel and the Queensland regatta weeks sailed in the Whitsunday's.

Our regatta roundups this issue include the 10th Sydney Harbour Regatta sailed early March under perfect conditions, the Farr 40 World Championships hosted by Sydney's RSYS, the Sydney Newcastle and Sydney Wollongong short ocean races, the Extreme Sailing Series season opener in Oman with the all-new GC32 foiling cats, as well as the SB20 Nationals.

Previews of up-and-coming regatta events include Sail Port Stephens mid-April, Thailand's Top of the Gulf Regatta from April 30 attracting ever more Aussie sailors, as well as further down the rhumbline the carnival competition of Airlie Beach and Audi Hamilton Island Race weeks in August, and the Aussie Olympic sailing talent so far selected to star at Rio 2016.

In our Skipper feature this issue we take a different tack as Eleanor Findlay looks into what it takes to be selected to "Skipper a Clipper" in the famous Round the World race.

With Cruiser/Racer yachts a popular choice for owners who can't decide between competitive edge and



comfort we publish our annual Top 10 comparison of the latest models of numerous size from a multitude of leading brands.

Following along performance lines, Jeni Bone goes "one on one" with brothers Greg and Patrick Johnston of Advanced Wing Systems about their SRW (semi rigid wing) sails – the brothers' long time hobby that's developed into a livelihood and which are now being fitted to the new K8 sports boat.

Jeni also updates us on the latest developments in Safety at Sea in a special report on PFDs, EPIRB beacons, life rafts and maritime first aid.

It's a subject that's close to the heart of the late Roger 'Hicko' Hickman for whom we toll eight bells this issue. Di Pearson and Peter Campbell alike both raise a glass to the gentleman and great mate to many an Aussie sailor, who leaves in his wake a legacy to the sport of sailing that is beyond value. Fair Winds Hicko.

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Publisher / Editor

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OCEAN POINTSCORE

Battle for the top

MIDNIGHT RAMBLER broke the spell to claim the Ocean Pointscore trophy in the Sydney to Wollongong in March.

Ed Psaltis and his *Midnight Rambler* crew have broken the spell cast by defending champion, Julian Farren-Price (*About Time*), beating him by one point to claim the major trophy in the Cruising Yacht Club of Australia hosted Ocean Pointscore series – as Psaltis and his fellow owners bid farewell to sailing, selling *Midnight Rambler* to a Pittwater consortium.

About Time was trailing *Midnight Rambler*, the Ker 40 owned by Psaltis, Michael Bencsik and Bob Thomas by three points going into the final race of the series, from Sydney to Wollongong. And although Farren-Price sailed his Cookson 12 to overall victory in that race, *Midnight Rambler's* third place behind Noel Cornish's *St Jude*, gave him the series by one point, once two race-drops were applied.

Farren-Price, has won the last five OPS' uninterruptedly, and claimed nine series' victories from 11 attempts. In this series, he finished second overall, but won ORCi overall by two points

from Paul Clitheroe's 2015 Rolex Sydney Hobart winner, *Balance* and *Midnight Rambler*, which finished third on countback.

Midnight Rambler also won the PHS series, from *About Time* and *Balance*, which took race line honours in five hours eight minutes and one second.

"That was my last race," Psaltis announced from aboard *Midnight Rambler* in Wollongong, where he and the crew and Farren-Price's crew were enjoying a few drinks and the hospitality of Wollongong Yacht Club.

"*Midnight Rambler* has been sold and will be moving to Pittwater, so it's definitely nice to go out on a high note. It's a great boat they'll be getting," commented Psaltis, whose incredible sailing career includes winning the fatal 1998 Sydney Hobart with a Hick 35.

Full Ocean Pointscore results are available at: www.cyca.com.au/sysfile/downloads/2016_summer/Ocean_Pointscore/series.htm

NEWS IN BRIEF

The Blonds are back

Blond Catering has swept the Catering Industry Awards.

Blond Catering was appointed caterer in residence at the CYCA in January this year and can now add two of the hospitality industry's most prestigious awards to the trophy cabinet.

Blond Catering picked up the NSW Venue Caterer honour in partnership with Brickworks Design Studio Sydney at the state level of the Savour Australia™ Restaurant & Catering HOSTPLUS Awards for Excellence 2015.

At the National Awards for Excellence, Blond Catering was named 'National Caterer of the Year' – a hugely significant win at a national level awards with more than 220 restaurants, cafes and catering businesses judged across 41 categories.

Head chef of Blond Catering Jesper Hansen is excited to be back at the CYCA with his catering team, having previously worked at the club in the early 2000s.

"It's a bit like coming home in a way – it's a beautiful venue on the water and in the parklands," he said. "When I was working here before, I always had a feeling I would be back one day." Hansen said the club's atmosphere and sense of community has always appealed to him.

"Members consider the CYCA a second home and enjoy bringing friends and family here, which is wonderful – we're very conscious of accommodating that and it drives the service, style and level of service we aim to provide," he said.

"We like to hear what members and guests think and what they want and we are very serious about working with people.

"We're always looking for new ideas and inspiration – given we do catering and also full event creation and management."

In addition to its residence at CYCA, Blond Catering also works regularly with the Denmark Consulate, Sydney's Royal Botanic Gardens and corporate clients such as Visa, Hardy Brothers, Ecco and Pandora. www.blondcatering.com.au

TIME AFTER MIDNIGHT
Midnight Rambler and *About Time* cross gybes during the recent Sydney to Wollongong race.



LAND ROVER WINTER SERIES

Off to a flying start

Summer has flown by and now competitors are looking forward to the Cruising Yacht Club of Australia's Land Rover Winter Series, which kicks off with the Great Veterans and Ladies Day races on Sunday 24 April – and online entry is now open, writes DI PEARSON.

As sailing increases in popularity for women, higher numbers of women are appearing on the start line in spinnaker and non-spinnaker divisions of the Ladies Day component of the Land Rover Winter Series. Named for prominent women connected to the CYCA, the opening race on 26 April is dedicated to the late Jill McLay, a much-loved and longstanding staff member.

The closing race on 17 July is named for the late Chris Lee. A popular member, Chris served on the Associates Committee and came to sailing through her father, Frederick 'Jack' Palmer, a retail giant who skippered the yacht *Even* in such races as the 1955 Sydney Hobart. Her husband, the late Geoff Lee OAM, who owned the racing yacht *Taurus*, donated this trophy in her memory.

As it proved so popular last year, a second Ladies Day race has been set for 5 June, the Queen's Birthday weekend. The best placed of the three races will be crowned the winner at the end of the series.

A highlight of opening day is the non-spinnaker Great Veteran's Race. It is a tradition and an acknowledgment of those early classic Sydney Hobart Yacht Race entrants that sailed south from



the 1940s through to the early 1980s. There is no pretty sight or reminder of yesteryear than watching these graceful yachts take to the Harbour.

Open to boats over 30 years old that have competed in a Sydney Hobart Yacht Race, this great race has been entered by names we all know such *Lolita, Southerly, Mr Christian, Fidelis, Southerly, Lolita Maria, Suraya, Struen Marie and Lahara.*

In between opening and closing days are 10 pointscore races starting 1 May. The series is 'different strokes for different folks.' It is a lovely way to spend a winter's Sunday for some, and for others it is an opportunity to hone their around the buoys skills. Others like to try out and train new crew members for the northern circuit, which starts with the Land Rover Sydney Gold Coast Yacht Race in late July.

It is a testing series, as crews have to cope with unstable weather. At times it can be frustrating, as the weather can be warm with fickle breezes. Equally, it can be wild, wet and woolly. Crews have to be prepared for whatever is thrown at them.

Come what may, the weather and racing is the topic of conversation over breakfast at the club and at drinks there afterwards.

CYCA commodore John Cameron is among those looking forward to it. "I've had the boat on the slips for a clean and I'm ready to go. My crew and I always enjoy the Land Rover Winter Series, as do so many, with 130 plus generally expected at the Point Piper start line each week. It's a great way to spend Sunday, starting with a relaxing breakfast at the club, cooked by the volunteers from our popular 'Breakfast Club'," he said.

"The atmosphere after racing is always good too, with competitors enjoying a few refreshments and snack or meal from our new caterer, Blond."

Weekly prizes for the series will be awarded to first, second and third placegetters in each division and will include exclusive CYCA Land Rover Winter Series merchandise.

"One lucky division winner each week will be drawn to receive a Land Rover Range Rover Evoque experience for a week – it has proved very popular. Many members have enjoyed that experience and some have become converts, buying their Land Rover of choice," the commodore ended.

On the CYCA's calendar since 1949, the annual Sunday event attracted around 140 boats divided into 11 divisions last year.↓

www.cyca.com.au

CLASSIC AND WOODEN BOAT FESTIVAL

Ode to days past

The Australian National Maritime Museum shines a light on our Maritime heritage with the Classic and Wooden Boat Festival from 15 to 17 April.

Celebrating the beauty and diversity of Australia's heritage vessels and their craftspeople, the Australian National Maritime Museum will present the Classic and Wooden Boat Festival from 15 to 17 April 2016 in Sydney's Darling Harbour.

The Australian National Maritime Museum's CEO, Kevin Sumption said, 'The free festival will give visitors the chance to get up close and personal with over 100 beautiful boats ranging from 10 to 60 foot long, both afloat and on land around the museum and the Wharf 7 building, from morning until after dark.'

A huge range of boats will be on display including Halvorsens, yachts and skiffs, classic speedboats, steam launches, tugboats, whalers and Navy workboats from all around Australia. Also featuring the stunning 1924 luxury ketch *Hurrica V*, featured in Baz Luhrmann's film version of *The Great Gatsby*.

A symposium of talks will focus on historic vessels in a contemporary world and will feature keynote speaker Lin Pardey, the internationally renowned cruising sailor followed by a Q&A facilitated by Jessica Watson, OAM.

A maritime marketplace featuring 30 stallholders from trades of all types will showcase their wares for festival goers to peruse and purchase.

Maritime demonstrations and competitions will include line throwing, sculling, caulking, and the 'Quick and Dirty' boat building competition, where the race is on to create makeshift boats and sail them on the harbour in record time!

Each day a host of arts and crafts activities for kids will take place in the 'kids' boatshed' where crafty kids can make, float and race their very own foam boats to win a trophy!

A swimwear parade through the ages will showcase a colourful selection of 'cossies' from the museum's collection.

There will be entertainment throughout the weekend, including live music performances and a waterfront pop up bar/restaurant where you can relax, listen to live music and watch the setting sun highlight the Sydney skyline.

The festival will officially open on Friday 15 April at 10am with a spectacular ceremony featuring an Indigenous smoking ceremony, a parade of sail, Nawi canoeing, and the official welcome and entertainment, which will be aboard the Tall Ship *Endeavour*. ⚓

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LOCAL LEGEND

Ragamuffin man

Legendary yachtsman Syd Fischer of Team Ragamuffin has retired from sailing at age 89.

The most famous name in Australian yachting has finally decided it's time to retire from the sport he loves after a career spanning more than 55 years.

Syd Fischer, who completed his 47th Sydney to Hobart Yacht Race last December, is synonymous with ocean racing in this country. His *Ragamuffin* yachts have competed with distinction and success in every major offshore event in the world.

In announcing his retirement, Fischer was typically blunt, saying only, "I reckon I've done my dash." Over the past few years his sense of balance has diminished, preventing him from steering his yachts or standing watch at night.

After finishing the last Hobart race Fischer told the media he would be happy to sail the 628-nautical mile dash South again, "If I'm still crazy enough." But it is understood that the physical demands of competing for line honours have now become more than Fischer wants to put himself through.

The Team Ragamuffin operation, which maintains and crews Fischer's various racing yachts, will be disbanded.

Fischer only came to the sport of sailing in his early thirties after excelling at rugby league, boxing and surfboat racing. He entered his first Sydney Hobart in 1962, finishing in fifth place. During the same period he was establishing himself as one of the most successful independent builder/developers in Australia.

In 1968 Fischer decided to compete in the Admiral's Cup, then the world's premier international ocean racing event. He commissioned a new yacht to be built, *Ragamuffin*, which became the first of nine elite offshore sloops to bear that name.

Sustained success followed. Fischer won the rugged Fastnet Race in the UK, then led the Australian team to victory in the 1979 Admiral's Cup. Among many other victories around the globe he also won the One Ton Cup in New Zealand, the Cruising Yacht Club of Australia Blue Water Championship numerous times, the Clipper Cup in Hawaii three times and the Sydney-Hobart race three times. He was awarded the OBE for services to sailing in 1971.

Restless for other yachting contests, Fischer has challenged a record-equaling five times for the America's Cup, in the process giving opportunities to young sailors such as Iain Murray and James Spithill who went on to become giants of the sport.

The decision to retire now means that many of Fischer's impressive fleet of yachts and power craft will be offered for sale. But his commercial boatyard business Sydney City Marine, which is managed by Fischer's grandson Brenton, will continue to be owned and operated by the family.

A book on Syd's life called *Ragamuffin Man*, is to be published in November. ⚓



RACE RECORD

She's unstoppable

It was a clean sweep for *BALANCE* after she smashed the Sydney Newcastle Race record in February. DI PEARSON reports.

A consistent southerly provided ideal record-breaking conditions in the Sydney Newcastle Yacht Race. The crew of Paul Clitheroe's 2015 Rolex Sydney Hobart winner, *Balance*, took full advantage of them, smashing the 2006 race record, which translated to a unique clean sweep of record, line honours and overall wins under IRC, ORCi and PHS.

Balance, a TP52, completed the 63-nautical mile distance in the Cruising Yacht Club of Australia's Ocean Pointscore Series race eight in four hours 34 minutes 26 seconds, slashing nearly one hour off the record Dick Cawse's 60-foot *Vanguard* set in 2006 in the time of five hours 26 minutes 15 seconds.

Midnight Rambler, the Ker 40 owned by the partnership of Ed Psaltis, Michael Bencsik and Bob Thomas, finished second overall, 20 minutes short of *Balance's* corrected time, while Mick Martin produced one of his best results to-date, sailing his TP52 *Frantic* to third place overall. The two boats also finished second and third respectively under ORCi, and also in PHS, but in the reverse order.

The IRC overall results from this race translate to *Midnight Rambler* holding onto her series lead, with

Julian Farren-Price's defending champion, *About Time*, three points off the money. *Balance* is third, but 14 points adrift of the leader.

Clitheroe has been making hay since winning the Sydney Hobart in December, which in turn led to his being crowned the CYCA's 2015 Blue Water Pointscore champion. However, he was not aboard for this triumph, instead attending a wedding.

As in the past, the financial guru left his boat in the experienced hands of his regular sailing master Mike 'Greenie' Green, a veteran of 37 Sydney Hobarts, along with the usual *Balance* crew.

"A magnificent race. A great ride and a great result," Green said. "I don't think the boat did less than 14 knots the whole way. We sailed the shifts. There were two slight shifts and we took advantage of them," he said of the wind that varied between 160, 190 and 200 degrees.

Green said there was more east in the breeze offshore, and west inshore, so they headed out. "We put in five or six gybes on the way up, but the first hour to hour and a half, the breeze did not shift at all," he said.

At the top end, the wind reached 29 knots and Green said *Balance* reached

a maximum speed of 24.5 knots.

"Off Newcastle, the seas were quite steep. We buried the bow at one stage and I wasn't sure the two guys would still be there when it came up again," Green recalled.

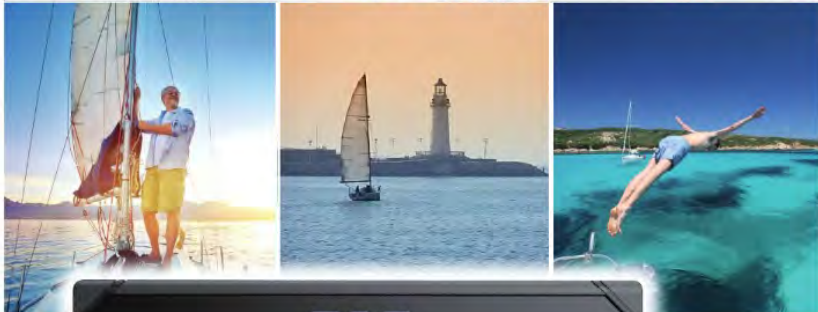
"We had a lovely 24 hours of sailing. We waited in Newcastle until the breeze eased, and sailed back to Sydney in a very pleasant east-south-easterly, travelling at a fairly constant 10 knots."

Principal race officer, Denis Thompson, said the 14 boats started in a 15 to 18-knot southerly and quickly made it out of Sydney Heads. "Offshore, the wind was at 20 to 25 knots. *Balance* was flying. I wouldn't be surprised if it broke the record," he said earlier in the day.

The race was a far cry from last year's version, in which not one yacht finished within the time frame allocated. It was particularly frustrating for the crew of *Balance*, who came within five minutes of being the only finisher. However, this year's result more than makes up for it.

Full Ocean Pointscore results are available online. www.cyca.com.au/sysfile/downloads/2016_summer/Ocean_Pointscore/series.htm

RECORD SETTER
Balance has certainly tipped the scales in her favour in a winning streak since she took out the 2015 Rolex Sydney Hobart.



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TIGHT QUARTERS

One More-No More leads *Mr Bojangles* in Sydney Harbour during the Grant Thornton Short Haul Series.



GRANT THORNTON SHORT HAUL SERIES

Doing double time

ONE MORE-NO MORE took out the PHS and IRC wins in the Grant Thornton Short Haul Series, writes DI PEARSON.

Ian Guanaria sailed his Beneteau First 35, *One More-No More* to its first double win of the Cruising Yacht Club of Australia's Grant Thornton Short Haul Series, leaving it until the final race to win decisively, while Phil Cutts took out the series overall with *Assassin*, his Farr 40 One-Off design.

Assassin took line honours, and her fourth place overall under PHS was more than enough to hand her the series win from Hugh O'Neill's *Indefensible*, which finished the race second overall under PHS to claim second overall.

"It was an interesting race. It was 10 to 12 knots in the Harbour, but seven to 10 offshore and variable. The seamark wasn't where we expected, and we had to sail back to it. As the biggest boat in the fleet, we were out in front and saw others sailing to a mark we didn't think was in the right place," Cutts said.

However, he and fellow *Assassin* owners, Ryan Brook, Tom Egan and John Vandervord, along with the crew, were very happy to decisively win the series overall from Peter McClelland's Jeanneau Sunfast 37, *Macscap* and Ian Arthy's Beneteau Oceanis 311,

Jubilee, which was the Division 2 series winner from *Indefensible*.

"We only bought the boat from Robin Crawford two years ago and it's taken two years to get the crew up to speed," Cutts commented, thrilled after also winning the Grant Thornton Passage, Spring and Autumn non-spinnaker series.

We're planning to move to spinnaker racing next season, to the SOPS series, which will be a whole new ball game, and really looking forward to it. We're now looking for a young, fit person to fill the bow position," said Cutts, whose immediate plan is to sail in the Land Rover Winter Series. So there are a few opportunities for bow try-outs during the series.

Race 13 of the series ended on a high note when the fleet left Sydney Harbour in a beautiful north-north/easterly, but Guanaria, who won the race under PHS and IRC, said when they left the Harbour behind, they also left the breeze there.

"It was light offshore with a three to four-knot southerly set," Guanaria confirmed of the race, which he won under PHS (PHS decides the series) by over three minutes from the

Cavalier 37, *Indefensible*. *One More-No More* also won IRC, over Justin Pelly/Sean Rahilly's *Crosshaven* by nearly five minutes, and in doing so, took out the IRC Series overall from *Crosshaven*, a Sydney 36 cruiser/racer.

"It's the first time this season that we've won the daily double," Guanaria said. "The PHS fleet has been very competitive this year. The race came purely down to navigation. It was whoever found the seamark first," he said of the mark, which was laid approximately four nautical miles off Sydney Heads.

"Most of the fleet sailed high, while we sailed low, and got ahead of *Assassin*, which is bigger than us. Then we just had to bear away to the mark."

From there, the fleet sailed to Manly East and then Manly West before crossing the Watsons Bay finish line.

"We had two new crew for the race, but there were no mistakes," he said. "We managed to use our jib top sailing out and back – it allows us to hang on to the bigger boats," ended the yachtsman who said it had been an interesting and varied series sailing against a good bunch of boats.

He and others in the series are now looking forward to the Land Rover Winter Series, which starts on Sunday 24 April.

Middle Harbour Yacht Club conducted the race, with Steve Tucker officiating as principal race officer from aboard *Hugh George*. ⚓

HIGH PERFORMANCE

From here to Infiniti

McConaghy Boats will build the high performance Infiniti 46 and 53 Dynamic Stability System semi-custom race boats.

Infiniti Performance Yachts and McConaghy Boats have entered into a new agreement that will see them build the Infiniti Dynamic Stability System (DSS) equipped Infiniti 46 and Infiniti 53 semi-custom racing yachts.

"It is a great pleasure to be working with one of the world's foremost racing yacht builders," said Infiniti Performance Yachts chief executive officer, Gordon Kay, of the new collaboration.

"McConaghy Boats has great experience building boats to the highest level and of fitting the Dynamic Stability System to *Wild Oats XI*. We know that construction of the Infiniti 46 and 53 will be in very safe hands."

Both the Infiniti 46 and 53 are fitted with patented DSS lateral foils. When deployed to leeward, a DSS foil provides vertical lift, dramatically increasing the boat's righting moment and power.

This 'turbo charger' is dynamic – the stronger the wind, the faster the yacht (and

its DSS foil) travel through the water, and as a result, the more lift and stability the foil generates

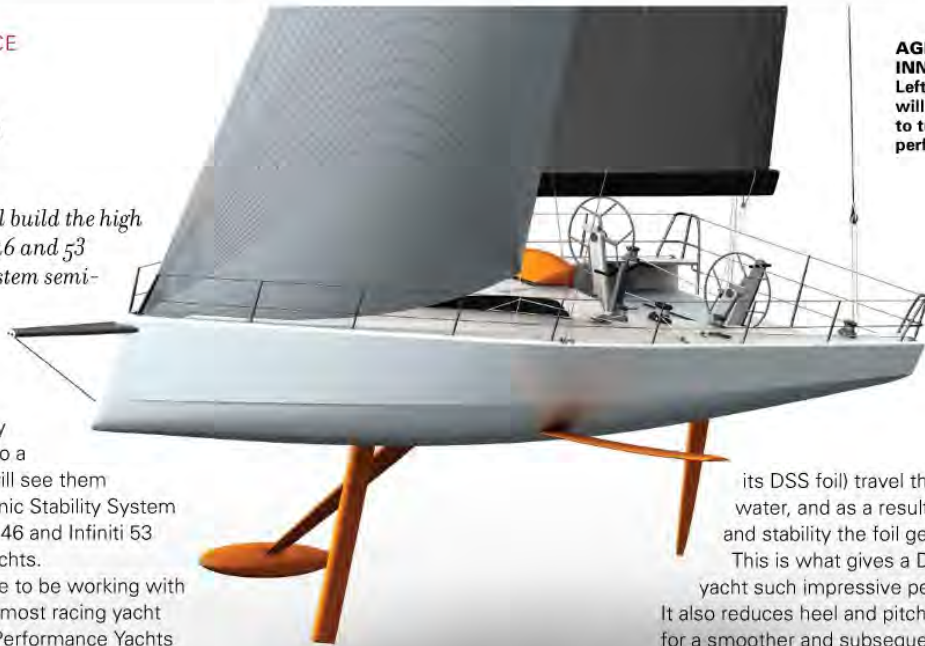
This is what gives a DSS-equipped yacht such impressive performance.

