

# offshore

## YACHTING

OFFICIAL MAGAZINE OF THE CRUISING YACHT CLUB OF AUSTRALIA

# PROVING GROUNDS

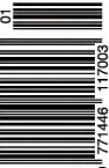
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APRIL / MAY 2017



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**T**here is so much happening in the world of sailing, it's like being a kid in a candy store. Spoiled for choice with events to watch or participate in and new boats or innovations to try, sailing is being reinvigorated.

Sailing as a sport in the Olympics has seen a resurgence too. And certainly, at least from Australia's point of view, there have been some great results and a heightened level of interest because of how well the Australian team performed.

With the advent of social media and increasing reach around the world, sailing is presenting spectacular (and accessible) vision too. The Rolex Sydney Hobart Yacht Race 2016 saw an increase in international audiences, including a very large uptake in China, while recently streamed vision from boats competing in the Vendée Globe brought the excitement to our mobile devices and into our homes. Our conversations have multiplied the exposure of sailing and galleries of action as well.

We will soon see the hotly contested Challenger Series and the finals in the America's Cup. The spectacle of these high-performance, cutting-edge yachts flying around the waters of Bermuda will no doubt be compelling viewing in the challenge for the Auld Mug. As a fillip to the past, but with the yachts still in their sleek glory, the J boats will be there, revitalised in a challenge we haven't seen for many years.

The European circuit is destined to be well attended, and will feature the Rolex Fastnet Race in August this year, which is promising to be subscribed to capacity and have a few innovations on show too. CYCA-registered yacht *CQS* will no doubt make its mark as one of the innovators racing in both the Rolex Fastnet Race and the Transatlantic Race this year.

China's interest in sailing is growing, and became well known when it hosted the Olympics in Guangzhou in 2008. Several sailors have emerged from China on the international scene, and have participated in the Volvo Ocean Race and the last two Rolex Sydney Hobart Yacht Races.

We have been invited to attend the Shanghai International Boat Show this April to feature the race to Hobart and conduct a



**"With the advent of social media and increasing reach around the world, sailing is presenting spectacular (and accessible) vision too."**



seminar for parties interested in competing. Readers will remember that 2016 was the first time the start of the Rolex Sydney Hobart was seen live on television with a reach of over 800,000 viewers.

The Volvo Ocean Race will again visit Guangzhou in China this year, followed by a return to Melbourne just before the running of the 73rd Rolex Sydney Hobart at the end of the year, which all adds up to exciting times in the development of sailing.

For our club, there is a pleasing rise in the interest in bluewater racing. We are receiving a lot of interest in the CYCA Sydney Noumea Yacht Race 2018, especially from other clubs wanting to join in, and are aiming for tributary races to finish around the same time as our race concludes.

With the extensive racing program under review, the club is considering other engagements to add to what we have on offer. The bluewater program will be extended to include a race from Auckland to Sydney, and we are working closely with the Royal Akarana Yacht Club and will act as finishing partner for that race. The race has been sanctioned by Yachting NZ, and we will be able to announce the program for this event soon.

The heritage of our club embraces a number of formats. While steeped in bluewater racing, there is a strong emphasis on development through our Youth Sailing Academy (YSA). Graduates include sailors racing at both the Olympics (several medallists) and elite levels including the America's Cup. Our social racing programs are very popular, and the cruising arm of the club is well patronised too.

If readers would like to join the club or enquire about opportunities to participate as crew in any of our events, please feel welcome to call or reach out through our website. We are keen to play our part in the development of sailing at all levels.

**JOHN MARKOS**  
Commodore CYCA



# DARE TO BE DIFFERENT

46

**Dehler**   
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We can all be thankful a particularly intense late summer storm season has concluded.

Competitors hoping for fairly benign nor' easterlies and azure skies for the annual Sydney Harbour Regatta, or looking forward to a relaxing twilight outing, have instead found themselves reaching for sea boots and serious wet weather kit.