It also reduces heel and pitching, making for a smoother and subsequently more efficient ride. In lighter winds the DSS foil is simply retracted into the hull, leaving a slender, easily-driven hull form.

The models will be built at the McConaghy facility in China, the same facility where McConaghy built the J-foils for the America's Cup 45s. www.mcconaghyboats.com

AGE OF INNOVATION

Left: The Infiniti 53 will carry the DSS to turbocharge the performance hull.



INNOVATION

The cutting edge

The Harken/Jeanneau Assisted Sail Trim was the winner of the Pittman Innovation Award for its inventive design.

Harken/Jeanneau's Assisted Sail Trim was named winner in the electronics category of United States-based *Sail* magazine's renowned Pittman Innovation Awards. Named after Freeman Pittman, *Sail's* technical editor who died in 1996, the annual award recognises outstanding innovation in new products for the sailboat market.

The Pittman Award judges stated, "For years the sailing industry has been exploring ways to make sailboats easier to handle. Now Harken and Jeanneau have combined their considerable talents to take ease of use to a whole new level with their Assisted Sail Trim system, which integrates sophisticated software with Harken Rewind™ and captive winches and other gear so that sails trim themselves automatically."

The Assisted Sail Trim consists

of three OEM packages that offer sensor-guided, push-button sail control operated from a cockpit display: The Auto-Tacking base package adjusts the headsail for the new tack while you steer through the maneuver; The Auto Trim is the perfect complement to Auto Tacking letting you set the initial trim and press the button to engage Auto Trim so the system can monitor apparent wind for perfect sail trim. An integrated heel control detects gusts and limits heel to your desired setting for passenger comfort; The Sail Management package, which will debut in coming seasons, can hoist and douse the main or genoa. Load sensors detect jams and allow the halyard to be eased for safe operation.

Jeanneau debuted the Auto Tacking and Auto Trim packages in its 2015 Sun Odyssey range. www.harken.com



MATCH RACING

CYCA youth on a winning streak

It was a busy and varied start to 2016 for Youth Sailing Academy members who competed throughout Australia and New Zealand.

While match racing is the focus of the Advanced Squad at the Youth Sailing Academy (YSA), the first quarter of 2016 has seen many significant fleet racing events in between match racing regattas for our sailors.

Farr 40 NSW, Australian Championship, Pre-World and World Championship events have taken up most weekends in January and February. Any free weekends had an MC38 regatta scheduled including the Australian Championship being held at Pittwater. Seventeen current and graduate YSA members crewed on eight of the 10 Farr 40s racing in the World Championship event. Mark Langford was crew on *Plenty*, the World Champion yacht, and Evan Walker, Rosie Lee, Hamish Hardy, Jaidan Stevens and Jack Breislin were crew on *Edake*, who took out the Corinthian World Championship. In the MC38 Australian Championship, *Ginger* came away with their third championship in a row with Henry Kernot, Matt Stenta and Will Parker.

Our match racing regatta season started in the middle of all these fleet racing regattas with Murray Jones and his team of Ben Robinson, Hamish Hardy, Rosie Lee, Angus Williams and Jack Hubbard travelling to Perth for the Warren Jones (Under 25) Regatta. This was Jones' first Warren Jones as skipper and the step up to the Foundation 36s, in which Jones finished fourth, was made a little easier due to months of Farr 40 training for his crew.

For the next two match racing events, the YSA made up a mixed team for the Hardy Cup and an all-female team for CentrePort. The Hardy Cup (Under 25) is hosted by the Royal Sydney Yacht Squadron on its fleet of four Elliott 7s and Emma May, Lauren Gallaway, India Howard and Tara Blanc Ramos were joined by CYCA coach Jay Griffin to make up their team who finished fifth. May found that having their coach on board for this event was a great learning experience for them especially as she had been away from match racing for a few months, concentrating on her second Rolex Sydney Hobart Yacht Race on *St Jude*.

May then took her all-female team to Wellington, New Zealand to compete in the CentrePort Youth Match Racing

Regatta (Under 23) again finishing fifth on Royal Port Nicholson Yacht Club's fleet of Elliott 6s. It was a tough event with windy Wellington living up to its name and producing two days of 30 to 35-knot winds where only three races were completed.

Following the Farr 40 Worlds, Murray Jones and his team of Ben Robinson, Angus Williams and Tara Blanc Ramos flew to Auckland to compete in the Nespresso International Youth Match Racing Championship (Under 23) hosted by the Royal New Zealand Yacht Squadron on their Elliott 7s. Jones powered through the round robin finishing on top and able to choose his opponent for the next round. Winning through on each stage brought the CYCA team to the same place as in 2015, in a grand final Aussie-Kiwi match up. It was a tough day with no breeze until almost cut-off time and the teams were sent out on the water around 2pm. There was only time for a three-race final instead of the usual five and the RNZYS team got the better of our CYCA team, winning the event with a race score of 2-1.

Just prior to the Farr 40 Worlds, Jones and his Warren Jones team were advised that their finishing position in the event had won the team entry into the World Match Racing Tour (WMRT) event to be held in Fremantle in the first week of March on M32 multihull boats. Evan Walker was also applying for entry into this event but with a full invitation list, his only way in was via the qualifying event in late February. While sailing the M32s was a major drawcard for the WMRT event, a share of the



US\$200,000 prize purse was also a good incentive to be there. Walker and his crew of YSA graduates: Hamish Hardy, Sean O'Rourke and Kurt Fatouros had a very successful regatta in the qualifier finishing first overall and gaining entry to the WMRT event.

Jones and his team of Ben Robinson, Henry Kernot and Jack Breislin arrived in Fremantle with much less experience in multihulls – two days in fact! Both teams had attended a licencing weekend in Perth just before the qualifying event, which is a requirement for sailing the M32s. The WMRT event schedule was for two days of fleet racing (20 teams) then the top 16 teams would continue in a knock out match racing format. Both Jones and Walker made it through to the top 16. Walker then took on Mattias Rahm, a current tour cardholder and took the match up to six races with the Swede unfortunately winning the decider. Walker finished the event in tenth place and shared US\$5,000 prize money with the team.

Jones also had a battle in his top 16 knock out match race being paired with Kiwi, Phil Robertson. In another battle to the finish, Jones took the deciding fifth race from Robertson enabling his CYCA team to go one more step up the ladder. Now in the top eight, Jones came up against Yann Guichard, 20 years his senior and an experienced multihull sailor having raced in the 2000 Sydney Olympics, several America's Cup World Series AC45 events. Jones was able to take one race from the Frenchman but was defeated 3-1 in the match up. This placed Jones a very creditable sixth place in the event and with their winnings of US\$12,000 to share. An amazing result for both teams.

Next for the YSA sailors is the winter squad season commencing in April. A large number of sailors will join the members on their yachts for the winter series, while the Land Rover Sydney Gold Coast Race is also on the horizon. ⚓

RACE OFF
Above: Harry Price and his winning crew. Below: Murray Jones racing close to Bathers Beach in Fremantle.



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Supreme sailing

The 11th running of the Sydney Harbour Regatta, hosted by Middle Harbour Yacht Club, finished on a high note for the over 170 entries when north-easterly winds peaked at 18 to 20 knots, with some short, sharp gusts thrown in to give sailors and officials a wonderful end to Sydney's racing season.

In what was ideal conditions on Sydney Harbour, eighteen yachts took part in two divisions of the front-of-stage PHS Non-Spinnaker this year as part of the Sydney Harbour Regatta. Russell Waddy's *Allsail Dancing Star* won Division 1 from Martyn Coleman's *Slac-N-Off*, while Ruth Lawrence's *Alcamy* took out Division 2 from Kevin Gray's *Eau De Vie*.

Matt Allen's *Ichi Ban* and Bob Cox's *Nine Dragons* clean swept Division 1 and 2 respectively, while Phil Dash did what he is best at, coming from behind to claim Division 3 honours.

Allen and his crew, including sailing master Gordon Maguire, kept up the momentum in conditions they described as tricky to take the series with six straight wins from 2015 Rolex Sydney Hobart winner *Balance* (Paul Clitheroe), which finished second in every race, and TP52 newcomers Andy Kearnan/Peter Wrigley with *Koa*, third in every race.

Gordon Maguire said it was an interesting day. "It was quite fickle offshore. It was a light seven to eight knots in the first race, but by the second race it had picked up to 14 to 15 knots – a classic nor'easter. But



about halfway through the third race, it dropped to eight to 10 knots and we had a big shift – a sketchy sort of race," he recalled.

Bob Cox did the same, also stumping up with six straight wins to defeat sister DK46, *Khaleesi* (Andrew and Pauline Dally), which finished seven points behind with five second places and a third. Gerry Hatton's Matt 12.45, *Bushranger*, moved up into third overall.

On day one in Division 3, The *Philosopher's Club* (Peter Sorensen) had the upper hand over last year's Division 2 winner, Phil Dash's *JustADash*, but the two were on equal points. As Dash has done before, he came up with the goods when it mattered, to finally win. Peter McNamara, a recent returnee to sailing with a modified Mumm 36, *Magic*, took second place from The *Philosopher's Club*, which finished third on countback.

"It was very tight and extremely close racing," Dash admitted. "Especially with *Magic* and The *Philosopher's Club*. *Magic* got us by five seconds over the line and 18 seconds on corrected time in the first race, that's how close it was."

Four teams contested the inaugural IRC Inter Club Challenge – two from the host club and two from Royal Prince Alfred Yacht Club. The Middle Harbour Yacht Club team of *Nine Dragons*, *Khaleesi* and *JustADash* were too good and claimed the spoils with 47 points, a winning margin of 27 points over the second placed RPAYC team of *Bushranger*, *Magic* and *Conspiracy*.

Among the other divisions racing was the VX-One NSW Championship in which Andrew York rose to the occasion with *Speedwagon*, winning all six races. Fred Kasperek's *Weapon of Choice* from the ACT, finished runner-up for the second year running. Damien Widdy's *Finger Jam*, from Southport in Queensland, was third.

In the Yngling NSW Championship, reigning champion Hamish Jarrett sailed *Miss Pibb* to five wins from six races to reclaim his title. He kept the *Evie* crew skippered by triple Olympian Karen Gojnich at bay. She threw everything in her armoury at *Miss Pibb*, even splitting tacks at mark roundings, to no avail. The two cleared out, on the rest, with *Evie* finishing runner-up as she did last year.

Craig Mitchell and his *Centaureus* crew were too good in the Cavalier 28 NSW Championship, successfully defending the title won at the regatta



ULTIMATE TEST
Clockwise from left: *Nine Dragons* won every race in its division in the Sydney Harbour Regatta; The Adams 10s get off the start; A J70, *James* topped its class; Paul Clitheroe at the helm of *Balance*; The Super 30s under kite.

run for his money. *Jester* finished second overall, nine points behind *James*. Eight J70s hit the start line and it is hoped we will see 10 on the start line next year.

Matthew Crawford's *Big Booty* was the boat to beat in the Melges 20s, but nobody could, although Scott Lawson's *Numero Uno* came close at times, it scored six second places. This fast and fun boat made its Australian debut at this regatta. In a nor'easter that got rid of all the cobwebs, the Melges were romping.

Adrian Walters' 11-metre Rob Shaw-designed *Little Nico* was just too good in the Super 11s, even though Chris Way closed the gap with his Melges 32, *Easy Tiger III* to finish on

last year. *Centaurius* won three of four races, extending in the honking north-easterly. Behind, a battle took place, but in the end, David Brown's *Quattro* maintained second place overall, with Greg Purcell's *Scuttlebutt* holding on to third place.

Although racing was as tight as it could get in the Adams 10s, one was a cut above the rest. Jim Vaughan sailed *Another Dilemma* to a resounding 11-point victory over *Contentious* (Brian Lees), *KickNChase* (Rob Clarke) and *Gogo* (Matthew Watt) – on 20 points each.

With six straight wins, Tim Ryan's *James* topped the fleet of the J70 class. Ryan insists the others were progressively getting faster as the event wore on, and it was Brent Lawson's *Jester* that gave him the best



equal points, but dropped to second on countback. Jonathan Green's Melges 32, *Crusader* held on to third place, two points behind. Way and Green were also top two within the Melges 32 class.

Noel Leigh-Smith's new Fareast 28r design of the same name took out the Super 30 division by nine points from Marco Tapier's *Flying Tiger* named *Flying Brandy* and Guy Irwin's *Clewless?* – the two finishing on equal points in a hard fought series.

Rob Aldis' *Joie De Vie* sailed over the top of the first day's top three to finish on top after scoring two bullets in the PHS division. Larki Missiris' Buildrite/G&R *Isuzu* moved into second place ahead of the first day's leader, Mike Gallagher's *Galan*. Marcus Grimes' *High Anxiety* won Division 2, while Nygel Smith carried off Division 3 with his *One*. ⚓

www.shr.mhyc.com.au

All eyes on Sydney

Sydney Harbour came alive for the Rolex Farr 40 Worlds, bringing worldwide attention to the superb sailing on offer at our shores.

The Rolex Farr 40 Worlds has a habit of turning up the heat as the competition progresses. The 2016 event was no exception. Entering the final race with a fragile two-point margin over their closest rival, Alex Roeper's crew of the American yacht *Plenty* kept calm, held their nerve and executed a race plan that put them ahead of the Australian team of *Transfusion* to win the Rolex Farr 40 Worlds for a second time.

Sydney is of course an exceptional place to race. Over the series the crews raced in three different locations and experienced four different sets of conditions. The first day was all about big wind and big waves. The second day on the Harbour itself in view of the Opera House and Harbour Bridge was about shifting wind and traffic, day three about light winds and huge ocean swells. The final day offered solid breeze and an awkward chop.

Guido Belgiorno-Nettis, the owner/driver of *Transfusion* is a great ambassador for the sport, the Farr 40 class and his hometown, drawing positives from the frustration: "We've demonstrated once again that Sydney is a wonderful place to hold a world championship. We've had

the most extraordinarily varied and challenging conditions over the four days. We've had superb hospitality from the Royal Sydney Yacht Squadron and wonderful support from our sponsor Rolex."

The 19th Rolex Farr 40 Worlds had been a success in every sense, and the final word goes to Terry Hutchinson, now a four-time winning tactician at the Rolex Farr 40 Worlds: "It is big thing. Look down the dock: Olympic medallists, world champions. The quality of the competition is really really high. This is true grand prix racing. If the amount of energy and amount of effort you put into it is a measure of success, there is nothing harder."

Alex Roeper's was understandably elated. His determination to recover the world championship crown he had won in 2014 and lost in 2015 had paid off. "It's a dream come true. We battled very hard last year and came up short. This year we battled just as hard and put it all together very consistently. Huge credit to all our competitors particularly *Transfusion*. It was full on for four days. Everyday was different, and this team showed it can cope with it all."

Ahead of the final day of racing, three teams were



BUMPER TO BUMPER

Left: In the heat of competition during the Farr 40 Worlds; Above: Crews set off to battle it out for the title.

in contention for the main prize. *Plenty* led *Transfusion* and fellow Americans *Flash Gordon* by four points. With two races scheduled, the game was firmly on.

In the first race of the day, it was *Flash Gordon* that lowered their guard and in an effort to get the perfect start committed the cardinal error of crossing the start line ahead of the gun. The start is regarded as a fundamentally important element of any Farr 40 race. A good start means you can choose your position on the course and execute your own strategy. *Flash Gordon* would eventually finish in tenth place ending hopes of repeating their 2012 World Championship victory.

Transfusion, winners of the 2011 Rolex Farr 40 Worlds last



losing,” remarked Hutchinson. “We knew that if we went out this time and executed the rest of it would take care of itself.”

“In that last race we had to get the race we wanted. We wanted to start to leeward of *Transfusion*. Alex and Skip Baxter (mainsail trimmer) got the boat going on time and we managed to get our bow out in front,” said Hutchinson.

Yet shortly after the start on the last day *Transfusion* found herself struggling to match the speed and line of *Plenty*. Attempting to find clear air, *Transfusion* got into a tangle with the boats to windward and was forced into taking a penalty turn, and was now on the back foot. Ultimately, despite storming around the racecourse, she could not make up the lost ground. Recovering to fourth place was not enough. *Plenty* did what they had done all series and sailed to their plan.

Plenty's victory may appear to have lacked panache, winning only two races. It was, though, a win for the purists and in this sense the crew did show flair. The crew performed throughout, particularly the backbone according to Hutchinson: “We are only as smart as we are fast. I can't say enough about the speed team of Morgan Trubovich (upwind trimmer), Skip and Alex and the work they did to keep the boat going in all circumstances.”

Worthy and popular winners, Roepers' commitment to ship his boat *Plenty* and team halfway around the world had been rewarded with one of the most coveted prizes in grand prix one design racing. ⚓
www.farr4oworlds.com

time the event was in Australia, by contrast, had made the perfect start and led this, the penultimate race from start to finish, executing precisely its own perfectly-formed strategy. *Plenty* sailed a competent race finishing in third place. Unable to dislodge Martin Hill's *Estate Master* from second or challenge for the lead, Roepers and tactician Terry Hutchinson did the next best thing and kept the loss of points as low as possible. It was better to go into the last race with a two-point cushion than potentially throwing it away on a wild throw of the dice.

In the final race, *Plenty* appeared to have kept something in reserve despite the intensity of the situation. “Last year we went into the final race one point ahead and came out

BAY OF PLENTY
Right: A spectacular backdrop for the event this year.





Home coming

The home team took out the first Act of the 2016 Extreme Sailing Series in Muscat, Oman, as the Series flies into its new start with the GC32s.

Morgan Larson stormed home to an extraordinary win in the opening Act of the 2016 Extreme Sailing Series™ in Muscat on *Oman Air*, alongside the team, which includes Pete Greenhalgh, James Wierzbowski, Ed Smyth and Omani national Nasser Al Mashari.

Together the team won over 50 percent of the races sailed, more than any other team in Series history, as the Extreme Sailing Series officially completes the biggest transition of the past 10 years. The flying GC32s have well and truly arrived.

Larson summed up the week: "It was a phenomenal week for the whole team and obviously great to do that here on home waters. We sailed at the highest level we have, so it's going to take a lot of work for us to improve on from here," he said. "We know that a few of the other teams have some things to do and when they get that right, they're going to be right there with us. We know they're going to push and we have to keep on getting better."

Muscat saved the best for last, cranking up the breeze for the final

two races that literally saw the eight GC32s flying around the track, and at times teetering on the edge. Charging into the final race, four boats – *SAP Extreme Sailing Team*, *Land Rover BAR Academy*, *Alinghi* and *Red Bull Sailing Team* – were gunning for the podium positions, and a betting man would have thought it was *SAP*'s day.

But the Danes missed a mark rounding, and when realising their error, crash-gybed, almost losing their bowman Renato Conde in the process. Their mistake resulted in zero points in the race and a tumble down the rankings to finish in fifth.

Red Bull Sailing Team, who came into the day in fifth place, elevated their game, charging out to take victory in the first two races of the day as well as the final double-pointer, and more importantly, second overall. Skipper Roman Hagara commented on the challenge of the final day: "We started quite well but it came down to the final race, and we put everything into it. In the end, it was perfect for us."

Land Rover BAR Academy, with 2015 Extreme Sailing Series winner

Leigh McMillan at the helm alongside skipper Bleddyn Môn, took third place in the final race, and third place overall, leaving *Alinghi* three points back in fourth.

"I'm feeling pretty pleased with a podium finish for the *Academy* at the first event of the season," said McMillan about their start to the series. "Being a brand new team, and this, for a lot of the guys, is the first time they've sailed a boat like this. It's just a fantastic result."

The 19 races staged over four days delivered a sensational opening Act as Andy Tourell, event director, summed up: "The switch to the GC32 catamaran is the biggest transition the Series has ever been through, and Muscat has delivered near perfect conditions to get the Series off to a fantastic start. The competition on the water has been fierce, with the form guide all but ripped up as the fleet get to grips with flying."

With seven Acts left on the global tour, and plenty of skills for the fleet to perfect as the year goes on, the 2016 Series looks set to go from strength to strength. Next stop, China, 29 April to 2 May. ↓

www.extremesailingseries.com

EASTERN DRAW
Oman Air lift off during the first day of training in Act One of the Extreme Sailing Series.

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Tasmania triumphs

Competition is building in the SB20 one-design sports boat class with Hobart to sponsor the Worlds in 2018 but Glenn Bourke is still the champion, writes PETER CAMPBELL.

Defending champion Glenn Bourke has steered Victorian Robert Jefferies' boat, *Red*, to yet another national title in the SB20 one-design sports boat class after a 10-race battle with Tasmania's top crews.

In a masterly display of sailing, Bourke clinched victory with two successive wins on the final day of the championship, run by Blairgowrie Yacht Squadron on Port Phillip in early March.

Bourke, CEO of Hamilton Island Resort in Queensland, is a winner of seven world sailing championships, an Olympic sailor and key crewman in America's Cup and Admiral's Cup challengers.

In a brilliant series, *Red*, steered by Bourke with Jefferies and world champion sailor Mark Bulka as crew, won six of the 10 races to finish with a net 12 points after two discards.

With the Royal Yacht Club of Tasmania and the Derwent Sailing Squadron to jointly conduct the World championship for the SB20 in January 2018, the class is booming in Hobart, with a fleet of 25 regularly

racing and eight boats contesting the Nationals on Port Phillip.

Strongly pressed by the top Tasmanian boats, Bourke won the final three races. After the first seven races, *Red* and the two Tasmanian boats, *Karabos* and *Export Roo*, had been within one point of each other on the leader board.

Nick Rogers, the stalwart of the class in Hobart took second place overall on a countback from fellow Royal Yacht Club of Tasmania member Michael Cooper, both finishing with a net 19 points.

Tasmanian boats filled six of the seven top placings overall. Tasmania's SB20 one-design sports boat fleet has the sailing talent to produce strong contenders for the class world championship to be sailed on Hobart's River Derwent in January 2018 with an expected fleet of 100-plus.

Several Australian crews are expected to travel to Europe later this year to contest the 2016 World Championship for the SB20 class at Cascais, Portugal and also promote the 2018 worlds in Hobart. ♣ www.sb20class.com

SOLARIS, 40 YEARS EXPE

FROM BIG TO SMALL WITH THE SAME QUALITY

Solaris is one of the few boatyards that can boast over forty years experience in the design and construction of big sailing yachts. Today Solaris is the only yard that applies the quality and the specific know how of the bigger one-off yachts to a range of smaller production boats from 37 to 60ft where reliability, strength, stiffness and top build quality combine to create performance, easy handling and comfort at sea. The design and construction solutions comply with the same strict requirements necessary for the ocean maxi-yachts where the construction complexity and the planning and definition of the systems call for much higher expertise and specific experience. This is obtained by using one material only (fiberglass), avoiding filler and silicone in the five key points: 50 mm composite main bulkhead resin

bonded to the hull and most importantly of all to the deck; composite chainplates (instead of steel) vacuum bonded with 48 layers of uni- and bidirectional fibres; longitudinal, transverse and side girders are not an inner moulding construction, but are fully laminated and resin bonded to the hull; keel attachment provided with a 50 mm stainless steel AISI 316 mounting flange connected to the hull by means of no. 12 stainless steel bolts measuring a diameter of at least 30mm. Moreover, while the mass-production boatyards start with small boats and over time grow in size, Solaris is driven by its big yachts DNA which is reproduced in the smaller models its «historical wisdom». This is the uniqueness of Solaris. A uniqueness that other yards, even if they wished, can not and will not be able to replicate.



Auckland impresses

The Jack Tar Auckland Regatta got underway in solid 15 to 25-knot winds as the MRX Pacific Keelboat Challenge and the much anticipated first ever Southern Cross Sprint Series took to the Hauraki Gulf.

The MRX Pacific Keelboat challenge was an international affair this year, with four teams from Australia competing including: Chris Way – Royal Prince Alfred Yacht Club, David McKay – Cronulla Sailing Club, Andy Kearnan – Cruising Yacht Club of Australia, Simon Grain – Sandringham Yacht Club and one team from Cercle Nautique Caledonien lead by Jean-Louis Chabaud, with the remaining 3 teams from RNZYS. There is some serious yachting experience amongst these sailors; with ex Olympians, Australian Champions in various classes, and notably Simon Grain who has competed in 16 Sydney to Hobart Yacht Races.

Four Races were sailed off northern leading, with the RPYC team leading the way by claiming the gun in the first 3 races, and finishing 3rd in the final race to finish atop the series results heading into the weekend.

Andy Kearnan (CYCA) showed his 35 years sailing experience, picking up a 3rd, 2nd and finishing with a gun in the final race "It was a good day on

the water with an average of 15 knot winds on the Waitemata, we're really enjoying the hospitality at RNZYS and looking forward to the rest of the weekends racing".

Matt Bouzaid's RNZYS team also had a good day, claiming two second place finishes which has left them sitting in 3rd position overall – a tidy result for the local team who will be trying to win on their home harbour.

Beau Geste, helmed by RNZYS member Karl Kwok, showed their class and experience to claim the honours on Line and IRC in an action-packed race one, but it wasn't a complete white wash – with *Mayhem* helmed by Harry Dodson sailing superbly and finishing only 59 seconds behind them, and *Viento 2* helmed by Connell McLaren only 18 seconds behind *Mayhem* in third.

The series finished with Team *Beau Geste* comfortably winning Line and IRC. *Viento 2* took out 2nd Place on Line & IRC, with Kia Kaha taking the 3rd spot on the IRC podium and Anatole Masfens Temptation taking the 3rd place line honours. www.aucklandregatta.co.nz

DARK & STORMY
Beau Geste leads *Mayhem*
and *Viento 2* downwind.



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It's a no-brainer to say that circumnavigating the globe aboard a 70-foot ocean racing yacht as a Clipper skipper requires a wealth of offshore sailing experience. But it takes more than just that to stand out from the many eager applicants. Clipper skippers need outstanding leadership and people management skills along with exceptional levels of physical stamina. As the next edition of the Clipper Race is on the lookout for its next skippers for the 2017-18 race, those who figure they may have what it takes are busily preparing their resumé's.



BATTLE STARS

THE CLIPPER ROUND THE WORLD YACHT RACE IS ON THE LOOKOUT FOR ITS NEXT ROUND OF SKIPPER'S FOR THE 2017-18 RACE. THE JOB IS FAR FROM AN EASY ONE, AND STANDS AS AN ENDURING TEST OF STAMINA AND SAILING SKILL IN A CIRCUMNAVIGATION OF THE GLOBE.

ELEANOR FINDLAY LOOKS INTO WHAT IT REALLY TAKES TO BE A CLIPPER SKIPPER AND TO LEAD A CREW THROUGH ARGUABLY MOTHER NATURE'S TOUGHEST CHALLENGES. ARE YOU UP TO THE JOB?

The role is no easy task. Each skipper must lead a team of 'round the worlders' – crew who will compete in every leg of the race – and 'leggers' – crew members who will compete in one or several legs. Clipper crew come from many walks of life and countries and bring with them diverse sailing experience from none to experienced ocean racing crew. To find 12 skippers who can lead their crews safely around the world, is no easy feat in itself.

Justin Taylor, race director at Clipper Ventures, deals with skipper recruitment – an undertaking he says is an ongoing job. "We never stop searching for race skippers," he says. "We recruit from all over the world. We advertise in much of the sailing press in the UK, Australia, New Zealand and the USA but are always hunting for the best skippers no matter where they are. Many of those that apply have heard of

THE FRONT LINE

Left: The fleet take off for Leg One in their global circumnavigation.
 Right: The twelve skippers selected for the current 2015-16 edition; Australian Wendy Tuck aboard *Da Nang-Vietnam*.



“It’s the best thing I’ve ever done. I am loving it. Really, really loving it.”

WENDY TUCK

us by word of mouth and also by recommendation.”

Taylor says Clipper find their skippers in many different places and not just through the race’s vast sailing network. “We also recruit from within our Training Department from amongst our instructors. There is no one place that we recruit from and will always consider any good application that comes to us even if it’s not for the next race.”

Australian Chris Hollis, from Sydney’s Northern Beaches, was one such recruit for the skipper role aboard *PSP Logistics* in the 2013-14 race. He applied on a whim while he was working on a marina in Florida, USA. “We were running a skeleton crew,” says Hollis, “and I thought ‘hang on a minute there’s got to be something else than sitting in a South Florida shipyard chipping rust’.” A sailor most of his life, he was soon on a flight to the UK for a formal interview, and then into Clipper ‘skipper training.’

Fellow Australian Wendy Tuck, now more than halfway through the current 2015-16 Clipper Race as skipper of *Da Nang-Vietnam*, says a friend who had competed in the race previously recommended she try lodging an application. “I applied for the last race but I couldn’t do it





because I couldn't get a work visa in time," she says. "This time around I jumped at the opportunity."

But what sailing experience is required to be accepted into one of sailing's toughest and sought-after jobs? At a basic level, an applicant needs to hold an RYA Yachtmaster Ocean certificate [commercially endorsed] and have at least 30,000 miles of offshore experience on big boats. But the job goes a lot further than that.

"After a skipper has passed the selection process we take it for granted that they are a great sailor, but can they manage a team?" says Taylor. "Can they get the best out of a group of people whose ages range from 18 to 74 (so far), have different levels of skills, experience and fitness? Can they mould them into an effective team and meet everyone's

BLOOD, SWEAT AND TEARS
From top: Race director Justin Taylor has competed as skipper in two editions of the race; Life aboard the Clipper 70s is challenging for skipper and crew; *Da Nang-Vietnam* skippered by Wendy Tuck compete in the Clipper class during the Rolex Sydney Hobart Yacht Race.

expectations? Many say they will but only the few can do it. That's what sets the really good skippers apart from the rest."

Taylor, who himself has competed as skipper in two editions of the Clipper Race says the role requires outstanding people management skills. "Without a doubt the biggest challenge is managing such a diverse crew. At any one time there can be up to 23 crew aboard a yacht but because there are those that are not 'round the worlders' and do legs instead, then the actual number of crew per boat is closer to 60 over the course of the race," he says.

Tuck agrees: "There's a lot of different personalities on the boat. That's probably one of the biggest challenges as well, getting all these people to work together," she says.

"A lot of these people have been highly successful in their business life and very opinionated with strong personalities. Trying to get everyone to gel and work together, and because they are from such different backgrounds, that is one of the biggest challenges."

Leadership is also "very important," says Tuck. "Because my mood effects the mood on the boat, if I'm positive, the boat's positive. It's really quite important to realise that what you do, people will follow you. So it's important to keep upbeat and try to stay steady as well, not have big mood swings of highs and lows, but to keep an even keel."

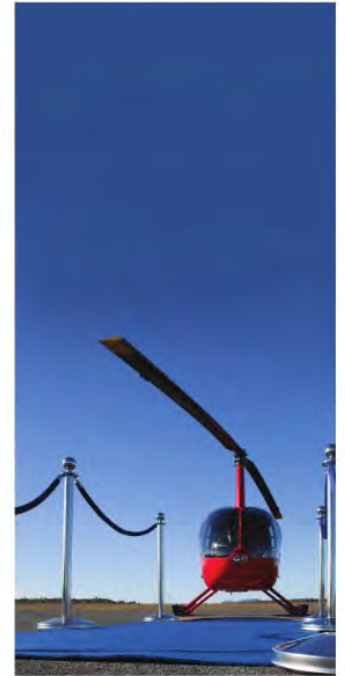
Taking on the job also means being able to withstand huge physical and mental challenges, Wendy Tuck



explains. "I think time management is one of the biggest challenges as... there's a lot to do. And making sure you get enough sleep, so you can actually function like a human being."

The best advice from an Australian skipper who's done the job? "Do it," says Tuck. "It's the best thing I've ever done. I don't wish I'd done it earlier because I wouldn't have had enough experience or have been confident enough, but absolutely go for it. It's a tough year and it's hard but you know that before you start. Clipper support you 100 percent of the way. They've always got your back and they'll always support you, and it's the best thing I've ever done. I am loving it. Really, really loving it."

Clipper 2017-18 Skipper interviews are taking place right now. Visit their site for the full list of qualifications and skills and how to apply. ⚓ <http://clipperroundtheworld.com/jobs>



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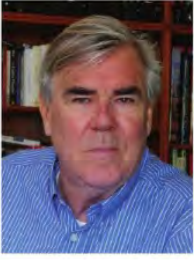


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Stay. Play. Explore.



Peter Hendrie

I started out in photography in 1968 as a 17-year-old student who had just enrolled in a photography course at RMIT in Melbourne. I had no previous photographic interest so I had to borrow my father's very ordinary little camera and learn all of the basics. At the first term break I went looking for a job and was lucky enough to land an assistants position at Newton and Talbot, then probably the best photographic studio in Australia. Henry Talbot and Helmut Newton are today legendary figures in Australian photography. I continued gaining experience in the early 1970s in London, Dusseldorf and Tokyo and then returned and established a studio in Melbourne. In 1984 I started the Australian offices of the Image Bank, at the time one of the best photo and film libraries from New York. The following years I spent a lot of time travelling and photographing. I also started on a project of photographing the

VOYAGE AROUND TASMANIA

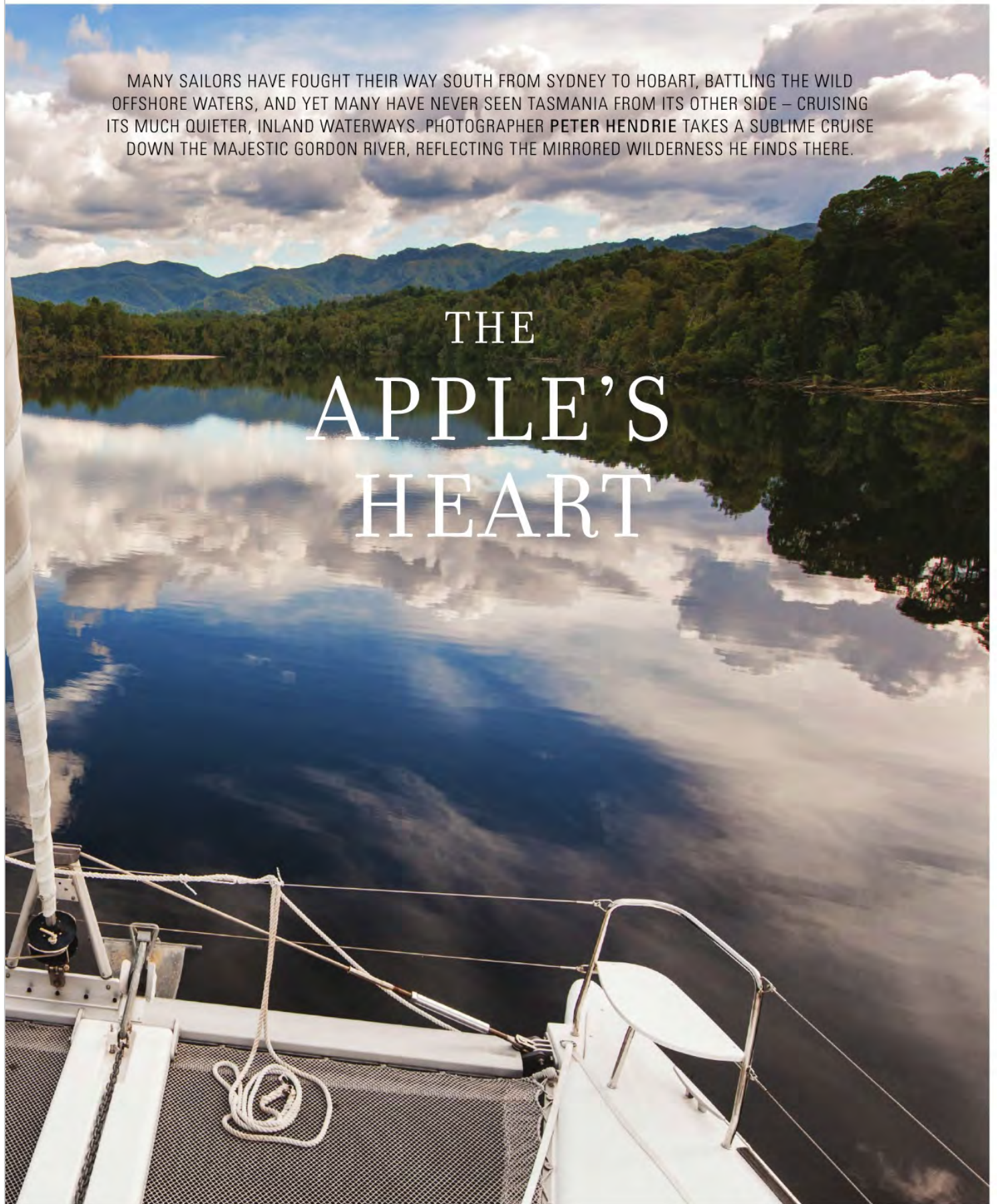
Peter Hendrie

Hendrie heads up the pristine Gordon River that runs through Tasmania's south west aboard his 12-metre catamaran.



MANY SAILORS HAVE FOUGHT THEIR WAY SOUTH FROM SYDNEY TO HOBART, BATTLING THE WILD OFFSHORE WATERS, AND YET MANY HAVE NEVER SEEN TASMANIA FROM ITS OTHER SIDE – CRUISING ITS MUCH QUIETER, INLAND WATERWAYS. PHOTOGRAPHER PETER HENDRIE TAKES A SUBLIME CRUISE DOWN THE MAJESTIC GORDON RIVER, REFLECTING THE MIRRORED WILDERNESS HE FINDS THERE.

THE APPLE'S HEART



Pacific Islands, from Papua New Guinea to Easter Island.

I was to travel there on 32 trips over the following 10 years. In 2000 I sold the Image Bank to Getty Images. I continued to travel often and self-published the *Pacific Journeys* book and also exhibited the images in Tokyo and Osaka at the Fujifilm galleries.

In 2006 I bought myself a 12-metre catamaran yacht and started to learn how to sail it during the summer months in the bay around Melbourne.

Slowly I became more confident and experienced and started to poke my head out into Bass Strait, sailing first to King Island and then to the Kent Group and Flinders Island and finally all the way around Tasmania.

I then published the *Voyage Around Tasmania* book, from which these photographs are taken.



**STILL WATERS
RUN DEEP**

Peter Hendrie

The banks of the Gordon River, where some Aboriginal sites date back more than 36-thousand years.





MIRROR IMAGE
Peter Hendrie

This page: A misty morning on the Gordon River. **Opposite page:** Cruising down the Lower Gordon River, a part of the Franklin-Gordon Wild Rivers National Park; **Early morning on the Gordon River,** which for its total course of 193 kilometres is a rugged wilderness with no habitation along its banks.





RIO OLYMPICS
2016

Aussie pride

The first of Australian Olympic class sailors who will take on the challenge in Rio have been selected, including three defending champions.

The 2016 Olympic Games are approaching fast with only four months to go until the opening ceremony in Rio de Janeiro, Brazil. At the London 2012 Olympic Games the Sailing Section was the shining light of the Australian Olympic Team, winning three gold and one silver medal.

The sailing team to represent Australia at the 2016 Olympic Games will be finalised over the next couple of months with the first six sailors were announced by the Australian Olympic Committee in December, including three gold medallists from London 2012.

MEN'S TWO PERSON DINGY, 470M

Olympic 470 Champion Mathew Belcher will be looking to defend his title in Rio. Since London, he has a new crew but the medals and awards



have kept flowing. Will Ryan, 26, will make his Games debut and after finishing on the podium at every event they have competed at since teaming up in late 2012 the World number one pair will be favourites.

Ryan replaced two-time Olympic gold medallist Malcolm Page who retired from the class, with the new combination continuing the golden streak to win three world championships in a row including winning both Rio test events in 2014 and 2015.

Most recently, the pair won bronze at the 2016 World Championship in a challenging regatta, including controversial conditions with a weed-covered racecourse. Nevertheless, the bronze medal adds to Mat Belcher and Will Ryan's impressive series.

They also won the Copa de Vela de Brazil in 2014 as well as 2015 and will go into the Olympic competition unbeaten on Olympic waters.

Belcher said it's an honour to go to his second Games. "Anytime you can represent your country is special... ever since I was a kid, going to the Olympics was all I wanted and to go to my second Games is just amazing.

"A lot of people don't realise how much Will was involved in the London campaign. I've seen him grow and to share that excitement and put on the uniform together will be special."

The duo is eyeing gold off Rio from the Marina da Gloria sailing venue.

"Our preparation is getting the best out of our performance and hopefully that's enough to win," Belcher said.

After competing in Rio multiple times, Ryan said the Games are going to be spectacular.

"I think Rio 2016 is going to be a really special place. The culture is just so special and I think there'll be a lot of energy," he said.

"There is an unbelievably impressive history associated with the Australian Olympic Athletes and Teams of the past and I feel very honoured to be able to join the likes of their names as an Australian Olympic athlete."

MEN'S SKIFF - 49ER

Racing the 49er class will be defending Olympic champions Nathan Outteridge and Iain Jensen. In 2012, the duo from Lake Macquarie in NSW was so successful they were assured of the gold medal before the medal race, on the waters of Weymouth. Outteridge had overcome a difficult Beijing 2008 Games where he capsized in the final race to finish fifth.

After London, the pair joined Artemis Racing for the America's Cup with Outteridge as skipper. The pair are also focused on their Olympic class and posted strong results, including a second at the World Championships in Buenos Aires, Argentina in November 2015.

Most recently Jensen, 27, and Outteridge, 29, finished outside the medal ranks at the 2016 49er World Championships after they went into the Medal Race in second but scored an OCS.

"We had a tough week at the worlds. There were a few odd mistakes throughout the week, which set us back. The regatta was not really what we were looking for, we need to do better and we can't make mistakes

had only lost a couple of regattas in the four-year cycle last time. At the moment we're really struggling to take a regatta off the Kiwis so it's a completely different place for us at the moment but we're still trying to move forward and get that extra jump required to win," Jensen said.

The pair will contest the Trofeo Princesa Sofia and the 49er European Championships regattas next before another stint with their America's Cup, followed by training in Rio in May.

NACRA 17 MIXED-MULTIHULL

Cousins Lisa Darmanin and Jason Waterhouse will make their Olympic debut in the Nacra 17 mixed gender multi-hull, which will premier in Rio 2016.



GREEN & GOLD
Opposite page above: Favourites Will Ryan and Matt Belcher will represent Australia in the Men's Two Person Dinghy - 470M. Left: Nathan Outteridge and Iain Jensen will defend their title in the Men's Skiff 49er. Above: Cousins Jason Waterhouse and Lisa Darmanin can't wait to fight for their title in the Nacra 17 Mixed-Multihull in Rio.

like we are. There's a lot of promise but there's still a lot of hard work to still do," Nathan Outteridge said self-critically post worlds.

Nevertheless, the pair remains confident. "It's great to be selected for the Rio 2016 Games, to be able to go to Rio and perform and win a medal like we're hoping to do," Outteridge said.

"Securing selection and knowing that you have the spot, gave us a bit more to focus on. It's all about working together as a team to help us improve."

The pair said they're biggest competition at Rio is set to be New Zealand's Peter Burling and Blair Tuke who won silver in London and have since won four World titles in a row.

"I guess we're in a very different spot than we were four years ago, we

Both 24, and from Sydney's northern beaches, the pair have been sailing together for eight years.

The pair claimed their first overseas medal together in 2009 winning the ISAF Youth Worlds in Buzios, Brazil.

"To make the Australian Olympic Team was a surreal feeling and it took a while to sink in," Darmanin said.

"What's even more special is doing it with my cousin Jason, we are only six weeks apart and grew up together, we are very different people but we are perfect on the boat together and the best of friends, so to make the Team with him is incredible.

"The goal for Rio 2016 is a Gold Medal for Australia. This has been the goal since day one and we don't intend to slow down now that we are getting a tracksuit.