It's been an inconvenience trying to dry out gear in time for the next race, but that completely pales against the trauma inflicted by a storm with the ferocity of Cyclone Debbie.

The Whitsundays, with its spectacular island passages, relaxed tropic vibe, and precious wildlife, is, for many of us, the world's best sailing destination. The welcoming hosts of our favourite winter escapes, the Audi Hamilton Island and Airlie Beach Race Weeks have a huge recovery and repair job ahead of them. The best and most meaningful way we can show our support is to go ahead with our Northern sojourns, and encourage others to swell the entry lists.

Meantime, for a month, from May 26 to 27 June, the attention of the sailing world will be completely fixed on the natural amphitheater of Great Sound, Bermuda, the arena for the 35<sup>th</sup> America's Cup.

2pm local time in Bermuda that Friday means it will be 3am Saturday back here. Nevertheless, I'll be up watching Jimmy Spithill, Tom Slingsby and the rest of the Aussies on Oracle Team USA take on Franck Cammas' men on Team Groupama France. Check out our guide to the challengers and Cup events. Even in light winds the new ACC boats are capable of hitting more than 30 knots, and over 40 in medium breezes. In the confines of the Sound, the racing will be intense, and a brutal test of physicality.

On more prosaic concerns, like getting safely from your boat to the beach and back again, we take some of the guesswork out of deciding which tender best suits your needs.

Green technology, something we sailors should have been much more interested in earlier, is showcased in Jeni Bone's technical feature on *Kato*, a highly innovative design incorporating solar and electric power solutions.



We preview the Rolex Fastnet Race in early August, when at least two intrepid Australian entries will be among the 370 boats attempting to squeeze their way out of the Solent, before heading across the Irish Sea to Fastnet Rock.

Launching our new destinations section, we've chosen to profile New Caledonia and its fringing sapphire waters, as it's the finish of the newly reinstated Sydney to Noumea race.

And, we haven't ignored the continuing renaissance in the timeless beauty of wooden boats, with a wrap-up of the lustrous, varnished offerings displayed at the hugely popular Australian Wooden Boat Festival in Hobart.

See you on the water.

SCOTT ALLE  
Editor

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**POLISHED PERFORMER**  
Paul Clitheroe's *Balance* on-course for one of her many race wins.



## Ocean proven

*The Ocean Racer of the Year Awards again revealed the calibre of sailing talent within the ranks of the CYCA.*

**T**he worthy winners of the 2015/2016 Ocean Racer of the Year Awards were announced at a gala function, celebrating outstanding performances and contributions by skippers and crews.

### CREDIT ACCOUNT

Paul Clitheroe, owner of the TP52, *Balance*, was named Ocean Racer of the Year for 2015/2016, after his stand-out win in the 2015 Rolex Sydney Hobart Yacht Race. That win was even sweeter as it enabled a cliffhanger countback victory over *Chinese Whisper* in the 2015/2016 Blue Water Pointscore Series (BWPS). Clitheroe, whose crew is chiefly amateur, further led *Balance* to a trifecta in the 2016 Sydney Newcastle Race, setting the race record.

At the same event, the award winners for the 2014/2015 season were announced. Sam Haynes, who at the time owned the Rogers 46 *Celestial*, was named Ocean Racer of the Year for 2014/2015. His impressive season entailed a win in the 2014 Land Rover Sydney Gold Coast Yacht Race, along with second in Division 2 of the 2014 Rolex Sydney Hobart, clinching a trifecta of IRC, ORCi and PHS crowns in the 2014/2015 BWPS.

### LEGACY HONOURED

Ocean-racing legend, the late Roger Hickman, was recognised as Ocean Racing Veteran of the Year. 'Hicko' had a lifelong affinity for sailing and all it encompassed, scoring major victories with his 'old girl' *Wild Rose* until his premature death in early 2016. Hickman won his third Rolex Sydney Hobart in 2014, the second with the 1985-built *Wild Rose*, and won five BWPS's, including 2013/2014. His influence transcends mere victory, however, as for many years he staffed his amateur crew with males and females in a trailblazing commitment to equality in the sport.