2015 was a successful year for Darmanin and Waterhouse, winning the Rio Test Event and finishing second at the 2015 World Championships. Darmanin was also named Australian female sailor of the year in November.

2016 kicked-off with a few challenges for the pair, which saw them finishing fifth at the World Championships in Clearwater in February. But with the pressure for selection off their shoulders and after winning Silver at the Sailing World Cup in Miami in January, it is all about learning from each race and to take the most out of it for the tasks ahead.

May to learn more about the venue and the environment so we are best prepared in four months time.

Our focus is strong and going back to Brazil reminds us how it all began and how far we've come. We've won two out of two in Brazil (The Youth Worlds and Test Event) so looking forward to the continuing that strike rate this year," Darmanin said.

Jason said selection brought them closer to the aim of a podium finish.

"It's a goal we had been working towards for a long time and it was a relief, it's a stepping stone to gold at Rio," Waterhouse said.

"It's special to get to go to the

Olympic Team for Rio.

The current world number one laser sailor. Burton is ecstatic to achieve Olympic selection.

"Obviously I spent the last seven years sailing a Laser, aiming towards this goal and to get the opportunity to compete at an Olympic Games is a dream come true," he said.

It's been a tough qualification for Burton, competing against fellow Australian Matt Wearn for the country's one laser spot at Rio.

"The battle was of the highest standard. At the moment we are ranked one and two in the world.

"Sailing's a harsh sport where only one person can go per class. Four years ago it was me in his shoes helping Tom Slingsby train in the lead up to London. The battle this time though was much closer for selection."

Australian Sailing Team high performance director Peter Conde said it's been fantastic to see Burton and Wearn work together to drive each other to improve.

"One of the interesting things about this selection battle is how closely Matt and Tom have worked together," Conde said.

"To have them ranked world number one and two is a testament to working together and to coach Michael Blackburn.

Conde sees a lot of similarity in the battle for qualification before London and Rio.

"It's a good parallel between Tom Slingsby and when Tom Burton was right up there with him. It shows the great strength of the laser program."

It's been a long journey for Burton, who took up sailing at age nine, then competitive racing at age 14. Among career highlights for Burton is a second place at the 2014 World Championships in Santander, his first podium at a Worlds. Last year he also claimed two World Cup victories: Abu Dhabi and Hyeres.

Burton has a good feel for what the atmosphere of the Games will be like.

"I've been to Rio five or so times now. It's got some awesome weather. I have no doubt the city will turn the atmosphere on come Games time and it will be a sight to see.

In the Olympic classes, the Laser Radial, Finn, Women's 470 as well as Women's RS:X are yet to be decided.

Sailing at the Rio 2016 Olympic Games will take place from Monday 8 August – Friday 19 August at Marina da Gloria, in the Copacabana region of Rio. ↓

www.australiansailing.org



"The World Cup in Miami and the Worlds were priority events for us. And we were happy to come away with a Silver medal in Miami and fifth in Clearwater, which shows our consistency at both regattas and in all wind conditions. So we're happy with that," Waterhouse said.

And crew Lisa added, "Overall we are happy with how we're sailing and how we are pushing ourselves. We had a few costly races at the last Worlds, which was disappointing, but in the end we're training for a Gold medal in Rio and we learnt a lot of lessons. Clearwater was a tough event, we were still pretty stoked with fifth and our eyes are still on the prize."

The pair has been training in Australia since and will head to Europe to contest the Sailing World Cup in Hyères, France, followed by more training in Rio.

"The preparation is going really well and we will head back to Rio in

Olympics with family. Our families support has been amazing."

Australian Sailing qualified all of the three Paralympic classes as well as the nine Olympic classes it aimed to qualify for Rio 2016 over the last couple of year, but final selection is still open in all but the 49er, Men's 470 and Nacra 17.

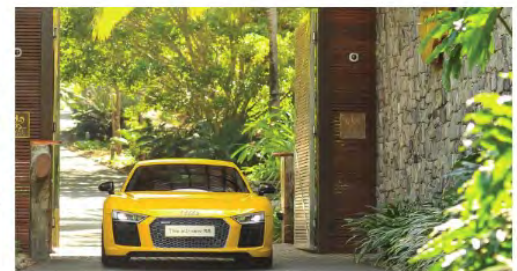
Further selections to the Sailing Section of the 2016 Australian Olympic Team are expected to take place in May, with up to 14 sailors expected on the team.

MEN'S LASER

Four years ago Tom Burton was training alongside Tom Slingsby striving to secure Australia's one laser London 2012 Games spot, only to miss out as Slingsby went onto win Olympic gold.

Now, the 25-year-old will get his chance for Olympic glory after he was selected on to the 2016 Australian

A STAR IS BORN
Tom Burton will succeed Tom Slingsby who won gold in the 2012 London Olympics in the Men's Laser.



Hamilton Island welcomes all boat owners, their families and friends for a week of camaraderie and competition

Audi Hamilton Island Race Week is one of Australia's favourite yachting events and a firm fixture on the international sailing calendar. Every August yachties and spectators set sail to Hamilton Island for what is known as Australia's largest offshore keelboat regatta, with a convivial atmosphere both on the water and at the off-water events. Having welcomed over 200 yachts last year, 2016 is set to be the biggest regatta yet. This year, Hamilton Island will proudly host the **Australian Yachting Championships**, and stage the inaugural **Australian Multihull Championships**.

20 - 27 August, 2016 | audihamiltonislandraceweek.com.au





Looks like team spirit

An early surge of entries and the announcement of a new multihull Australian Championship for 2016 Audi Hamilton Island Race Week is drawing serious attention, writes ROB MUNDLE.

If the initial burst of entries for the Audi Hamilton Island Race Week 2016 is an indicator, this year's regatta will once again be something very special.

Near 40 yachts representing a diverse cross-section of the sport have already nominated for what will be the 33rd staging of the high-profile series. Should this momentum continue, the number of entries will soon surge past 50, a milestone that would indicate a final fleet of around 200 is likely for the series which is scheduled from August 20 to 27.

Race Week at Hamilton Island is recognised as one of Australia's premier offshore regattas; an event that stands among the best in the world when it comes to excellent racing on courses that weave around tropical islands, a unique onshore party environment, and exceptional camaraderie among participants.

The fact that the regatta caters for the full spectrum of sailboats, from superyachts through to small trailable yachts and multihulls of all sizes, is already reflected in this year's entry list: there are four yachts

over 20-metres in length, a broad sample of Grand Prix level racers and cruiser-racers, casual cruising yachts and eight multihulls.

Bringing added status to Audi Hamilton Island Race Week 2016 is the decision by the sport's governing body, Yachting Australia, to once again host the Australian Yachting Championships for Grand Prix, Performance Handicap and Offshore Multihull yachts at the series.

Of those registered to date, it's clearly evident that no-one was more enthusiastic about entering for this

TROPICAL PARADISE
Some of the fleet competing at Audi Hamilton Island Race Week 2015 head towards the Whitsunday Passage.

year than Drew Jones, from Southport Yacht Club on the Gold Coast. He entered the Bavaria 44, Stormy Petrel V, which he owns with his partner, Leslie Richards, within days of Audi Hamilton Island Race Week 2015 being completed. With there being no entry form available at the time for this year's regatta, he simply entered on last year's form!

"I've done 12 Race Weeks crewing for other people, and I have to say the regatta gets better every year – it's the full bottle, a cut above everything else," Drew Jones said when speaking about the appeal of the regatta.

"So, with Leslie and me having bought Stormy Petrel V, and us enjoying last year's regatta so much when sailing as crew with friends, we decided to race our own boat this year. I went on-line and entered there and then, not realising until later it was last year's entry form. That obviously didn't matter, because we are entered and recognised as being the first. I hope that's a good omen for the series."

Jones, who started his sailing life racing dinghies on Melbourne's Albert Park Lake, then worked his way up to where he was part of the shore crew for John Bertrand's OneAustralia America's Cup

campaign in 1995, moved to the Gold Coast about eight years ago and became part of the local keelboat scene. He said it was possible 12 yachts from Southport Yacht Club would compete at Race Week this year.

The inclusion of the Australian Yachting Championship for multihulls in 2016, will be the first time that the sport's governing body, Yachting Australia, has been the coordinator for a major championship for large multihulls.

"It is an honour for us; a fitting tribute to what is the 33rd staging of Audi Hamilton Island Race Week, that Yachting Australia has nominated the regatta as the venue for the staging of the Australian Multihull Championship," said Hamilton Island's CEO, Olympic and world championship winning sailor, Glenn Bourke.

"The event will sit well alongside the three major keelboat Australian championships that will also be decided at this year's regatta."

Glenn Bourke went on to say he was certain Race Week would once again deliver the highest standard of racing as well as the ultimate onshore party atmosphere for everyone who is on-island for the event, which will be staged from August 20 to 27.

Announcing multihulls would become part of the Australian Yachting Championship, Yachting Australia President, Matt Allen, said: "Multihull racing is a huge growth area for the sport and we're pleased to introduce a Multihull Racing Class as part of our premier offshore championship.

"There's no better place than Hamilton Island to kick this off. Sailing in the Whitsundays always provides variable conditions, challenging courses and the opportunity for great racing, so I'm sure the multihulls will enjoy the experience.

Race Week's highly regarded Race Director, Denis Thompson, advised that there will be a wide range of courses set to decide the multihull championship. He said the majority of races over the six days of competition will be passage courses that weave around the magnificent islands in the tropical Whitsunday group. ⚓ www.hamiltonislandraceweek.com.au



IT'S ALL ABOUT HAVING FUN

Above: The crew of Rod Johannessen's Beneteau First 40.7 *Drake's Prayer* enjoy some offwind sailing at Audi Hamilton Island Race Week. **Left:** The keelboat and multihull Australian Yachting Championships will be decided on these waters during Race Week 2016.



Spring tide

Airlie Beach Race Week is once again welcoming guests and competitors to the Whitsundays for sailing and onshore events from 11 to 18 August, writes DI PEARSON.

Whitsunday Sailing Club has set the dates for the 27th edition of Airlie Beach Race Week which will be held from 11-18 August, 2016 and will incorporate the Trailer Boat National Championship.

The Club's signature event is located in the heart of Queensland's Great Barrier Reef Marine Park and is the gateway to the Whitsunday

Islands, and as such, is making a name for itself as one of the world's premier sailing destinations.

It has become abundantly clear more people are joining the sailing bandwagon and heading to the beautiful Whitsundays each year to Airlie Beach Race Week, where whale, dolphin and sea life watching are all part of the package of racing and also for families and friends who come

along for the ride.

On the water, the Airlie Beach Festival of Sailing offers classes from the grand prix IRC racing through to cruising divisions and the fast paced exciting multihull and sports boat divisions, enticing around 1800 competitors, officials and volunteers to its shores each year.

An even wider-reaching campaign is in the pipeline for 2016, with organisers recently announcing Race Week would host the National Trailer Boat Championship.

Ray Jones from the Association and

KITE RUNNER
Above: *Quick Skips* scoots along during last year's Race Week. Right: *Katie II* on her way to winning the 2010 Trailable Nationals.

Race Week, commented, "It's a good thing, because we've had a good rise of trailables in last three years, so much so that we have created an extra division for them, so this will consolidate it. It's good to see the trailables doing Nationals."

To add to the experience, WSC is looking at staging a Trailable Boat Show in its extensive grounds, and invites manufacturers, builders and importers to contact Airlie Beach Race Week's Adrian Bram for further details and information on how to take part.

Plans being put in place for the Festival of Sailing's program ashore include a 'Sunset Fun Run', from Port Airlie to Abell Point, starting and finishing at WSC. Organised by the Whitsunday Running Club, it breaks with the local tradition of morning runs.

Well over 100 people are expected to run and all crews taking part at Airlie Beach Race Week are invited and encouraged to join in the run with a "Pirates and Sailors' dress up theme. With such early notice, no excuses will be accepted.

Airlie Beach Race Week has the distinct advantage of remaining competitively priced for entry, accommodation, eateries and entertainment, and importantly, it has retained the 'fun factor' it has become renowned for.

The entertainment line-up for 2016 will be even more exciting than in 2015, and expanded to include three nights of big-name-act entertainers, wine tastings, a long late lunch on the Club's lawn, a trailer sailor boat show, a dragon boat regatta and a festival fun run. ⚓

www.abrw.com.au/sailing/entries



a former winner of the Nationals said:

"The trick is to get in early before they set their sailing calendars. It also means competitors can plan their holidays around this event. Many will make a two to four week holiday with family and friends. It's a big undertaking.

"The Nationals have given me something to work towards. It would be nice to win a third title — I'm 65 now and heading towards retirement," he said.

Denis Thompson, Race Director for the 27th annual Airlie Beach





Magnetic fields

Visitors are being drawn to the 10th anniversary of Magnetic Island Race Week running September 1 to 6.

Inter-state entries for the 10th edition of the SeaLink Magnetic Island Race Week are flowing in quickly for the September 1 to 6, 2016 event.

The Royal Yacht Club of Victoria's *Fair Winds* skippered by Mark Chew and Paul Lindeman's *Biddy Hu II* lead the fleet from Melbourne with Royal Brighton Yacht Club's Paul Jackson and his Duncanson 28-footer *Run Run Run*, all of them joining the PHS Racing division.

Both Jackson and Lindeman have competed at Magnetic Island several times, enjoying the chance to get out of the cold Melbourne weather, don their t-shirts and shorts and go into battle on the warm waters of Cleveland Bay.

From Sydney, Cruising Yacht Club of Australia's Greg Newton has entered his Beneteau Oceanis 45, *Antipodes of Sydney*. This is his first Magnetic Island regatta.

"Usually we do Hamilton Island, but since all of us are getting a bit older and we have a bit more time on our hands, we thought we'd head further north this year," Newton said.

Newton will have to contend with some stiff competition from a fellow Oceanis 45 team, Phil & Eleanor Cunningham's Lake Macquarie Yacht Club entry, *Equinox*.

"It will be great to be racing against someone who you know is equal," Newton added.

The classes open for this year's SeaLink Magnetic Island Race Week are IRC Racing, Performance Handicap, Non Spinnaker, Trailable Yachts, Sports Boats, Multihull Cruising and Multihull Racing.

The race schedule is a combination of round the buoys on Cleveland Bay and passage races on the waters around the stunning Magnetic Island.

The mid-morning race start times allow for a pleasantly gentle start to the day for the sailors who will be drawn to the island from around Australia and from northern Queensland. There is also always a contingent of overseas sailors that arrive in time to join the fun.

The race program has received an update since last year. Racing starts on Friday 2nd with the Strand Bay Race and then on Saturday 3rd the fleet will contest the Around the Island Race. Sunday 4th is a lay day before the final two days of racing on Monday 5th and Tuesday 6th.

Onshore, SeaLink is organising a variety of social events for the enjoyment of the sailors and their supporters. They promise a few surprises and lots of Magnetic Island fun. ↓

www.magneticislandraceweek.com.au

ISLAND LIFE

All shapes and sizes of yachts and catamarans will gather together from September 1, 2016, for the 10th anniversary celebrations of the SeaLink Magnetic Island Race Week.

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The Etchells Australasians Championships' first female winning skipper, Jeanne-Claude Strong, will return in June with her *Yandoo XX* team in the hope of creating another historic class victory.

With the 20th anniversary trophy a powerful drawcard for the past and recent Australasian participants, Strong is pragmatic in her expectations of joining the exclusive two-time winning club which is currently solely occupied by Matthew Chew and his *Gen XY* team.

She knows it will be another year of a big and very competitive fleet full of Etchells world champions, America's Cup and Olympic class sailors.

"If you were to ask me what our chances were of winning last year; I thought the chances were quite low. In fact remarkably low. I am amazed we did win. Given that, the thought of winning again, it would be totally out of this world and unexpected.

"It's always been difficult historically for anyone to win the championship more than once.

"The odds are low, but we are certainly going to be giving it our best," Strong said.

Strong, 65, will have her usual team of Neville Wittey and Marcus Burke. As forward hand Tiana Wittey is caught up with her final school year, Strong is looking for a slight sized

sailor to take up that position for this year's championship.

The annual Mooloolaba Yacht Club EvansLong Etchells Australasian Championship will be held from June 9 to 12.

Organising committee chair Trevor Martin says he is anticipating an outstanding event as the Etchells sailors start talking about the Mooloolaba regatta and new event supporters join the sponsor family.

"We are encouraged by the level of interest in this year's event. The enquiries have been coming from the west and southern states so I still expect we will reach 50 entries," Martin said.

"Michael Coxon has already committed to race. I am now working on a lot of the other top sailors like our latest national champion GT (Graeme Taylor), to get them to return to Mooloolaba for the 20th year. We also expect a good number of first-timers."

The Sunshine Coast company Evans Long, which recently purchased the regatta onshore venue at The Wharf Mooloolaba, has come on board as the event's leading sponsor. Other supporters that have signed up recently are North Sails, Harken Australia, Newport Apartments and the event social hub, The Wharf Tavern. 📍

www.mooloolabaetchells.com

Etchells ignites

A returning champion will return for the battle only one has successfully defended at the Etchells Australasians Championship, writes TRACEY JOHNSTONE.



TOP OF THE GULF REGATTA

Hub of Asia

Ocean Marina will showcase the Gulf of Thailand's best marine assets to an increasingly international draw through the 2016 Top of the Gulf Regatta.

Asia's largest multi-class regatta and a highlight on the Gulf of Thailand's marine calendar, the 2016 Top of the Gulf Regatta Presented by Ocean Marina is set to attract more than 600 sailors to Pattaya for its 12th edition hosted by Ocean Marina Yacht Club from 30 April to 4 May.

Well known for hosting international sporting and lifestyle events, Ocean Marina has been home to the Top of the Gulf Regatta since its inception and brings under one event umbrella the Thailand Optimist National Championships, the prestigious Platu Coronation Cup, and for the second consecutive year, the RS: One Asian Championship, in what has become a four-day celebration of sailing and watersports showcasing the Gulf of Thailand's marine leisure tourism credentials.

"Since its beginning in 2005, the Top of the Gulf Regatta has grown to become the largest sailing event of its kind in Asia, attracting hundreds of sailors from far and wide to enjoy the great sailing Pattaya offers," said Scott Finsten, harbour master at Ocean Marina.

More than 600 participants from over 30 countries will arrive at Ocean Marina Yacht Club in Pattaya for some exhilarating sailing across 12 classes, and the standard of competition is expected to be high. The regatta is also working with charter companies to offer suitable charter boats as more international sailors than ever are looking to compete in the regatta.

"We are expecting a large number of boats from around Thailand and overseas to come and compete this year," said Finsten. "With many boats coming from outside the area, the regatta contributes approximately 15 to 20 million Thai Baht to the local economy through travel and

TOP OF THE PACK
Below: The winning *Yandoo XX* team will return to the Etchells Australasians Championship to defend their title. Opposite page: The Top of the Gulf Regatta in Thailand will be hosted by Ocean Marina from 30 April to 4 May.



accommodation revenues, as well as promoting Pattaya and the larger region worldwide."

The Ocean Marina resort complex is the largest in South East Asia with a capacity of more than 300 yachts. With a full complement of onshore facilities and beach access for the dinghy and windsurf fleets, the marina provides secure and convenient berthing for the entire regatta fleet.

"There are almost 200 islands in the Gulf of Thailand and many of the best are within easy reach of Ocean Marina. Through the Top of the Gulf Regatta we showcase the fantastic onshore and offshore marine facilities of the region. We have seen increases year-on-year in the number of international visitors coming to enjoy the fantastic sailing grounds here," added Finsten.

The Top of the Gulf Regatta is held 30 April to 4 May, 2016 at Ocean Marina Yacht Club, Jomtien, Pattaya, in Thailand. ↓
www.topofthegulfregatta.com

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Ranging from the sublime SwanClub 50 to the outrageous Wally Cento 100 and plenty of competent production boats in between, the current cruiser-racer has come a long way from the hotted-up cruisers of old. The competition is as fierce in the yards as it will be on the racecourse with these yachts, so choosing one requires both heart and mind. Not forgetting of course that we're talking performance cruisers with fully fitted interiors that have a life beyond the hustle of the race course, so crunching the numbers is worth doing.

Our selection demonstrates a wide variety of yachts, showcasing the latest semi-custom work from some of the current racing winning designers, such as Mark Mills. Back in 2014, I was impressed with the build of the Mills V62 SuperNikka, his first collaboration with the Italian Vismara yard, and have watched as she's gone on to win, most notably the 2015 Mini Maxi Rolex Cup in Porto Cervo. So the semi-custom Vismara 50 looks like another rocketship in the making from the Ireland-based Mills. Another race winning brand that caught my

REGATTA RIDERS

ENJOYING THAT REGATTA OR CLUB COMPETITION HAS NEVER BEEN MORE FUN THANKS TO THE LATEST FLOTILLA OF SERIOUSLY WELL-BUILT CRUISER-RACERS, WRITES KEVIN GREEN.

eye last year when I was sail testing in Barcelona, was Italia Yachts. I saw the Italia 9.98 win the prestigious ORC World Championships there, beating a strong field of production yachts from all the major manufacturers and boutique builders, so the new Italia 12.98 is a cruiser-racer I'd love to sail.

Italy features strongly in this article because the country produces many exquisite cruiser-racers as well as cafe-racers and Solaris is yet another marque of note. Delivered locally by Windcraft Australia, the

FAST AND FUN
The Advanced A80 is the flagship of these Italian cruiser-racers, designed by Reichel Pugh with stylish interiors by Nauta Design. Hull number 1 is doing the ARC and the Caribbean season.

new 47 continues the collaboration with Argentinian designer Javier Soto Acebal, who also penned the One 42 model. What struck me when I sailed the Solaris One 42 was the quality finish and attention to detail, apart from the obvious slipperiness you'd expect from a performance-cruiser, so sales manager Rick Hawkins at Windcraft is expecting more of the same when the first 47 reaches Australia. Yet more eastern Med promise is to be found in the German Frers Euphoria 54 built by Turkey's largest yard, which shows the attributes of a bluewater classic that can enjoy the Caribbean circuit and beyond. Yet another Frers-design and one of the potentially most exciting performance cruisers listed is built in Sydney by McConaghy's. The Frers 57 is powerful, fast and innovative in both race and cruise mode but if you have to ask how much, you probably can't afford it!

Competition for your cruiser-racer dollar is fierce so there's plenty of strong sales pitches going around, such as from Swan dealer Brendan Hunt at Vicsail. "The ClubSwan 50 has to be the best new cruiser-racer because it's been a choice between adapting older TPs and very few exciting new designs," explains Hunt while adding: "And adapting old boats for a new life often leads to a limited chance of resale." The new Juan Kouyoumdjian-designed ClubSwan 50 is built to be competitive in open class racing and be a successful One Design while giving owners a comfortable cruising life afterwards.

Exotica aside, there's plenty of production boats to choose from as well including the quality Dehler 42 that should be a notch up from the Dehler 41 I enjoyed racing, and then the evergreen First 40's slippery Farr hull has been given a deck revamp with moveable helm binnacle and carbon gear throughout. Yet more French savoir-faire comes from Dufour in La Rochelle whose new GL412 hotted-up cruiser is being imported by Matt Hayes at Performance Cruising Yachts.

Your accountant may not agree but numbers don't necessarily tell the whole story when it comes to yachts, but they can be a guideline about a particular yacht's attributes, so the popular ratios of SAD, and Displacement-Length and Ballast, are worth a mention. The Ballast Ratio compares keel weight to hull displacement, so indicates righting moment, with figures of 40 percent or above showing a powerful boat. But this doesn't tell the whole story as hull shape and beam are major consideration for stability. So, the more powerful yacht's ability to hold onto her sailplan can also mean an aggressive motion in a seaway. The SAD, Sail Area to Displacement ratio, is a power-to-weight ratio that indicates sail power. A lightweight cruiser with acres of sail shows a figure typically of 20 or more while anything under 15 would be too sedentary as a cruiser-racer. But the devil is in the detail when it comes to yards quoting key figures such as foretriangle area (rather than overlapping headsail measurements). Finally, there's the Displacement to Length ratio, which is used to measure weight relative to the waterline of a yacht. Just like the other ratios it can be used for comparing different sized yachts and how bouncy they'll be. Generally figures of 180 to 270 can be classed as moderate, so anything higher is heavy and therefore more stable in a seaway, while less is more bouncy. But be wary of this simplistic approach as heeled yachts with overhangs, for instance, complicate this.



BENETEAU FIRST CARBON 40 EDITION

This slippery race-winning hull of the First 40 now has carbon fittings as standard and comes with an innovative yet moveable steering wheel.

Beneteau's race winning First 40, along with the 35 model have been revamped with the release of the Carbon 40 Edition, which comes with some innovative improvements to the slippery Farr designed GRP hull. Most noticeable, is the new way of improving space usage in the cockpit with the new smaller moveable composite steering wheel, which can favour the steerer on either tack.

Favourably optimised for IRC (TCC: 1.090), a major selling point for club racers, buyers usually opt for the higher stability and stiffness of the lead keel and the taller carbon rig to improve stability. This is now standard on the Carbon Edition.

The model upgrade (from the 40 CR – Club Racer version) also includes a retractable carbon bowsprit that can fly asymmetric. Further optimisation to this well established cruiser racer includes a lead fin keel to replace the bulbed version keel (giving a fairly stiff ballast ratio of 37 percent). Steering is done via a deep spade rudder and same smooth Farr GRP hull is used, with waterline maximised.

Below decks a three-cabin layout has the owner's V-berth with an ensuite head, which has a second door for crew use which should all go to help this new model continue its winning ways.

www.beneteau.com.au

MODEL	First Carbon 40 Edition
DESIGNER	Farr / Nauta
LOA	12.58 metres (41 feet)
BEAM	3.89 metres
ENGINE	40 hp sail drive
FUEL	130 litres
WATER	200 litres
SAIL AREA	Mainsails 50m ² , Genua (106%) 40.5m ² , Asymmetric spinnaker 147m ²
DISPLACEMENT	7,900 kg (GTE)
BALLAST	2,925 kg
PRICE	\$450,000



BRIAND P100 WALLY CENTO

Perhaps the ultimate cruiser-racer with maxi class power combined with a family friendly interior.

Arguably the ultimate cruiser-racer, the Wally Cento class uses a box rule to encourage designers to push both sides of the C-R equation, and Philippe Briand is the latest naval architect to join this carbon super-maxi fleet. Striking aesthetics are a key feature of the Wally stable and the Wally Centos take this to a new level for cruiser-racers, with the P100 having a 'roller coaster wave' deck. Foredeck crew may not be so enthusiastic with this multi-level layout at first glance but it is a clever way of improving comfort by supporting feet when racing and allowing relaxation when in cruise mode. Additionally, the P100 has this all teak-clad so gives a sure grip and a cool base for bare feet during cruises. Other compromises that you won't find on a dedicated maxi like *Wild Oats XI* include a guest cockpit, self-tacking jib track and general lack of imposing deck hardware; although hydraulics are extensively used.

French designer Briand's Cento P100 has a 100-foot length overall with a seven-metre beam, which is slightly less than the beam and freeboard of the second Wally Cento *Magic Carpet*³, which has twin rudders, as the P100 will have. Briand tells me he's optimistic his P100 will be faster due to having a two-tonne weight advantage; which equates to 20 seconds over a mile. The upwind sail area is 7,040 square feet, while the downwind sail area is 14,370 square feet. The sail plan is all about powerful running and reaching sails so there's a long fixed bowsprit for the 412-square-metre Code 0 to fly from and the carbon spars have swept back stays and runners.

Below, on the P100, the box rule stipulates a minimum of 1.9 metres of headroom with three cabins. Carbon fibre furnishings are used, which adds rigidity while reducing weight and the ambience will be like a sports car – more Audi than Ferrari is my guess, having seen the Wally Cento *Magic Carpet*³'s luxurious interior with owner's suite and two ensuite guest double cabins.

www.wally.com

MODEL	P100 (Wally Cento Class)
DESIGNER	Philippe Briand
LOA	30.48 metres
BEAM	7.0 metres
DRAFT	4.5 / 6.2 metres
SAIL AREA	Mainsail 390m ² , jib 254m ² , Staysail 152m ² , Code 0 412m ² , Asymmetric 945m ²
DISPLACEMENT	48,450 kg
PRICE	POA



CLUBSWAN 50

A yacht with finesse and power to put owners' on the podium.

Nautor's Swan has created what it describes as an extremely fast boat that is easy for owner-drivers to take to the limit, yet is convertible into a sports cruiser with few crew; and so the ClubSwan 50 is born. The other provisos that designer Juan Kouyoumdjian had to contend with was that the new 50-footer had to be competitive in open class racing and be a successful One Design. Australian dealer Brendan Hunt at Vicsail agrees but adds sound logic to this equation: "This has to be the best new cruiser-racer because it's been a choice between adapting older TPs and very few exciting new designs," explains Hunt while adding: "And adapting old boats for a new life often leads to a limited chance of resale."

Initial information shows a fairly clean design with minimum appendages in the carbon pre-preg hull, apart from twin rudders and fixed bulbed keel. The high ballast ratio of 40 percent means she's a stiff boat that will hold on to sail offshore. But being a Juan K. design, there's a few digressions from the classic Swan shape such as the reverse bow that maximises waterline while reverse sheer topsides compensate for reduced freeboard.

For running, there's plenty of beam at the transom with chines to aid tracking and full bows for allowing those big downwind sails.

Looking at the deck, the prosaic club-racer appearance belies an effective layout for a serious race crew to enjoy. Helms are far forward to put the steerer amid the action and nearer the pointy end for aggressive race starts while behind is acres of space for the mainsheet trimmer.

Sail controls include transverse jib tracks on the coachroof for improved upwind angles and six standard winches.

www.clubswan50.com

MODEL	ClubSwan 50
DESIGNER	Juan Kouyoumdjian
LOA	(incl. bowsprit) 16.74 metres (54.9 feet)
BEAM	4.20 metres
DRAFT	(empty): 3.35 metres / 2.20 metres
ENGINE	Volvo D2-75 75 hp
FUEL	300 litres
WATER	500 litres
SAIL AREA	Mainsail 93.0m ² , Jib 65.0m ² , Asymmetric Spinnaker 270m ²
DISPLACEMENT	(empty): 8,500 kg
BALLAST	3,450 kg
PRICE	POA



DEHLER 42

A discerning new performance-cruiser from a proven line of quality German yachts.

The launch of the Dehler 42 at the 2016 Dusseldorf Boat Show continues this line of quality cruiser-racers that the German company has been famous for over half a century. After the Hanse takeover, Dehler has had the investment to strongly follow its performance yacht inclinations with the popular 46 and before that the 38; and now the 42.

Local dealer Windcraft is excited at the prospect, sales manager Rick Hawkins tells me, having already sold a substantial fleet of 38 and 46 models. Slotting between the 38 and 46, the 42 requires less crew for those regattas while being manageable for a cruising couple. Rig options include a taller alloy mast for more sail area plus a separate carbon option. The Competition fit-out comes with the taller mast, equating to about 12 percent larger sail area and a bow sprit to fly both kinds of spinnakers, so should make the Dehler 42 a well equipped regatta boat, especially if you can stretch the budget to a carbon rig and rod shrouds.

The standard layout is two double cabins, with the second aft one a sail locker. Alternatively this becomes an ensuite in the optional three-cabin version. In the saloon, the navigation station shares the lounge area to port. Stiffness, a prerequisite for a successful performance yacht, is inbuilt via a carbon cage inside the vacuum infused fibreglass sandwich hull and glassed-in bulkheads. A cast iron T-keel is standard but there's a deep lead bulbed option, which, along with the Competition hull, gives a stability ratio of 30 percent, which puts the Dehler 42 comfortably in the performance-cruiser class.

www.windcraft.com.au

MODEL	Dehler 42
DESIGNER	Judel/Vrolijk & Co
LOA	12.84 metres
BEAM	3.91 metres
DRAFT	2.15m (standard), 2.38m (competition), 1.98m (shallow)
ENGINE	Volvo D2-40 (39.6 hp)
FUEL	160 litres
WATER	315 litres
SAIL AREA	93.0m ² (std), 105.5m ² (comp), Main sail 52.0m ² (std), 57.5m ² (comp), Furling Jib 105% 41.0m ² (std), 43.0m ² (comp), Spinnaker 130.0m ² (std), 130.0m ² (comp), Gennaker 120.0m ² (std)
DISPLACEMENT	9,100 kg (std), 8,450 kg (comp), 9,350 kg (shallow)
BALLAST	3,000 kg (std), 2,600 kg (comp), 3,250 kg (shallow)
PRICE	\$435,000



DUFOUR GL412

A stylish, comfortable cruiser with a versatile sail plan, the GL412 is more than suitable for the budding club racer.

Dufour's yard in La Rochelle continues to revamp its cruiser Grande Large range with the introduction of the stylish GL412 that replaces the 410 model, a yacht I found very competent in heavy weather on the Biscay coast. But these stylish Felci-designed hulls can be easily optioned up for the cruising divisions of regattas, as dealer Matt Hayes told me when describing a 'hotted-up' GL412 that will be a demo boat in Sydney soon.

The Grand Large cruising range has long ago eclipsed its Performance range and this versatile 40-footer comes with all the essentials for an easy life at sea: a simple deck stepped rig with self-tacking headsail plus fixed bowsprit, spacious flat decks and large cockpit plus acres of space below decks in two or three-cabin layouts. Layout options include an owner's ensuite forward with two doubles aft plus a second bathroom. Alternatively, one aft cabin can be a sail locker and the forecabin bed offset, giving plenty of flexibility in the GL412.

Around the small twin binnacles are a couple of electric Lewmar primary winches with two more on the coachroof for halyards and twin stainless steering wheels. The polars show 7.4 knots boat speed in 14 knots wind at 40 degrees true.

Keeping things upright is an L-shaped cast iron keel, which compromises the ballast ratio for buoy racers somewhat (29 percent) but the GL412 is primarily a cruiser, and a very stylish one at that. See for yourself when Performance Cruising Yachts imports the first one in April.

www.performancecruising.com.au

MODEL	Dufour GL412
DESIGNER	Felci Yacht Design
LOA	12.35 metres (40.5 feet)
BEAM	4.2 metres
DRAFT	2.10 metres
ENGINE	40 hp sail drive
FUEL	200 litres
WATER	380 litres
SAIL AREA	Mainsail 38m ² , Genoa 33m ²
DISPLACEMENT	8,940 kg
BALLAST	2,600 kg
PRICE	\$327,000



EUPHORIA 54

This ultra-modern German Frers design oozes quality details in its slippery hull that lacks no creature comforts for the ultimate in bluewater cruising.

The Euphoria 54 is a quality cruiser penned by the legendary German Frers that went into production a couple of years ago. The Euphoria 54 shows the clean lines and flush decks of a Swan but it is made in more affordable injected vinylester by the Sirena Yard, Turkey's largest yacht builder that also makes Azuree Yachts. Frers said that the wedge-shaped powerful hull-form and ergonomic deck layout offer a very good balance between performance, as well as ease of handling, aesthetics and comfort.

The twin helms are connected to a single deep spade carbon rudder with sturdy JP3 linkages. The stylish flush deck profile means that a sprayhood is needed while offshore to shelter those in the shallow cockpit.

The sail plan is held aloft by a swept-back spreader rig with adjustable backstay and spars that can be aluminium or carbon with Park Lane boom.

Reefing on the Euphoria 54 can be either slab or roller-furling reefing options for the mainsail, depending on your intended use for the boat. For the performance-orientated owner, the slab-reefed mainsail is cut with a square-top head for maximum power. However, the Euphoria 54 has been primarily designed for cruising, so the simple genoa and roller main sail plan should appeal.

The Euphoria 54 layout has the classic Mediterranean setup with owner's suite forward, away from the quay when moored stern-to, while aft are two double cabins and the Design Unlimited lounge includes a chaise longue.

www.sirenamarine.com.tr

MODEL	Euphoria 54
DESIGNER	German Frers
LOA	16.46 metres
BEAM	4.9 metres
DRAFT	2.40 / 3.00 metres
ENGINE	75 hp
FUEL	450 litres
WATER	550 litres
SAIL AREA	Mainsail 95m ² , Jib 71m ²
DISPLACEMENT	17,900 kg
BALLAST	6,200 kg
PRICE	POA



ITALIA 12.98

This is a semi-custom Italian cruiser for the discerning sailor who enjoys comfort as well as speed.

Italia Yachts is a young company based in Trieste but run by an experienced and well-credentialed team who know how to create fast cruisers with designer Matteo Polli. The brand caught my eye last year when I was sail testing in Barcelona and saw that their Italia 9.98 win the prestigious ORC World Championships there, beating a competitive field of X-Yachts, Sunfasts, Firsts, Archambaults and others in a 35-strong Class C fleet. Aboard this Italia 9.98 Low Noise 2, was the young Italian designer Matteo Polli who felt vindicated at delivering a winning boat to company owners Franco Corazza and Marco Schiavuta.

Cruiser features include teak-clad cockpit benches and drop-down swim platform. Notable sail controls also include barber haulers and jib tracks inboard on the coachroof to close the slot with the mainsail. The alloy keel-stepped rig is held aloft with rod rigging (with tie rods into the carbon grid) and a hydraulic backstay for adjustment, while the furling genoa is controlled with an underdeck roller; nearby where the foot of the 140-square-metre gennaker is attached. The E-Class hull has carbon frame and is a modern take on a classic shape, with flared topsides maximising deck space while rounded sections minimise drag and the 4.2-foot of waterline is stretched thanks to snub ends fore and aft. The carbon frame supports the mast and the rigging tie rods. Polli chose a classic T-keel with lead bulb, which favours all points of sail in a performance cruiser, and a classic deep spade rudder.

Below decks is a three double-cabin layout with two bathrooms, while the owner enjoys an ensuite forward. The saloon uses a fairly conventional layout while furnishings can be finished in classic teak or a more modern light wood.

www.italiayachts.it

MODEL	Italia 12.98
DESIGNER	Matteo Polli / Italia Yacht Design Team
LOA	12.98 metres (42.5 feet)
BEAM	4.16 metres
DRAFT	2.20 metres
ENGINE	40 hp sail drive
FUEL	200 litres
WATER	330 litres
SAIL AREA	Mainsail 57m ² , Jib 46m ² , Gennaker 140m ²
DISPLACEMENT	7,950 kg
PRICE	Euro 279,000



McCONAGHY FRERS 57

A carbon rocketship with all the cruising comforts for those most remote archipelagos.

The only Australian-built yacht in our selection and hot off the German Frers drawing board is this McConaghy-built performance cruiser. The initial figures, which boss Jono Morris shared with me, show a potential rocketship in the making at Mona Vale in Sydney. "It's specifically designed to be easily sailed single or double handed for both day sailing and extended cruising," says Morris. Running some numbers on the hull puts it firmly in the racer category yet it's fitted-out for cruising down below.

A great deal of emphasis has gone into researching and specifying the lightest equipment and interior materials available so composite bulkheads are integrated into the structure to add rigidity and minimise weight.

Construction of hull, deck and structure is in prepreg carbon fibre and nomex cores while foils are twin rudders and an innovative lifting keel. The deck layout is dictated by the needs of short-handed sailing but the carbon rig holds a powerful sail plan with big topped mainsail and masthead running sails that fly from the fixed bowsprit. The minimalist cockpit belies some clever innovation, so there's seats that rotate to the heel angle and fold away, cockpit tables that rise from the floor and can combine with the seats to make two large day beds, and the sprayhood retracts.

The standard layout has a single ensuite forward, while two more cabins can be added when required. The open-plan saloon has a longitudinal and fully-fitted galley with dinette table opposite on port, beside the navigation station. The aft section contains two large lazarettes, including a generator, and behind them a dinghy garage.

www.mcconaghyboats.com

MODEL	McConaghy Frers 57
DESIGNER	German Frers
LOA	17.4 metres
BEAM	5.05 metres
DRAFT	2 to 3.6 metres
ENGINE	Electric Oceanvolt SD15kw
FUEL	440 litres
WATER	550 litres
SAIL AREA	Upwind 173m ² , Down wind 300m ²
DISPLACEMENT	12,000 kg
BALLAST	3,200 kg
PRICE	POA



SOLARIS ONE 47

A classy performance-cruiser from a well-credentialed Italian yard.

In this new 47 continues the collaboration with Argentinian designer Javier Soto Acebal, who also penned the recent 58 model. What struck me when I sailed the Solaris One 42 model was the quality finish and attention to detail, apart from the obvious slipperiness you'd expect from a performance-cruiser, so sales manager Rick Hawkins at Windcraft is expecting more of the same when the first 47 reaches Australia.

It will be interesting to compare it with Windcraft's popular selling Dehler 46 but my money would be on the lighter German yacht on the racecourse. However, in performance cruise mode, the Solaris 47 is a different story with a mix of solid build and a user-friendly sail plan, including a self-tacking jib.

The deck plan epitomises the modern performance cruiser – it is uncluttered and all controls are aft around the twin binnacles, including the mainsheet track, which allows plenty of twist and control, while freeing up the fore-part of the cockpit for the family to relax in.

Initial drawings show no sheet cars but I'd assume large genoas can be used in addition to the smaller self-tacking jib. Downwind, an asymmetric can clip onto the bow and the basic setup should rate favourably under IRC. The keel-stepped alloy mast is supported by wire shrouds and chain plates are reinforced by carbon.

Inside the 47 is a three-cabin layout with the owner forward in a spacious ensuite with island bed. The saloon images I've seen are in Light Oak, so a nice mix of modern and traditional finish. The layout is fairly conventional with dinette and settee benches forward, including a full-size navigation table; while behind is the galley to port and second bathroom opposite; which all goes to make this a classy performance cruiser.

www.windcraft.com.au

MODEL	Solaris One 47
DESIGNER	Javier Soto Acebal
LOA	14.35 metres
BEAM	4.36 metres
DRAFT	2.75 metres (2.45 optional)
ENGINE	Volvo Penta 55 hp sail drive
FUEL	280 litres
WATER	440 litres
SAIL AREA	Genoa 106% 59m ² , Mainsail 70m ² , Genoa 19,60m ²
DISPLACEMENT	12,600 kg (light)
BALLAST	4,320 kg
PRICE	\$975,220



VISMARA 50 MILLS

The innovative Mark Mills Vismara 50 is a true voyager that carries on from the Rolex Cup-winning V62 cruiser-racer appropriately named SuperNikka.

Alessandro Vismara has 30 years experience of building sophisticated performance yachts such as the race-winning V62 *SuperNikka*. Key attributes on the new carbon hulled V50 is a powerful high-modulus carbon Axxon rig, for eating those voyaging miles up, as well as putting you on the podium; and a huge ballast ratio (49 percent) for holding onto the big sail plan in offshore conditions.

Initial drawings for the sail plan show a spacious J triangle for large upwind and masthead downwind sails with conventional slab reefed mainsail. Also, the fixed bowsprit should give adequate separation for a Code 0 while inboard longitudinal genoa cars should close the slot nicely upwind.

On deck, the low profile coachroof is streamlined, thanks to all lines running aft in gutters where they are managed by two sets of winches (one electric) clustered around the twin binnacles; with mainsheet track nearby.

This layout leaves the forward cockpit clear in cruising mode but may be a bit confined during racing.

Below decks is a fully-fitted interior and is expected to be a similar contemporary design to the V62 with the owner's ensuite using a large proportion of the bow and either two doubles aft or one used as a sail locker; with dinghy garage behind.

The hull shape is classic IRC friendly with minimum overhangs and slab sides but a relatively lightweight carbon-epoxy construction means a lot of weight is in the keel bulb, which is just what you need for a serious performance cruiser, which the Vismara Mills V50 undoubtedly is.

www.vismaramarine.it

MODEL	Vismara 50 Mills
DESIGNER	Mark Mills
LOA	15.80 metres
BEAM	4.7 metres
DRAFT	2.8 metres
ENGINE	Volvo D2-75 sail drive
SAIL AREA	142.5m ²
PRICE	Euro 1,000,000 plus sails

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Rough weather and storms are not the only causes of distress on the water. Even under ideal conditions, some of the main causes of trouble in open, coastal and offshore waters are fires, collisions, rogue waves and injury.

Yachts big and small require the appropriate safety equipment, and owners and their guests should have a knowledge of how to use it. As the experts urge, it will save your life in an emergency.

According to Maritime Safety Queensland, there are three types of safety equipment: compulsory equipment for all boats operating in certain areas; compulsory equipment for all registrable boats; and equipment that is recommended you carry to meet your general safety obligation.

Whatever the size of your vessel, if you're in the water, you need to prepare for the unexpected. And while accidents and incidents are rare compared with the number of boats on the water, maintenance is key. Some safety equipment includes parts that can deteriorate over time. Safety equipment such as fire extinguishers, EPIRBs, flares, inflatables life jackets and life rafts must be replaced or serviced by the manufacturer (or an authorised agent) by the expiry date, clearly marked on the equipment.