### BEST ON DECK

Sam Price was awarded the 2015/2016 Sally Gordon Memorial Trophy for Ocean Crew Person of the Year, for services as boat captain to Sebastian Bohm and Bruce Foye's *The Goat*, including – among many more – a top-5 finish in the Division 1 2016 Sydney Harbour Regatta. In the 2014/2015 season, that award went to Kevin Clarkson, who crewed for *Celestial* until late 2015. *Celestial* owner Sam Haynes said, "Kevin was also my boat manager and able to fit into any role on the boat. He was a great morale booster too." ⚓

### NEWS IN BRIEF

#### First impressions

In mid May the CYCA embarks on its first major renovation in 17 years when the annex adjoining the clubhouse is refurbished to make way for centralised sailing, marina, maintenance and administrative offices, new member's change facilities, a laundry and the Pacific Sailing School. The shipwright moves onto the hardstand. This first stage is due for completion in November with the clubhouse refurbishment due to start in January 2018.

The DA for the project was approved on 20 March, with building tenders closing on 11 April.

The aim is for all major works to be completed by the 74th Rolex Sydney Harbour Yacht Race in 2018, leaving the Club looking fantastic for its landmark 75th anniversary in 2019.

The timeline for the project is:

- Works will commence on the annex in mid May 2017 and aim to be completed by 30 November 2017; at that point the site will be clean and presentable for the 73rd Rolex Sydney Hobart Yacht Race.
- Early January 2018, the main clubhouse will be closed and handed over to the builders. The clubhouse works must be completed by 30 November 2018.



**ELUSIVE QUARRY**  
*Outlaw* outsailed  
 all in Division B.



## WINTER MOTIVATION

*As temperatures start to drop, so can our desire to tackle the elements. However, as DI PEARSON notes, the Cruising Yacht Club of Australia's Land Rover Winter Series provides the best opportunity to sample what is often a spectacular day's racing on the harbour.*

**T**he 2017 Land Rover Winter Series opens with the Jill McLay Ladies Day and the Windward Trophy Great Veterans' Race on Sunday 23 April.

As sailing increases in popularity for women, increasing numbers of female sailors are participating in the spinnaker and non-spinnaker divisions of the Ladies Day component of the series. Named in honour of prominent women connected to the CYCA, the opening race on 23 April is dedicated to the late Jill McLay, a much-loved and longstanding staff member.

The closing race on 16 July is named for the late Chris Lee. A popular member, Chris served on the Associate's 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, a mid-season Ladies Day race will be held on 11 June, the Queen's Birthday weekend. The best placed after three races in spinnaker and non-spinnaker categories will be crowned winners.

A highlight of opening day is the non-spinnaker Great Veterans' 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 prettier sight or reminder of yesteryear than watching these graceful yachts take to the harbour.

Won last year by Carl Crafoord's *Amon Ra* after a battle with Simon Kurts' *Love & War* and Nigel Stokes' *Fidelis*, a high point of the opening day is the Great Veterans' Race. You can't beat the sight of these yachts on the harbour, still competitive, despite their ages.

It is one time when a mature age is a positive, as the boats must be over 30 years old and have competed in a Sydney Hobart to enter.

Names we know and love that have previously graced the start line in the non-spinnaker around-the-harbour race include *Anitra V*, *Southerly*, *Lolita*, *Mr Christian*, *Stormy Petrel*, *Suraya*, *Mercedes IV*, *Struen Marie*, *Archina*, *Maris* and *Lorita Maria*.

The 10-race Land Rover pointscore series begins on 30 April and finishes on 9 July, with the official prize-giving taking place on Friday 21 July.