LIFE RAFTS

Paul Montgomery, director at Great Circle Life Rafts, says "Any vessel that is to undergo a bluewater (offshore) passage requires a life raft as part of its kit."

SAFETY ISN'T THE TOPIC OF CONVERSATION – UNTIL IT'S THE ONLY TOPIC, AND THAT'S WHEN YOU WISH YOU SPENT MORE TIME PREPARING FOR THE WORST. JENI BONE TALKS THROUGH THE LATEST EQUIPMENT AND RESEARCH.

Montgomery identifies the major advance in life rafts over the past decade as ISO Certification.

"In the context of life raft design and manufacture, ISO has many criteria covering all types of shipping, both commercial and leisure craft. ISO 9650 for instance, is a new, comprehensive, technical specification detailing all the materials and manufacturing processes used in the construction of life rafts for smaller commercial and recreational vessels. Performance requirements covering inflation, launching, material resistance, buoyancy and interior space are also spelt out in great detail."

As he explains: "Great Circle Life Rafts are manufactured to the highest Australian and international standards and quality assurance systems to ISO 9001:2000 (Bureau Veritas certified) and ISO 9650 (Germanischer Lloyd certified) attest



COVER CRAFT
From the top: The rescueME EDF1 electronic distress flare MOB; A Coastmaster 6 life raft; Oceanmaster 12 life raft by Great Circle Life Rafts.

this. We encourage comparisons with our competitor's products. It's always worth asking what specification criteria their life rafts are manufactured under.

"In our opinion, Great Circle are amongst the best life rafts available in Australia. Among other advances, we use 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."

Insulated floors of cellular foam and aluminium foil are also a standard feature on Great Circle Life Rafts, providing greater comfort and lessening the effects of cold, the biggest killer in marine emergencies.

"And to help rescuers locate survivors, retro and radar reflective canopy panels are a standard addition to enhance electronic and visual detection (radar panel on Oceanmaster only)," Montgomery adds.

"We should also not forget Great Circle's high quality solid fibreglass canisters. Unlike our competitor's plastic cases, solid fibreglass provides the best in long term protection. Vacuum sealed in its hermetic envelope inside the hard fibreglass canister (or valise carry bag), the life-raft is ready for any emergency.

"Great Circle Oceanmaster life rafts 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 the National Marine Safety Committee's (NMSC) requirements so that they can be used on Australian vessels in survey," he explains. "Great Circle Oceanmaster life rafts are listed on the NMSC's Register of Compliant Equipment for Commercial Vessels,"

Great Circle Oceanmaster life rafts comply with Yachting Australia Racing Rules of Sailing 2013-2016.

"Our Oceanmaster rafts can be found on racing maxiyachts including a number of Volvo 60s and 70s, as well as race winners in events such as the Rolex Sydney Hobart, Pittwater to Coffs, Brisbane to Keppel and many more," states Montgomery.

Then there are the Coastmaster® range of life rafts, manufactured and certified to standard ISO 9650-2 – the international coastal life raft specification.

Although the Coastmasters are not approved for survey or yacht racing applications, they boast excellent life

saving features and represent great value for recreational purposes.

"These rafts are very high quality and use the same materials and manufacturing processes as the Oceanmasters," Montgomery adds. "The differences between Oceanmasters and Coastmasters are occupant space – there is slightly more space in an Oceanmaster compared to a similarly sized Coastmaster and the Oceanmasters are equipped with external boarding platforms to aid entry into the rafts. Coastmasters have traditional webbing and hard rung ladder and entry bridle systems."

For yachts in commercial survey, the Great Circle Oceanmaster® life rafts (four to 12 person capacity) are manufactured to ISO 9650 – Group 1, the new international life raft standard for blue water, ocean applications. "Plus it has further enhancements that surpass the National Marine Safety Committee's (NMSC) requirements so that they can be used on Australian vessels in survey. Commercial vessels would fit either an Oceanmaster life raft with ISO Over 24-hour pack, plus EPIRB or a SOLAS standard raft."

Great Circle Oceanmaster® SOLAS life rafts (10 to 50 person capacity) are SOLAS (74/96) standard and certified by a Classification Organization approved by the Australian Maritime Safety Authority (AMSA), to verify compliance with the following regulations, requirements & standards: SOLAS 74/96, Throw or Roll Overboard Inflatable Life raft and International Life-Saving Appliance (LSA) Code, Resolution MSC 218 (82), and the Testing of Life-Saving Appliances, Resolution MSC 81 (70).

Great Circle Speedmaster® Life Rafts are open reversible types (ORILs) for vessels operating in protected waters and range in size from six to 65 person capacity and have been witnessed, inspected and tested by a Classification Society approved by The Australian Maritime Safety Authority (AMSA), to verify compliance with the following regulations and testing: SOLAS 74 as amended, Regulation III/4, X/3, IMO Resolution MSC.97(73)8.1, 8.58, 6, 8.7 & 8.10 (2000 High Speed Craft Code), IMO Resolution MSC. 97(73), Annex 11 (2000 High Speed Craft Code).

In terms of inspection, life rafts should be checked "every three years for recreational vessels (for the first 12 years of the life raft's life) and two years for commercial vessels (for the

first 12 years of the life raft's life)," Montgomery advises.

Deployment training can be undertaken with any Yachting Australia-endorsed safety training organisation

LIFE JACKETS

No longer referred to as PFDs, lifejackets are available in various levels, rated for their buoyancy.

Lifejackets are a vital piece of safety equipment for any recreational boater, and they're not the bulky, cumbersome style of jacket you might think.

Better design and technology have led to a range of lifejacket styles that look good, are easy to wear and don't get in the way. In fact, there's a style of jacket for just about every activity and body shape, including rapidly-deployed inflatable models.

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

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

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

Under this standard, minimum safety and performance of a lifejacket are measured in Newtons (N). The higher the Newton rating the more buoyancy, or lift, the lifejacket has. 10 Newtons is equivalent to 1 kilogram of buoyancy. Adults need about 20 to 30 Newtons of buoyancy to float, thanks to the fact that we're made up of 70 percent water.

The buoyancy of a lifejacket is the overall rating to indicate its performance, but other factors such as conditions and location where the life jacket is used should be taken into consideration when choosing a life jacket.

The statistics reinforce the imperative of lifejackets. According to data gathered over the past decade

by the Office of Boating Safety and Maritime Affairs, nine out of 10 people who drowned while boating were not wearing a lifejacket.

"Nobody ever expects to get in to trouble and need a lifejacket," states Ross Spencer from SOS Marine, manufacturers of commercial and professional lifejackets used for more than two decades by the Federal Police, marine rescue, the Royal Australian Navy and Coast Guard. "It always happens to people who thought it would never happen to them."

The Maritime Management Centre within Transport NSW delivered the largest boating safety program the state has ever seen in 2014-15, working on the initiative in collaboration with the Survitec Group.

General Manager of the Maritime Management Centre Howard Glenn says "By remembering to wear a lifejacket at all times on the water, it might just save your life."

Crewsaver Lifejackets by Survitec were chosen for their slim line design allowing them to fit comfortably on the wearer's body and to encourage longer and more frequent use.

"Thankfully, modern lifejackets are designed to help you get the most out of your day on the water," Glenn continues. "They are available in all shapes and sizes. Because they are less cumbersome to wear than the old-style block of foam jackets, they can be worn in comfort for the duration of a typical day out in a small boat."

"Nearly two million people in NSW alone go boating each year, and accidents happen suddenly, and to anyone. This partnership is about educating people about the benefits of normalising the wearing of lifejackets."

Given the importance of such safety equipment, scrimping on life jackets is not the way to go. For a premium product, expect to pay \$200 and up. The professional ranges can retail at around \$240 and above.

Like all safety gear, regular service is imperative. Most manufacturers recommend you service or check over your inflatable lifejacket once a year, which means inflating them and leaving them overnight to see they're alright. If they're not, they should be disposed of and replaced. Inflatables are designed to be replaced, not repaired. In the case of foam-filled lifejackets, there is no requirement to service them, so people can become complacent and leave lifejackets unchecked in storage where they can rot, rip or become redundant, superseded by newer, slimmer and more buoyant models.



THE SKIN YOU'RE IN
From the top: The ErgoFit 190 Coastal, 190 Offshore and 290 Ocean from brand Crewsaver are stylish, comfortable and ergonomic.

The Crewsaver range approved to ISO12402 standards includes the ErgoFit 290 Ocean and ErgoFit 190 Offshore for offshore racing and sailing, and the ErgoFit 190 Coastal, which boasts the same high level of construction, style and comfort to provide the reassurance of a professional quality jacket for recreational boating.

Representing the culmination of over five decades of development and customer feedback – from single-handed round the world sailors to recreational club racers – this new range of 3D moulded lifejackets provides superior quality and fit along with market-leading safety features and performance.

All three ErgoFit lifejackets have twin crutch straps, an integral deck safety harness and a neoprene pocket for stowing a safety knife. The ErgoFit 290 Ocean and ErgoFit 190 Offshore also feature an integrated hood and SOLAS approved light as standard. The market-leading lifejackets are all highly durable with soft comfort mesh on the inside, foam padding including at the back of the neck to prevent rubbing and rapid adjusting buckles for perfect fit.

The entire ErgoFit Collection features an exceptionally well-crafted bladder delivering a faster turn speed, and also ensures that the wearer's airway is lifted further above the water when it matters the most.

LIFEJACKET LIGHTS

New to the market is the Daniamant range of Alkaline Lifejacket Lights, available through Drew Marine Signal & Safety Australia. Known as M4-A and W4-A, they meet all the testing requirements of SOLAS, lasting 60 hours which exceeds the required eight hours. The main benefits over lithium lights include no transport restrictions and no disposal problems at end of life. The M4-A is a low profile light is a single compact flashing unit that is manually activated by pressing the switch on the front of the light. The light is emitted through an ultra-low profile dome, making the light less susceptible to damage during evacuation.

The W4-A is the automatic version of M4-A. The light activates automatically when in water and can be turned off manually if required.



“Whatever the size of your vessel, if you’re in the water, you need to prepare for the unexpected. Maintenance is key.”



EPIRBs

An Emergency Position Indicating Radio Beacon (EPIRB) is the essential safety product for your boat.

Market leading Emergency Beacon manufacturer GME manufactures the MT 600G, the EPIRB with improved GPS functionality ensuring faster location in an emergency situation. Drawing on 35 years' experience designing and manufacturing EPIRBs for Australian conditions and demands, the MT600G features a 10-year battery life and advanced self-testing capability for greater peace of mind. The GME MT600G comprises a 66-channel GPS receiver which reduces the search area to a 100-metre radius, and a 121.5MHz homing signal to further aid in location and retrieval. Complete with quick-release mounting bracket and automatically deployed antenna, the MT600G is certified by COSPAS SARSAT for worldwide usage and retails for \$399 including GST. According to GME Marine Marketing manager, Brad Darch, GME EPIRBs and 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."

Ocean Signal's RescueME range of safety products, distributed by AllSat Communications, provides both recreational and commercial mariners with simple to use, compact and affordable life-saving solutions. RescueME is derived from Ocean Signal's extensive experience in developing world class products for the professional GMDSS and SOLAS deep sea sector (the SafeSea range). RescueME offers rapid deployment in a life threatening situation.

RescueME EPIRB1 is the world's most compact Emergency Position Indicating Radio Beacon. It comes with a 10 year battery life and its compact size allows it to be easily retained within its manual release bracket or placed in an emergency grab-bag or life raft. A simple protective tab over the operating keys prevents inadvertent activation yet allows for easy single handed activation when required.

The RescueME EPIRB1 also features two high brightness strobes to maximise visibility in low light conditions. The retractable antenna provides maximum protection and a reduced outline for stowage. It's supplied with an integrated 66 channel GPS as standard, providing accurate positional information to the emergency services to assist rapid rescue. When activated, the RescueME EPIRB1 transmits your position and your unique ID to a Rescue Coordination Centre via satellite link. This information is then forwarded to the relevant local Search and Rescue services.

Established 25 years ago, Australian manufacturer, KTI enjoys an international reputation for supplying electronic safety equipment to aviation, marine, military and specialised consumer markets, including EPIRBs and rescue beacons. KTI holds several COSPAS/SARSAT approvals for its range of 406MHz emergency beacons that have replaced the 121.5MHz units since February 2009.

According to Mark Knowles, KTI General Manager, KTI makes the GPS EPIRB, SA1G, the only EPIRB with a 10 year battery life and 10 year warranty. "The SA1G is Australian-designed and manufactured in Victoria, supported by local network and the factory," he says.

The SA1G gives advanced location accuracy and provides up to three days transmission time once activated. Featuring an in-built high intensity strobe light for visual detection especially in poor visibility conditions, the SA1G aids rapid and precise location in an emergency.

GET THE GEAR
From the top:
The popular rescueME range; GME's MT600G EPIRB; Australian manufacturer KTI make military-grade beacons; GME's Accusat MT410G PLB; The Daniamant DAN W4-A lifejacket alkaline light.

PLBS

GME's AccuSat MT410G is a compact and lightweight PLB with a host of user benefits. The MT410G offers a seven-year battery replacement life and a seven-year warranty. The high intensity LED and 'Non Hazmat' battery pack all contribute to the unique GME AccuSat advantage.

Using the latest cutting-edge microprocessor technology, GME's engineers have been able to provide the outdoor adventurer with a 406 MHz PLB solution that is affordable and easily transportable, providing enhanced peace of mind for sailors, bush walkers, 4WD enthusiasts and aviators should emergency assistance be required.

The MT410G is lightweight, compact, robust and boasts high-visibility with flashing light, plus a 50-search channel GPS receiver for better than 100-metre accuracy. Its unique patented technology means there's no warm up period. It comes with protective carry pouch and retention strap and is fully buoyant.

The KTI Safety Alert PLB is pitched as "the perfect companion".

"While it does not replace a statutory EPIRB, our PLB has the same lifesaving technology in a smaller, lightweight design and is supplied with an impact resistant case, retention lanyard, mirror and whistle and is self-buoyant without any external flotation cover," explains Mark Knowles.

"Following feedback from customers, it now comes in bright yellow, and we have added an OH&S safety upgrade – a break section (weak section) on the lanyard, as many sailors wear them around their neck. We recommend they should be carried in a zip up pocket, not around your neck. But the reality is, people will do that."

Other features include 66 channel GPS with 3-metre accuracy; uses both the mandatory 406 MHz digital transmission and the 121.5 MHz analogue signal for rapid homing; subscription-free and communicates directly to national SAR authorities worldwide; salt water and corrosion resistant to 3-metres; non hazmat battery, safe for air transport and contains no toxic Sulphur Dioxide (SO₂).

The KTI PLB offers a class leading 10 year battery life. Ultra-low current circuitry and low-loss antenna system delivers performance that exceeds the COSPAS-SARSAT requirements of 24 hours continuous transmission at -20°C.

For premium performance the KTI Safety-Alert PLB is GPS equipped with a location accuracy of down to 3.0 metres. The GPS receiver is coupled to a chip style antenna which provides high sensitivity together with superior resistance against detuning by nearby objects.

The ultra-compact RescueME PLB1 can be easily fitted into your life-jacket or belt. RescueME PLB1 can be operated with a single hand in even the most challenging situations. A simple spring loaded flap covers the activation button preventing inadvertent use. The integrated ultra-bright strobe light ensures maximum visibility. RescueME PLB1 provides the reassurance that emergency services can be alerted by the press of a button. It works with the only officially-recognised, worldwide dedicated search and rescue satellite network (operated by Cospas Sarsat). Funded by governments, there is no charge to use this service. When activated, the rescueME PLB1 transmits your position and your unique ID to a Rescue Coordination Centre via satellite link and the relevant rescue services are promptly notified of your emergency and regularly advised of your current location. To assist with search and rescue, a homing signal is transmitted on 121.5MHz. This is received by equipment fitted to both sea and airborne rescue craft.

PainsWessex
MARINE DISTRESS SIGNALS



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**Drew Marine
Signal & Safety Australia**

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Email info@aurora-marine.com

www.aurora-marine.com

MOBS

The best chance of rapid rescue if you fall overboard comes from your own vessel. Your crew needs to be immediately aware of the incident and keep track of your position whilst recovery is carried out. Even in the most moderate of seas it is alarming how quickly a visual sighting of a man overboard can be lost.

The RescueME MOB₁ is made to be installed within the lifejacket and will activate automatically on inflation, sending the first alert within 15 seconds. The integrated strobe light ensures maximum visibility in low light conditions. RescueME MOB₁ is compatible with even the most compact inflatable life-jackets. Once activated your MOB₁ will transmit an alert to all AIS receivers and AIS enabled plotters in the vicinity. The integrated GPS ensures precise location is sent to your vessel and any others that may be assisting. An additional feature of the MOB₁ is its ability to activate the DSC alarm on your vessels VHF, alerting your crew to the situation.

The Pains Wessex Manoverboard MK9 Compact Lifebuoy Marker is normally attached to a 4kg lifebuoy. It is automatically or manually deployed to mark the position of a person in the water by day or night. It features unique self-activated LED light pods which exceed SOLAS requirements for 2 candela light output and 2 hours duration, plus providing 15 minutes of dense orange smoke.

From SOS Marine comes the first inflatable marker Dan Buoy to have the testing to International Standards (ISO 12402.9.2006). SOS Dan Buoy suits for all boats, from navy patrol and rescue boats to yachts small and large.

Designed, manufactured and patented by SOS Marine, Australia, the SOS Inflatable Marker Dan Buoy is a new life-saving technology in person overboard situations, providing rapid flotation assistance to a person at risk of drowning.

Among its unique design features is its capacity to work in an instant. Just throw it in the water. Once thrown into the water the SOS Dan Buoy inflates using a similar mechanism to an inflatable life jacket. Highly visible up to 1,700 metres away, it has two handles located just above the surface of the water to enable the person to hold onto while awaiting rescue.

It is easily stowed, low maintenance and reusable. Available to two sizes: SOS-6375 33 gram Dan Buoy for leisure boating safety and SOS-6377 60 gram Dan Buoy for Naval Forces



and Rescue Operations.

Designed to work in tandem with MOB operations, in retrieval and rescue, the SOS Rescue Ladder was short-listed for the 2015 METS DAME Awards.

According to SOS Marine, its ease of use and comprehensive capability to save a life are the reasons for its global appeal. The two-in-one multi-function design of the ladder enables it to perform two types of recovery using the one product. The rungs can be used as a ladder or the entire shape can be used to lift a victim horizontally.

Unlike typical boarding ladders, the 'soft' design of the mesh boarding ladder with lightweight rungs is designed not to injure the victim when the boat rolls.

The key to the ladder is the four attaching points which provide greater security and stability. It is suitable for both sail and power vessels with up to 6 foot topsides-water to gunwale.

Due to demand from short-handed crews and those who want to prepare well beforehand, the SOS Ladder can now be enclosed in its own Sock and be attached to the toe rail ready at a moment's notice.

Once the ladder is secure to boat, it is then concertina folded into the 'Sock' leaving the release rope protruding downwards. The ladder is now set up and can be pulled or extended out by pulling down on the release rope whilst at sea level.

FLARES

The rescueME EDF₁ electronic distress flare offers users a safe and long-lasting solution to visual signalling in an emergency. The unique lens design combined with

the use of advanced LEDs and highly efficient circuit technology ensures a constant level of light output throughout the life of the user replaceable battery. The light output is a beam of over 30° throughout the full 360° azimuth, providing in excess of 6 times more light coverage than other electronic flares. Light is also distributed throughout the hemisphere above the unit to ensure visibility from the air. Unlike single use pyrotechnic flares the rescueME EDF₁ can be used repeatedly in any of its four modes, ensuring continued visibility is maintained over a longer period. The unit is both safe to store and operate while also eliminating any worries associated with disposal.

The compact size and rugged design means the rescueME EDF₁ is the perfect safety product for a grab bag or life raft.

**MEDICAL KITS**

MedAire is the leading provider of global medical and travel safety solutions for yachts, providing medical kits and medical services tailored to the specific needs of the maritime environment. MedAire can provide offshore cruising kits, yachting Australia keel racing kits and all AMSA scale kits for commercially registered vessels. MedAire also manufactures the only kits that include all required medication, including prescription medication.

To complement their kit offerings, MedAire also offers a 24/7/365 medical assist program connecting Level 1 Trauma Centre doctors with offshore crew and passengers, as well as advanced medical training which can be completed in a classroom or onboard your vessel to ensure that you are best prepared for a medical emergency, whether at sea or shore.

TRAINING

Perhaps the most crucial tool in the safety kit is training. Terry Wise, Principal at the Pacific Sailing School, part of the CYCA, says having a "safety ethos" is vital onboard any boat, as is updating your safety training since techniques and equipment are often superseded, based on learning gained from the analysis of incidents on the water.



Martin Silk YA SSSC Chief Instructor reports Yachting Australia has introduced many changes over the last 12 months including running an update course.

"The update course includes pool and lifejacket practical session, updates on technology, methods, rules and equipment, based on lessons learned from recent incidents. The only pre-requisite is to have previously held a SSS certificate. Regardless of expiry date, it is strongly recommended that all crew members should undertake training as in OSR 6.01 at least once every five years."

For offshore sailors, the World Sailing (previously ISAF) Offshore Special Regulations of 2016-2017 specify the following content within the Update Course: The importance of a 'safety ethos'; responsibility of person in charge for safe conduct of vessel and oversight and direction of crew actions; responsibility of crew members for their own safety and in the discharge of their duties, to contribute to the safety of the vessel and the rest of the crew.

"The main objective of these courses is to provide vital background information and best practice in emergency situations. Instructors are regularly updated with the latest information on technology, methods, rules and equipment. Lessons learned from recent incidents are passed on to Instructors each year and in turn to students."

Pacific Sailing School conducts ISAF Safety and Sea Survival Courses throughout the year. More at www.pacificsailingschool.com.au

BOAT ALARMS

Monitoring and tracking their boats while onshore or remote is a priority for many yachties.

The planned closure of the Telstra GSM network at the end of 2016 led SmartMarine to develop a suitable device to monitor and track assets across the 3G/4G Telstra Network. The SmartMarine SIM Tracker combined with its dedicated Telstra plan and access to SmartMarine online software delivers a one-stop solution for monitoring a fleet of assets.

As Dee Montague-Jones explains:

"We offer online access via: mobile, tablet or desktop to see where your boat is now, at an affordable price. We use Google maps and satellite view to track and follow your boat live. You can rewind data for up to three months to see where and when your boat has been with detailed GPS accuracy."