Numbers continue to grow for this popular series that includes divisions for spinnaker and non-spinnaker competition, as well as a Sydney 38 Division. Up to 150 boats can be duelling across 11 divisions on courses that feature a

variety of scenic upwind and running legs around the harbour.

CYCA Commodore John Markos is a regular in the club's Land Rover Winter Series. "With such a large number of entries, we have the benefit of the creation of a number of divisions to match boats of similar size and rating. This adds to the fun of the competition over a long period, which is not impacted by the festive season and so many demands on time," he added.


This is the time of year when you never know what weather will be thrown your way. It could be a faint breeze to nothing under sunny warm skies, or light drizzle, to blowing dogs off chains and bitterly cold and rainy.

Whatever is dished out, it's a great way to spend a winter's Sunday, starting with a hearty serve of carbs courtesy of the legendary 'Breakfast Club', which would not exist without the volunteers who man the various stations each year.

And who would miss the aftermath? A few drinks, something to eat from the bistro and a bit of friendly repartee among crews ahead of the divisional placegetters' announcement, before enjoying the remainder of Sunday.

Weekly prizes are awarded to first, second and third placegetters in each division. Woven into the CYCA's sailing calendar since 1949, the annual Sunday event attracted around 150 boats divided into 11 Divisions last year. ⚓  
[www.cyca.com.au](http://www.cyca.com.au)





**SKILL SET**  
*Midnight Rambler*  
leads the Sydney  
36 pack.

W

hen the championships were first held in 2015, there was little publicity and just five entries, but riding on the back of victory with Pete Franki's *Saltshaker*, I worked to make the 2017 championships a success.

After some persuasion, 12 Sydney 36s were allocated an EHC rating and entered the 2017 Sydney 36 Championships – as many as the Sydney 38s. A division of the Sydney Harbour Regatta, the course on Saturday 4 and Sunday 5 March was a windward/leeward one, with up to three races per day to be held offshore.

The weekend bore all kinds of weather – torrential rain, strong winds and a huge sea swell – so the CYCA race organisers kept racing within the heads and the start line near Manly. The first and second race went to Ed Psaltis' *Midnight Rambler*, with Stenning and Gunn's *Stormaway* in second place and Pete Franki's *Saltshaker* in third.

There was no reprieve in the weather for the second day, and only eight boats on the start line. The CYCA race organisers held the races offshore (the start line was off Macquarie Lighthouse), so the boats didn't have to contend with the harbour ferries as well as the challenging conditions.

## Shakedown contest

*NADINE EMSLEY, a member of the winning SALTSHAKER crew in the 2015 Sydney 36 Championship, was keen to see Sydney 36s have their own division in the following championship. With no-one to get the division up and running, Nadine rose to the challenge of attracting enough boats for them to have their own start line and the Sydney 36 Championship regatta was on. Here she shares how they fared.*

The first race saw a win for Andrew Hurt's *Onya*, who lost their main halyard. By the last race, the wind had built to 35 knots and only four boats remained. It was another convincing win for *Midnight Rambler*, the overall winners of the 2017 Sydney 36 Championships. *Saltshaker* claimed a second and Damian Barker's *Alpha Carinea* came third.

Colin Gunn of *Stormaway* explained that he was thrilled to have the chance to compete against so many Sydney 36s in their own division, even if conditions meant not all boats competed. He gave credit

to *Midnight Rambler*, stating that they sailed spectacularly well and "set a high benchmark of consistency and performance for the class."

Pete Franki was inspired to see the significant list of entries and such close competition in a 1995 design, while Sydney 36 Champion Ed Psaltis conceded, "It was tough going out there, the boats were being thrown around in the conditions between the races." In his final comment he noted that there was "never a dull moment" – a sentiment we can all share! ⚓





## Eyes on the prize

*Determination, a cool head under pressure, and the ability to learn quickly are all qualities any sailor would envy, and FINN TAPPER has them all.*

Sailing began as a hobby for Finn Tapper but his passion soon grew, propelling him to the international stage. Learning to race competitively in youth classes such as Optimists and then 29ers, Finn's next step was influenced by one of his mentors and now coach, sailor Harry Price. Following in his footsteps, Finn became a member of the CYCA's Youth Sailing Academy (YSA) in 2016.