The device not only tracks but also monitors battery disconnect alarm; bilge alarm; Geo Fence, using easy to use map clicks to draw an area where you want to be alerted if entered or exited; hatch sensors to alert of unauthorised entry.

Distributed by AllSat Communications, SPOT Trace allows you to track and view your yacht's GPS coordinates using the online user console. Monitor your assets in near real time using Google Maps™. Satellite technology tracks beyond the range of normal mobile network coverage. Users receive SMS or email notification when movement is detected. Select from 5 through to 60 minute tracking intervals. Compact and easy to install, SPOT Trace comes with long battery life and plug in power options. ↓

COME PREPARED
Opposite page, from top: SOS Recovery Ladder in action; Vast choice in the compact yet handy range of Medaire medical packs; The Pains Wessex MOB Mk9 PW; SOS Dan Buoy; An essential aboard any boat is the electronic distress flare by RescueME EDF1.

World's Smallest Rescue Devices

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GPS



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MHz



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AIS



rescueME EDF1 Electronic Distress Flare



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Brothers Greg and Patrick Johnston have been pioneering and perfecting the wing sail for 30 years, admitting that their hobby (“obsession”) has developed into their livelihood.

They say their Semi Rigid Wing (SRW) system is suited to almost any sized yacht, from small craft to superyachts. The simple and robust design means it can withstand the rigors of ocean sailing and racing.

In the early years, the market just wasn’t receptive to their concept. But then two things changed: “First, the 33rd America’s Cup came along and

Oracle beat *Alinghi* convincingly,” explains Greg. “That put wing sails on the agenda. Then, the cost of exotic materials like carbon fibre has reduced by an order of magnitude over the years, and the cost of computing power has also dropped.”

The duo’s introductory production rig is fitted to the world’s first one design sports boat featuring a wing sail, the K8, which is already attracting worldwide attention, winning *Yachts and Yachting Magazine* (UK) 2016 Sportsboat of the Year.

Now, at the production ready stage, Greg and Patrick share their innovation and insight.

Why is your wing sail design unique?

GREG: Our wing sail is novel as it uses mast rotation to force shape into battens in the wing membranes. So once put into shape the mast and battens form a semi rigid aerofoil frame that is covered by the wing membranes. This allows the shape of the wing to be changed to increase thickness and camber and for it to be set up on either tack. The mast becomes an integral part of the wing so mast drag is eliminated. This system is very light and very simple. It can be hoisted and reefed like a normal sail and its about the same weight.

How did the concept come to light – what inspired the first discussions and designs and when was that?

GREG: Patrick became interested in the hydrodynamics associated with the winged keel on *Australia II* in 1983. Consequently he started reading about hydro and aerodynamics. One of the texts that had a really big influence on him was “*Aero-hydrodynamics of Sailing*” by Czeslaw Marchaj, which was published in 1979.

A topic in that book that gets quite a bit of attention in the effect that both the sharp leading edge of the jib and the mast of the mainsail have on sails. Patrick started thinking of ways to eliminate the mast drag from a mainsail and at the same time provide a better aerodynamic wing section.

What are your backgrounds?

GREG: Patrick and I have had boats together most of our lives, the first when I was six and Patrick was seven, from sailing *Mirrors* and *Flying Ants*, to 16-foot and 18-foot *Skiffs*, to an 18-foot *Hobie* cat.

In my late teens and early 20s I got interested in ocean racing and while I was studying electronics engineering I also developed a range of *Gore Tex*

WING
MEN

TWO BROTHERS, GREG AND PATRICK JOHNSTON, JOINED FORCES IN A WING SAIL CONCEPT THAT, NOW HAVING COME TO FRUITION, GIVES SAILORS MORE CHOICE, MORE SPEED AND MORE LIFT, AS JENI BONE DISCOVERED.

offshore wet weather gear under the name of Nautical Systems. The Nautical Systems wet weather gear pioneered the use of Gore Tex fabric for sailing applications. At about the same time, Patrick came to me with the wing sail concept and jointly we developed that through to a working prototype on an 18-foot Skiff.

I have worked in a variety of fields from mining and mineral processing, to telecommunications, to software development. I have an engineering degree and a Masters of Business Administration.

PATRICK: From a very young age I had a passion for sailing and building things so I pursued a career in boatbuilding. I had exposure to the early Australian AC 12-metre campaigns and when I first saw the A2 wing keel my life changed. I wanted to know how and why it worked. I started reading and as my understanding of aero/ hydrodynamics grew so the SRW was born. I worked as a shipwright in 1987 for Taskforce 87 AC defence for

Australia, while at the same time with my brother Greg building an 18-foot skiff equipped with the first SRW.

I have done a multitude of jobs in many different industries, went to university to study Environment, then taught construction of aluminium ships and ended up being in charge of a flight deck on an offshore oil rig.

My real passion is building high performance yachts. While making money doing such things, Greg and I were putting whatever we could into building and testing the SRW concept.

What were the main challenges you had to overcome in its evolution?

GREG: Initially our biggest concern was that the air pressure would cause the wing membranes to be sucked together, which would make the idea unworkable. Our first prototype was a one-metre high rig made using balsa wood battens and spinnaker cloth on a wooden mast. We couldn't afford wind tunnel testing so we had to improvise. We knew from our calculations that to

get anything like the right sort of flows on a one-metre model we needed about 60 to 70km/h of wind.

So we pressed Patrick's Holden ute into action. We rigged the model up above the cab so that I could ride in the back and observe and adjust the sheet angle and it worked just fine. At about 70 km/h and a 10-degree angle of attack the loads became a bit high for the materials used and it pretty much destroyed itself. A great success! Unfortunately it was before GoPros!

Another issue was dealing with twist in a three-dimensional structure. Masts are inherently resistant to twisting. Wings (and sails) need to twist to account for wind shear and also to provide depowering and gust response. Twisting a pair of battens around a mast results in the wing section becoming thicker, which is exactly the opposite of what you want.

So we had to find a means of allowing twist to occur and yet either maintaining or reducing the section thickness. The result of this is a unique control system. We can now actually make the top section of the wing flat so that it feathers in gusts, or thicken them up if you require more power in light airs.

Staying a rotating mast on a narrow platform and getting adequate rig tensions was another challenge. We have now developed a rotating spreader system that allows us to carry normal rig tensions on a rotating mast.

Getting the mast shape right was also something that required some effort. The mast forms the leading edge of the aerofoil. It also rotates to create the aerofoil frame. It has to work on both port and starboard tacks. There is a relationship between the mast shape and size the effect that rotation has on thickness and camber. There is also a relationship between the mast rotation and the spreader rotation design. It took quite a bit of computer modelling to determine the right combination.

This also fed into batten design. We reviewed different mast shapes in combination with different batten characteristics, and modelled these at different rotation angles and other rig settings. The result is that we now have a good understanding of the mast shape and size requirements and limitations. This gives us parameter limits to work within for practical designs. This influences the structural engineering requirements. So all in all there is quite a lot of experience that goes into the design of any rig.



MEETING OF MINDS

Left: Greg Johnston developed offshore sailing gear with Gore Tex fabric before joining forces with his brother Patrick in what has become the K8 wing sail concept.

Eliminating weight is always a challenge for rig designers. Our goal has been to get our wing sail down to conventional sail weights. This has required the elimination of unnecessary parts and minimising the weight of the remaining parts. At the end of the day, reducing the part count has multiple benefits. It reduces the complexity which in turn increases the reliability and reduces the cost.

All this has to be considered in the context of ensuring that the product is usable by normal sailors and can be manufactured easily. We're now at the point where we believe our designs are capable of being deployed in production boats.

“When I first saw the A2 wing keel my life changed. I wanted to know how and why it worked. I started reading and as my understanding of aero/hydrodynamics grew so the SRW was born.”

PATRICK JOHNSTON



SPREADING THEIR WINGS
Left: Patrick Johnston is a boatbuilder by trade and has been testing and developing the wing system for 30-odd years.

What kept you motivated over these 30 odd years?

GREG: Moments of sheer brilliance in performance! Times when the set-up was just right for the conditions and the performance was just too good to ignore. Over the years of sailing with the wing had enough performance highlights to keep us motivated. When these happened, it surprised us how easily the performance came.

Learning how we did it was the turning point, once we were able to replicate performance over a range of conditions we made the commitment to build for production. For many years it was really a hobby for us. We had explored the market in the late 80s and really found that it was not receptive, but we just could not let it go.

The 33rd America's Cup was the catalyst for dusting off old prototypes and for exploring the aerodynamics in a lot more depth. Venturing into CFD to explore the performance of the section shapes we were achieving was a breakthrough. I was surprised at just how good the numbers from the modelling were. The modelling also helped us refine our setups far more quickly than we could by prototyping.

What were some of the “moments of brilliance” and what did they indicate to you would make the project worthwhile/commercial?

GREG: One poignant example was when we had re-assembled the prototype on our old boat, *Shapeshifter*, after quite a lot of computer modelling to optimise the setup. On the first sail we were sailing upwind in 15 knots of breeze. A strong gust, in excess of 20 knots came through. Rather than sheeting out to de-power we just wound the boat up through 10 to 15 degrees to windward. It didn't slow at all, if anything it went faster and way higher. And all of this was with very light helm and very easy control. Our 23-foot boat felt like a 40-footer going to windward.

Why do you believe in this system – how would it advance sailing, both racing and cruising?

GREG: From a racing perspective, the wing brings into play new tactical options. You hear the AC sailors talking of modes – low and fast or high and slow. The SRW wide range of performance actually means that there are quite big differences between these modes. So you have a lot more flexibility in terms of race tactics.

From another perspective, foiling is the rage at the moment but I think this is ultimately going to push



conventional sail technology to the limit. Foiling upwind results in very low apparent wind angles. The aerodynamic stability of a wing is really much better suited to this type of sailing. Furthermore, a wing sail can enhance both upwind and downwind performance of modern non-foiling designs. A more stable aerodynamic package will open up design options for yacht designers. Ultimately there is an opportunity to optimise the whole yacht/wing package. A more stable aerodynamic package will ultimately

allow the size of control surfaces, like rudders to be reduced.

We are just at the beginning of a new technology curve and I think our wing sail has a part to play in pushing the performance envelope.

The application to cruising boats has great benefits due to ease of obtaining high performance and the robust stable nature of the SRW. The SRW is much more forgiving than a conventional sail. It is much easier to sail a course with far less trimming and that translates

to increased comfort and easier sailing. The inherent stability of the SRW means that it does not flog or flap. This means that the sails last longer. Tacks are quiet and far less dramatic. You basically sail the boat through the breeze, simply swapping the asymmetry from one tack to the other on the way through. When in "neutral" (when there is no induced shape in the wing) it just feathers, with still no flapping or flogging. All in all, this makes for a more pleasant, safer sail. Hoisting and reefing are much like on a conventional sail and the wing easily drops into lazy jacks.

Who else is onboard – do you have supporters, funding, people who believe in it too?

GREG: We are self-funded, which has limited the rate of progress, however, interest in the project is growing. We can always do with more support, so we are open to discussions with interested parties.

We have had great support recently. Elvstrom sails have worked with us to develop light wing membranes. NKE Marine Electronics are working with us to develop an instrumentation package suited to the SRW.

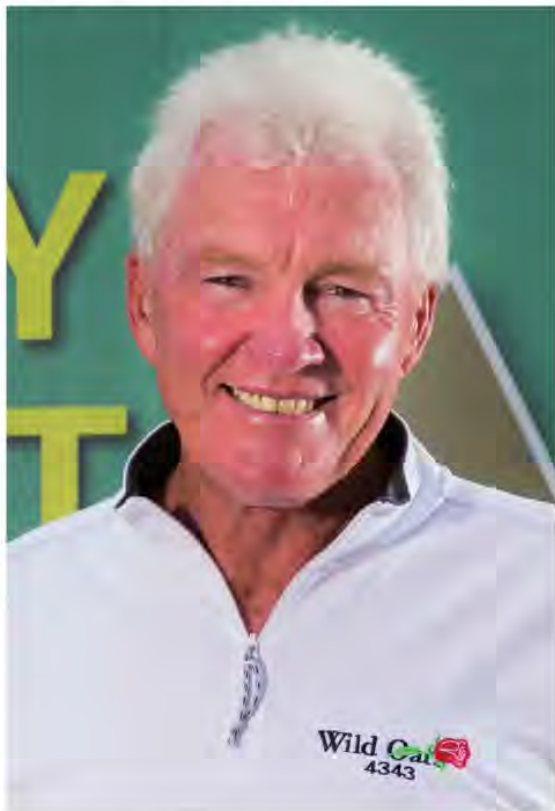
Our rigging partner Upfront Performance Masts and Rigging have developed a textile rigging package for the K8 Sportsboat and we will be working with them to provide rigging for other designs as well. C-Tech in New Zealand are working with us to put the SRW into production. We have had great support from Ropeye, who have supplied all of the soft rigging attachments for the K8. We have also had a pretty good deal from Harken who have supplied all of the deck for the K8.

And, of course, there is the team behind the K8: G Yacht Design Naval Architects designed the K8 around the SRW, Katabatic Sailing in Valencia have been working with us to promote the K8 and the SRW. There are other 'believers' and we will be making further announcements about other products soon.

When will we see it in production?

GREG: The design is production ready now. We will be producing rigs for the K8 in the first half of this year. We are also looking to expand the range and have completed designs for an extruded aluminium "cruise" version. There are a couple of other things in the pipeline as well but it is too early to announce anything. ⚓
www.advancedwingsystems.com
K8Sports.com

MULTI TASKING
 For cruisers, the K8 wing system is easier to sail, with less trimming and less dramatic tacking. For racers, the wider range of performance the K8 wing offers gives competitors choice of race tactics.



TRUE BLUE

ONE OF AUSTRALIA'S MOST RESPECTED OCEAN RACING YACHTSMEN, ROGER HICKMAN, PASSED AWAY PEACEFULLY IN SYDNEY FOLLOWING A SHORT BATTLE WITH CANCER. BY DI PEARSON.

Born and bred in Tasmania, Roger, a CYCA member since 1993, collapsed in Hobart on New Year's Eve, having competed in the Hobart race. He returned to Sydney for treatment to brain tumours and remained positive and upbeat. "Everything I read and see is back to front, so I can't even call wind shifts right," he said laughing in February.

He was in fine form prior to the 2015 Rolex Sydney Hobart, showing no signs of what lay ahead, as he concentrated on his dream of trying to win the Hobart two years running. Among the frontrunners for the overall title to the last, 'Hicko' subsequently finished sixth overall

and third in division.

Hicko left this earth with no regrets. He packed a lot into 62 years, including a Directorship at the CYCA from 1996-1998, where he was Rear Commodore from 1999 to 2005, with the exception of 2004 when he served as Vice Commodore. He was also elected President of Yachting NSW in 2008.

Following the 2014 Hobart race, Hicko celebrated his victory and his 60th birthday with the *Wild Rose* crew, which included his brother Andrew and sister, Lisa, first timers to the race. At the time, he was looking forward to celebrating the 'Old Girl's' (*Wild Rose*) 30th birthday in the New Year.

Hicko was chuffed to receive phone calls of congratulations on his Hobart victory from around the globe, none more so than one from the late Bob Oatley: "I feel lucky and privileged to have Bob Oatley's boat. I did three Hobarts with him on this boat.

"When I bought the boat from him six years later, he almost gave it to me. I only had half the money and Bob said, 'Roger, you were the only guy to go to the bar and buy me a drink after sailing, don't worry about the rest'. He was so gracious. I wouldn't have been able to get involved in that boat otherwise," an emotional Hicko said at the time.

The sport of sailing is richer for Hicko's legacies. With one of the most enviable offshore track records around, he was a yardstick for many. The 39 Sydney Hobarts race veteran was held in high esteem. He had won the CYCA Blue Water Pointscore five times and the Sydney Hobart three times – twice with *Wild Rose* (1993 and 2014) and in 2000 as sailing master of *Ausmaid*. And he was truly looking forward to his 40th Hobart this December.

Hicko also sailed in the Dragon, Etchells and Farr 40 classes at an international level and honed his skills regularly sailing a Laser on Sydney Harbour. He was looking forward to competing in the Dragon class this year with the legendary Gordon Ingate, and felt sure he would recover to do so.

So many sailors have benefitted from Hicko's experience and knowledge. Those who crewed for him on *Wild Rose* – and the high profile boat owners who asked him to whip their boats and crew into shape, such as the likes of Yachting Australia president, Matt Allen (*Ichi Ban*), Alan Brierty (*Limit*), Chris Dare (*Flirt*) and Kevan Pearce (*Ausmaid*).

Hicko insisted some of his crew be part of those deals so they would experience ocean racing at an elite level, and he thrived watching them grow. His leadership, training, and generosity have churned out numerous top-level sailors, who started at grass roots level. Among them are many female sailors – Hicko has paved the way for equality in sailing. His crew has always been a blend of male and female, and in recent years, it has been a 50/50 split.

In fact, Jenifer Wells from his crew was named Crew Person of the Year at the CYCA's 2013 Ocean Racer of the Year Awards, and Navigator of the Year in 2014. Others from Hicko's female crew to have won the Crew Member of the Year award are Lori Wilson (1994) and the late Sally Gordon in 2000. This commitment from Hicko has led to other Australian yacht owners adding multiple women to their crews.

Hicko's leadership qualities were identified early on, when he was named captain of his high school in Tasmania. On leaving school,



ROLEX / CARLO BORLENGH / DANIEL FORSTER

he trained as a deck officer and eventually qualified as Ship's Master.

Roger Hickman was a director of the CYCA at the time of the tragic 1998 Hobart race, in which he skippered *Atara* to sixth place overall. In 1999 he was appointed Chairman of the Club's Sailing Committee, and was an integral part of the Review Board, created to undertake a complete analysis of the entire Club's operation, proceedings and responsibilities in conducting the Sydney Hobart.

As part of the review, Roger identified a lack of knowledge in safety procedures and equipment by various racing crews, and saw the need for formal safety at sea training. He took on the task of writing the curriculum and trained instructors to a qualified level, from which the Club adopted the Safety at Sea Survival



Course (SSSC), using the knowledge and experience gained from his 25 years as a Merchant Seaman.

So successful was the scheme, it was adopted Australia wide, then worldwide. It was consequently made compulsory by ISAF; incorporated into the international body's safety requirements for all major yacht races worldwide. Through Roger's efforts, SCCC qualifications have saved hundreds of lives.

Hicko's legendary status in ocean racing has earned him accolades, such as being named CYCA Ocean Racer of the Year in 1997 and 2014, and is among the contenders for the 2015 awards after winning the 2014 Hobart. He was a finalist in the 2014

Yachting Australia Awards and was inducted into Yachting Tasmania's Hall of Fame the same year.

Wild Rose crewmember Phil Endersbee knew Roger better than most, as they started primary school together in Hobart and have remained friends.

"We did our first overnighter on *Bronzewing* (a 36-foot yacht belonging to Roger's dad Jim) for his ninth birthday. At 15, with two other friends, we cruised the east coast of Tasmania on the boat. No adults, a hand held compass only, a couple of charts, no toilet, fridge or inboard engine; this was how Roger obtained his Duke of Edinburgh Award," Phil said in an interview last year.

SAILING'S PIONEER

Opposite page: Roger and the *Wild Rose* crew at the 2014 Rolex Sydney Hobart Yacht Race prizegiving when they won the Tattersall's Cup, which was Roger's third win, twice in *Wild Rose*: 1993 and 2014; Above: *Wild Rose* in the 2015 Rolex Sydney Hobart Yacht Race, which was Roger's 39th (and last) race south. He finished sixth overall.

Hicko's dad was a passionate sailor who took him in the 1958 Bruny Island Race when he was just three. When he was 15, Jim built his son a Cadet, which Hicko skippered to second place at the Worlds in Hobart. He and Phil then finished fifth at the 1971 World's in the UK. They were 16, and the first Australians ever chosen to compete overseas at a Cadet Worlds.

Hicko was a hard taskmaster on the boat, but he had a great sense of humour. I interviewed him for an *Offshore Yachting* story last year, and his navigator Jen Wells joined us. We were comparing our 'Hicko' moodier moments sailing stories in front of him amid much laughter, and he joined in, making fun of himself, which was typical 'Hicko'.

Jen said at the time: "Racing he's very demanding and has high expectations. The more experienced you get, the more the expectations are, so you're never in your comfort zone. But the crew respect his seamanship and knowledge so much that we look past his temperament and foibles.

"All is forgotten and forgiven ashore. He has an incredible sense of humour – I love lying in my bunk off-watch and listening to him up on deck, laughing at his stories. When he starts singing, you know he's in a really good mood. He also has a soft side. On deliveries he's relaxed and fun, because the pressure's off."

Hicko has also been a supporter of charities, including the Kids Cancer Project, which raises money for research into childhood cancer. This is highlighted during the Rolex Sydney Hobart Yacht Race each year, when a group of yachties raise awareness by sitting bears on the rail of their yachts, and raise donations in Sydney and Hobart.

The morning of his passing the tributes were pouring in, as so many remember a remarkable man. Yacht owner, Shane Kearns, summed up: "Hicko was the first person to greet us in Hobart and congratulate us (*Quikpoint Azzurro* finished third overall and beat *Wild Rose* by one place in division). Now my idol and fiercest competitor is gone..."

On learning of Hicko's illness, Shane was one of many who offered to sail *Wild Rose* back from Hobart, but Hicko resisted, insisting he would get well enough to bring his boat home to the CYCA.

Our sympathies are with Roger's partner, Sandy Eastman, his brother Andrew, sister Lisa and their families. †



1.



2.



3.



4.



5.



6.

1. HEAD OF THE RIVER

The SWI-TEC Mastlift can carry persons up to 150 kilograms and allow them to raise or lower themselves with little effort. A protective cover made from neoprene sheilds it from impact damage and a Guide Roller allows the use of the mastlift in heavy seas by hauling it up over the furlled headsail or along the topping lift. From RRP \$1,640
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2. BARE NECESSITIES

Now you don't have to miss out on vital nutrition just because you're at sea. Bare Blends are making it possible to have cold-pressed juices with their clever freeze-dried juice blends that give you a tasty and nutritious choice from an immunity blend, Bare Greens and Bare Berries blend. They're a deal with a two-year shelf life, are certified organic and only approximately \$2 per serve. RRP \$29.99 for 100 grams.
www.bareblends.com.au

3. MOTION CAPTURE

The latest camera from GoPro, the HERO4 Session, is the smallest and lightest camera yet. The tiny camera is designed with built-in waterproof technology and has one-button control so it's easy to capture your on board experience. Built-in WiFi allows you to connect to your smartphone via the GoPro App so you can view and control your images, or upload directly onto social media. RRP \$299 and a strap for your wrist or a pole or mast: RRP \$94.95
www.gopro.com

4. BATTERY SENSE

CTEK's new CTX Battery Sense makes it easier for owners and skippers to monitor the state of their batteries via their smartphone or tablet. A monitor and a free App connects via Bluetooth and will alert users via their phone or tablet if it detects that their battery has reached a critical charge level. It also uses a "traffic light" display that shows how charged the battery is at any given time. RRP NZ\$129.99
www.lusty-blundell.co.nz

5. LIGHT THE WAY

Adding lighting doesn't have to include drilling holes or running wires. Davis Instruments' RailLight means you can enjoy up to eight hours of light on a full charge while its design makes for easy mounting on boarding steps, ladders, biminis, awnings, dock posts or walkways. It can easily be taken ashore for nights on the beach and if the boat loses power, the RailLight can serve as an emergency light or signal beacon. It floats if dropped in the water. From Approx RRP \$39
www.davisnet.com

6. WINTER WARMER

The BR2 Offshore Jacket is designed for cruising sailors who spend considerable time on the water. The jacket is mesh-lined and offers a high level of waterproof and breathable foul weather protection. Features such as the high fleece-lined collar, a double storm flap and fleece lined pockets will enhance wearer comfort on the water. RRP \$579.95
www.musto.com.au



1. POCKET SIZE

Spyderco's Snap-It is back by popular demand in an updated design named the Snap-It Salt. 100 percent rustproof H-1[®] steel, the nitrogen-based, work-hardening alloy is completely immune to corrosion, an essential for tools that are worthwhile stocking on the boat. It is also made with a sharp, long-wearing edge and a tough, springy spine and is available with either a plain or serrated edge. A high visibility yellow colour also makes it easy to find at the last minute. RRP \$134.95
www.spyderco.com

2. PROTECT & SERVE

Whether cruising or racing, extended hours outdoors calls for serious sun protection. Sun Bum offer a huge array of products from sunscreen sprays, to lotions, to lip balms that are designed to let you spend more time in the sun – and aboard your yacht. Clever day trip packs plus handy applicators and after-sun protection are also useful as water reflection can increase the potency of UV radiation by 50 percent, making it even more vital to cover up during forays onto the boat. From RRP \$3.99
www.trustthebum.com

3. WEEKEND GETAWAY

Escape for the weekend with State of Escape's dual tone bag in navy and hot coral. These soft oversize carry-all bags are made from perforated neoprene fabric supported by high performance sailing rope, which allows the neoprene to

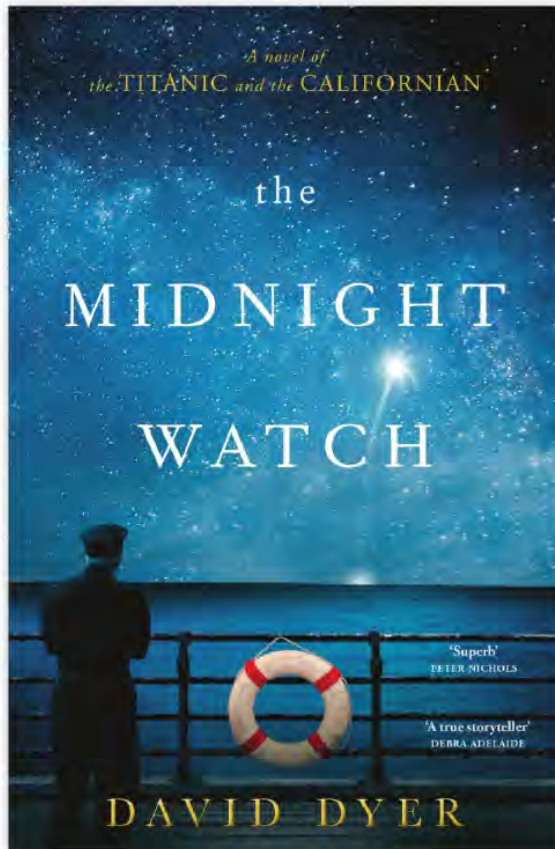
maintain its softness while providing support for filling it to capacity. It's the ideal travel companion whether it be everyday or longer and the internal pouch keeps your valuables safe. RRP \$299
www.stateofescape.com

4. WAVE RIDER

Every boat needs at least one water toy for when the conditions are too good to pass up. Straight out of Hamburg, Germany but seemingly made for the Australian climate, are Lampuga's Air, Boost and Boost Carbon electric surfboards. A 40-minute battery, and a 15 horsepower engine on the Boost model promises plenty of fun. They are also available in a high-ves rescue model. From RRP \$10,900
www.lampuga.server.febas.net

5. DOUBLE VISION

BZ's design feature photochromic lenses are clear (Cat 0) in the dark or in low light, and can darken to (Cat 3) as sunlight and UV levels rise. The lenses adjust to Cat 1 or Cat 2 in low light such as rainy or cloudy conditions. The discrete bi-focal is moulded into the rear lower edge of the lens and is not obvious – even when fully activated. The lightweight TR90 frame has dual moulded, non-slip temples and an adjustable non-slip nose piece for optimum comfort and fit. The frame also features an easy to change lens system for fully interchangeable or lens replacement. From RRP \$89
www.bzoptics.com



The Midnight Watch

Author: David Dyer
 Publisher: Penguin Random House
 323 page paperback
 Price: \$32.99

The tragic and mysterious sinking of the *Titanic* still continues to inspire new dramas and gripping storytelling, which author of *The Midnight Watch*, David Dyer, proves in his latest novel.

Dyer, a *Titanic* expert and a sailor himself, tells the story of the infamous *Titanic* – and another ship – the *Californian*, which, when after receiving repetitive distress calls from the *Titanic* as it began to sink, did nothing. The *Californian's* lights were still visible on the horizon from the decks of the *Titanic* that was fast plunging into the sea, and yet she remained still. Why?

Beginning with the sinking of one of the most famous ships in history, the story's main character, John Steadman, is a reporter who is suspicious of the story that is coming from the captain of the *Californian* upon its safe arrival to shore, and her failure to come to the rescue.

In this suspenseful new release and psychological thriller, Dyer both investigates and brilliantly dramatises such a mystery and shows us that the infamous sinking of the *Titanic*, one of the most famous catastrophes of the 20th century, is still one that deeply fascinates us.

www.penguin.com.au



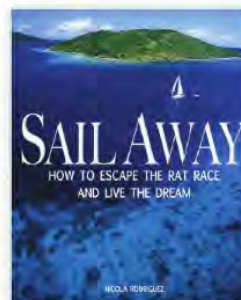
Typhoon, Falk & The Shadow Line

Author: Joseph Conrad
 Publisher: Wordsworth Editions
 272 page paperback
 Price: \$6.95

Joseph Conrad is one of the most famous writers of the sea, and with this new release of three commissioned short stories that lend the book its title, his work has been revived.

Following an introduction from Dr Keith Carabine, chairperson of the Joseph Conrad Society of Great Britain, are three classic sea stories that reveal the treachery and violence of the sea, the will to survive and the greatest tests to man.

www.peribo.com.au



Sail Away: How to Escape the Rat Race and Live the Dream

Author: Nicola Rodriguez
 Publisher: Fernhurst Books
 287 page paperback
 Price: \$44.00

Have you ever dreamed of packing up for a while and living aboard your boat as you travel, and even circumnavigate the world? *Sail Away* is an inspiring book that explains how to – pragmatically – take off and live aboard your sailing yacht, and its author, Nicola Rodriguez, has thought of everything, from safety to what to pack, communications, budgeting and advice for taking children with you. She covers routes around Europe, the Caribbean, the Pacific and beyond.

www.chartandmapshop.com.au

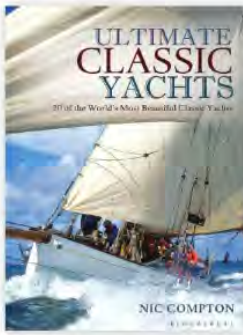


Islands in a Circle Sea

Author: Sandra Clayton
 Publisher: Malvern Partnership
 245 page paperback
 Price: \$32.90

A middle-aged couple take off on their 40-foot cruising catamaran headed to the North Atlantic, with its pattern of currents and trade winds; a vast circling sea containing captivating islands from the temperate to the sub-tropical. From rocky Maine and Canada to the coral cays of The Bahamas to the historic whaling ports of Nantucket, and palm-fringed Bermuda, Sandra Clayton discovers a mix of keen observation, people and places, humour, and glorious seascapes and marine life – and the odd gale or two.

www.booktopia.com.au



Ultimate Classic Yachts

Author: Nic Compton

Publisher: Bloomsbury

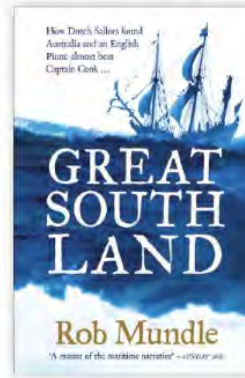
160 page hardback

Price: \$60.00

Yachting journalist Nic Compton has been sailing and writing about restored, classic yachts all around the world since the beginning of the 90s. In *Ultimate Classic Yachts* he hails 20 of the most beautiful, classic yachts that have undergone restorations true to their origins and are sailing the high seas today.

Restoration of classic vessels has recently taken on new life, with many people more interested in restoring these beauties to their "original fabric" than they used to once be. Compton tours us through his selection of the best restorations from *Partridge* (1885) to *Savannah* (1997) and *Eleonora* (2000). "I'd rather see a boat that carries the scars of its past with pride than a boat rebuilt 'in the spirit' of the past but which is essentially new," says Compton, and this book is all about that process.

www.bloomsbury.com



Great South Land

Author: Rob Mundle

Publisher: Harper Collins

Hardcover

Price: \$45.00

For many, the colonial story of Australia starts with Captain Cook's discovery of the east coast in 1770, but it was some 164 years before his voyage that European mariners began their romance with the immensity of the Australian continent. Between 1606 and 1688, it was highly skilled Dutch seafarers who, by design, chance or shipwreck, discovered and mapped the majority of the Great South Land: 'Terra Australis Incognita.'

Mundle takes readers aboard the tiny ship, *Duyfken*, in 1606 when Dutch navigator and explorer, Willem Janszoon, and his 20-man crew became the first Europeans to discover Australia on the coast of the Gulf of Carpentaria. By the time Captain Cook arrived in 1770, discovers Mundle, all that was to be done was chart the east coast and claim what the Dutch had already discovered.

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*Richard attempts to photograph every yacht. His library of photographs dates back to 1974. The years 2000 onwards can be viewed on his website.

RACE & REGATTA DATES

KEEP TRACK OF THIS SEASON'S IMPORTANT EVENTS.

AUSTRALIA	DATE	CLUB	INTERNATIONAL	DATE	COUNTRY
APRIL			APRIL		
Mount Gay Rum Top Jocks Regatta (Invitational)	2 Apr	CYCA	Singapore Yacht Show	7-10 Apr	Singapore
YSA SA Youth Championships	2 Apr	LBSC	Les Voiles de St. Barth	11-16 Apr	USA
Byte Nationals	8 Apr	WSC	Antigua Classic Yacht Regatta	13-19 Apr	Antigua
Club Marine Newcastle Race	9 Apr	RPAYC	Charleston Race Week	14-17 Apr	BVI
Sydney Sailboat Expo	9 Apr	ICMS	Antigua Sailing Week	23-29 Apr	Antigua
Classic & Wooden Boat Festival	15-17 Apr	Sydney	ISAF Sailing World Cup, Hyeres	25 Apr	France
Sail Port Stephens	11-17 Apr	CPSC	Extreme Sailing Series, Act 2	29 Apr	China
CYCA Summer Season Prizegiving	22 Apr	CYCA	12th Top of the Gulf Regatta	30 Apr – 4 May	Thailand
Ladies Day / Great Veterans Race	24 Apr	CYCA			
Pittwater to Newcastle Bluewater Race 5	5 Apr	RPAYC			
Black Rock Skiff Regatta	16-17 Apr	BRYC			
MAY			MAY		
Land Rover Winter Series 2016 – Race 1	1 May	CYCA	Red Bull Foiling Generation, Istanbul	13-15 May	Turkey
Land Rover Winter Series 2016 – Race 2	8 May	CYCA	Samui Regatta	21-28 May	Thailand
Land Rover Winter Series 2016 – Race 3	15 May	CYCA	Red Bull Foiling Generation, Kiel	27-29 May	Germany
Land Rover Winter Series 2016 – Race 4	22 May	CYCA			
Sanctuary Cove Boat Show	19-22 May	GC			
Land Rover Winter Series 2016 – Race 5	29 May	CYCA			
International Marine Expo	19-22 May	GC			
JUNE			JUNE		
Land Rover Winter Series 2016 – Race 6	5 Jun	CYCA	ISAF Sailing World Cup, Weymouth & Portland	6 Jun	UK
Ladies Day / Race 2 – Land Rover Winter Series 2016	12 Jun	CYCA	Loro Piana Superyacht Regatta	7-11 Jun	Sardinia
Land Rover Winter Series 2016 – Race 6	12 Jun	CYCA	Korea International Boat Show	9-12 Jun	South Korea
Land Rover Winter Series 2016 – Race 7	19 Jun	CYCA	Rolex New York Yacht Club Regatta	10-12 Jun	USA
Land Rover Winter Series 2016 – Race 8	26 Jun	CYCA	Giraglia Rolex Cup	15-18 Jun	France
Etchells Australasian Winter Championships	9 Jun	MYC	Newport to Bermuda	17 Jun	USA
			Block Island Race	20-24 Jun	USA
			Extreme Sailing Series, Act 3	23 Jun	UK
JULY			JULY		
Land Rover Winter Series 2016 – Race 9	9 Jul	CYCA	Red Bull Foiling Generation, Geneva	1-3 Jul	Switzerland
Land Rover Winter Series 2016 – Race 10	10 Jul	CYCA	J.P. Morgan Round the Island Race	2 Jul	UK
Closing Ladies Day – Land Rover Winter Series 2016	17 Jul	CYCA	Red Bull Foiling Generation, Lelystad	15-17 Jul	Netherlands
Land Rover Winter Series 2016 Prizegiving	22 Jul	CYCA	Phuket Race Week	20-24 Jul	Thailand
Land Rover Sydney Gold Coast Yacht Race	30 Jul	CYCA	Extreme Sailing Series, Act 4	28 Jul	Germany
Sail Brisbane	7-10 Jul	RQYS			
Sydney International Boat Show	28 Jul – 1 Aug	SIBS			
AUGUST			AUGUST		
Club Marine Brisbane to Keppel Tropical Yacht Race	5 Aug	RQYS	Rio 2016 Summer Olympics	5-21 Aug	Brazil
Club Marine Youth Match Racing Championship	6-7 Aug	CYCA	Red Bull Foiling Generation, Cadiz	5-7 Aug	Spain
Airlie Beach Race Week	11-18 Aug	WSC	Red Bull Foiling Generation, Knokke	19-21 Aug	Belgium
Audi Hamilton Island Race Week	20-27 Aug	HIYCS			
SEPTEMBER			SEPTEMBER		
Magnetic Island Race Week	1-6 Sep	QLD	Extreme Sailing Series, Act 5	1 Sep	Russia
Marinassess Womens Match Racing Regatta	10-11 Sep	CYCA	Rolex Swan Cup	11-18 Sep	Italy
			Extreme Sailing Series, Act 6	22 Sep	Turkey
			Les Voiles de St Tropez	23 Sep – 2 Oct	France
OCTOBER			OCTOBER		
			Sailing World Cup, Qingdao	10 Oct	China
			Red Bull Foiling Generation, Newport	13-15 Oct	USA
			Red Bull Foiling Generation, World Final	20-22 Oct	USA
			Rolex Middle Sea Race	22 Oct	Malta

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Many fine tributes have been written and words expressed about the late Roger Hickman, a great sailor and wise mentor to many fellow sailors. To me, he was a warm friend over many years, always ready and willing to give sound advice, as he did to those who sailed with him, even against him.

His ocean and one-design racing career had been so full and successful that little has been published about 'Hicko's' rather unique introduction to sailing as a boy.

In the Autumn 2015 edition of the *Tasmanian Yachtsman*, the club magazine of the Royal Yacht Club of Tasmania, I published an interview with Roger. The author was Jennifer Wells, who had so skillfully navigated for Roger when *Wild Rose* won the 2014 Rolex Sydney Hobart Yacht Race.

'Hicko' was Tasmanian born and bred, a longtime member of the Royal Yacht Club of Tasmania, who always proudly called Hobart 'home.'

He learned to sail on Tasmania's cold, often unpredictable and rugged waters, and his early training on the River Derwent and southern offshore waters had long been reflected in his noted seamanship skills.

In her interview with 'Hicko,' Wells extracted stories of his earliest days of sailing in Tasmanian with his father Jim and uncle Frank, both prominent Tasmanian offshore racing yachtsman.

Here are some extracts from that the Q&A feature in the *Tasmanian Yachtsman*, with thanks to Jennifer:

JENNIFER: What was it like growing up in Hobart?

'HICKO': Sailing dominated every part of our lives. Hobart was the foundation for all my sail training and experience. My earliest memories as a child are associated with the Royal Tasmanian Yacht Club.

My first ocean race was with my father Jim on his cousin Frank's *Nell Gwyn* in a Bruny Island Race when I was three years old. I can clearly remember looking out through the wire-reinforced porthole at The Friars (a group of rocky islets) off the southern tip of the Island.

Our young family lived on *Nell Gwyn* moored at the little wharf in the Kermadie River while Dad worked at the Forestry Commission and while our family house was being built at Sandy Bay.

My father believed that children should find their own way around yachts and the water. His view was that children knew their own boundaries without adults putting



ALL AT SEA

ROGER HICKMAN WAS KNOCKING AROUND BOATS BEFORE HE COULD WALK AND SKIPPING BY AGE 15, WRITES PETER CAMPBELL.

their own fears upon them. He wanted to spend time with us kids, but we had to co-exist with his passion of sailing. All of us were on board various boats before we could walk.

I used to love family weekends away on my Dad's *Bronzewing*, including times where I'd play with my siblings on the semi-submerged hull of the *James Craig* in Recherche Bay.

JENNIFER: What are your earliest memories of the Sydney Hobart Race?

'HICKO': I can remember at all hours of the day or night accompanying my father when, as commodore, he personally greeted the arriving yachts in the Sydney Hobart Yacht Race. I was fascinated by the sailors and their stories as well as all the magnificent boats. Of course, I wanted to be a part

of the great race from as long as I can remember. But my father wanted to make sure that I had a proper grounding in seamanship and safety before taking on the responsibility of such a difficult race.

JENNIFER: When did you first learn to skipper yachts?

'HICKO': Dad let me take *Bronzewing* away with my mates from an early age. He taught me basic navigation, including reading charts, passage planning and how to understand weather forecasts and tell-tale signs of significant changes on the water. Some of his friends used to be horrified that he'd let a boy of 13 or 14 take the boat out without an adult. It was part of his belief that we needed to take responsibility from a young age.

My first overnight trip was at about 15 where I took *Bronzewing* to Mary Anne Bay with a couple of friends. We had a nice time at anchor and set out the next day in glassy conditions. Anyone who has spent time on the Derwent knows that things can change really quickly and on our way home a horrendous westerly hit us with gusts well over 50 knots.

Bronzewing had no motor and I managed to steer the boat towards Droughty Point, which is protected from the westerly. I had to cut loose the dinghy, which flipped when a white wall of water hit us.

We waited out the storm and thought it was okay to head off when Dad appeared in a power boat. He checked out *Bronzewing* thoroughly and found that the forestay pin had broken. I'm glad he found it or we would have headed off only to have the mast fall down. A kind fellow sailor returned the jettisoned dinghy to Jim a few days later.

I completed my first class Queen's Scouts Award through a voyage on *Bronzewing*, which was approved by the Land Scouts. I was 15 and we took the boat up through Dunalley to the Schoutens. *Bronzewing* was primarily a day sailor so there was no radio, motor or toilet.

A strong SE forecast turned into a full-on gale and I managed to flag down a fishing vessel to relay a message back to my parents that we were at a safe anchorage. The next morning I woke to find the cockpit full of water – a piece of plastic had blocked the draining scupper. I survived my first near sinking.

And so 'Hicko' sailed on into yachting history as one of Australia's greatest ocean racing yachtsmen and a fine mentor to many upcoming young sailors. Fair winds, 'Hicko.' ⚓

TALKIN' ABOUT OUR GENERATION
Hickman was Tasmanian born and bred and grew up aboard boats, granted autonomy at a young age. Here he is aged four and at sea.

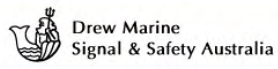
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Lagoon 39

Matadore

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Lying Pittwater

Commissioned in Sydney, this Lagoon 39 Matadore was purchased by her first owner in just October 2015 and is exclusively listed for sale with the team at YOTI.

Representing the new generation of Lagoon Catamarans, Matadore would suit a new boat buyer. The Lagoon 39 offers easy, comfortable, speedy sailing with that extra capacity and those additional features we have come to expect from the global leaders in Catamaran manufacture. Matadore is the Premium owners two cabin / two bathroom layout. The large saloon is seamlessly accessed via the cockpit through a large

opening door allowing full communication between galley and cockpit. The helm station is raised to starboard with uninterrupted views, upgraded electric winches and a custom hard top. Access from the water or dock and moving around the flat deck is just easy. The 39's rig is pushed aft very convincingly resulting in easy mainsail control and pack-up while allowing for the big self tacking genoa and flexible headsail options.

2008

Lagoon 420

Triple Zero

\$ 540,000



Lying Airlie Beach

The Lagoon 420 is perhaps the highest-volume 42' Catamaran ever designed and built, and with the Lagoon pedigree will return outstanding resale value.

Triple Zero is a truly impeccable owners version Lagoon 420. As a one owner yacht, her meticulous owners have constantly cared for and upgraded her to a standard rarely seen in a vessel of this age. This Lagoon 420 is very well optioned with water-maker, substantial fridge and freezer in the galley, large solar array (720 watts), near new Raymarine instrumentation including radar

and AIS, top-end TV and music entertainment system, washing machine, near new Ullman jazy Jack bag with bowsprit and spinnaker. The interior of this Lagoon is as new and the modern light Alpi and dark stylish Wenge flooring. The Lagoon 420 is perhaps the highest-volume 42' Catamaran ever designed and built, and with the Lagoon pedigree will return outstanding resale value.



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