Fast forward to February this year, and Finn won his first international match racing event as skipper, displaying a great learning trajectory for someone new to the discipline. "The thing that appeals to me most about sailing, and match racing in particular," Finn says, "is the equal importance of your physical and mental capability – the ability to understand the boat, the wind and your opponent, as well as having the strength to get the boat around the course."

Vice-captain of Sailing at The Scots College in Sydney, Finn's progression into match racing seemed only logical to the school team racing champion. "Having the opportunity to learn from Harry hugely influenced

my appreciation and love for the sport, and allowed me to quickly get involved with higher-level sailing," he said.

However, match racing is a relatively new concept for Finn, who joined the YSA Development Match Racing squad just last year. "Having a team racing background has benefitted my match racing skills. It has forced me to be more aggressive in the pre-starts, and given me the opportunity to practise the rules and control other boats. Everything I have learned during this season of match racing will also help when I continue team racing," Finn commented.

The week prior to claiming victory in Wellington, Finn had the opportunity to crew for fellow YSA sailor Tom Grimes in the Nespresso Youth International Regatta in Auckland, where they placed seventh. He credits his development as a skipper to learning from Tom, as well as the rest of the crew, saying it really helped him prepare for skippering in Wellington. "Tom's positive and clear headspace is something I really took away from the Auckland Regatta. It would always fill the rest of the team with

confidence and determination," he said.

Finn enjoyed touring with the CYCA, and found it a great opportunity to learn. He recounted, "everyone I sailed with brought different experiences, so it was very interesting to work with all the crew."

The Youth Sailing Academy sailors have great respect for the program and the opportunities they provide at the CYCA. "The youth program has been awesome. It has given me the opportunity to go to various regattas and improve my skills. A massive thank you to Pam, Jordan and the other coaches – they do an incredible job – as well as to the CYCA for their support."

As it was the first time that Finn had skippered at an international match-racing regatta, we asked him what his expectations had been for the CentrePort International – and it wasn't to win 17 out of 19 matches in the regatta. "At the beginning of the week, the goal was to gain as much experience as possible and give it our best effort. But as we started to get a couple wins on the score card, we started to believe that we could win."

And on his first international win he commented, "It's an awesome feeling. The whole crew sailed so well all week. It was their extra effort that gave us the edge over the rest of the competitors. Again, I would like to thank the YSA, Jordan, Pam, and the CYCA for giving me the opportunity."

Finn's focus is now on the school's state team-racing titles, before starting the CYCA YSA winter programs that start again in late April. But he's got his eye on the prize, and his main aim is to one day race on the World Match Racing Tour.

For students wanting to further their sailing skills, applications are now open for the CYCA Youth Sailing Academy's Winter Squad Programs, which provide pathways for youth sailors to many aspects of the sport. To apply for one of the programs, visit the website. [www.cyca.com.au/youth/squads/](http://www.cyca.com.au/youth/squads/).

## Results

**Warren Jones International Youth Regatta**  
(5th) – Harry Price, Murray Jones, Harry Morton, Matthew Stenta, Jack Hubbard and Olivia Price

**Hardy Cup**  
(7th) – Tom Grimes, Sam Ellis, Charlie Gundy and Cam Gundy

**Nespresso Youth International Regatta**  
(7th) – Tom Grimes, Dante Olivieri, Jess Grimes, Finn Tapper and Nicky Bradley

**Wellington Youth International Regatta**  
(1st) – Finn Tapper, Tom Grimes, Paddy Dawson and Nick Thyne



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**MATCH FOCUS**  
Evan Walker's KA Match  
Team winding-up their M32.



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CYCA teams led by skippers Evan Walker and Harry Price will be competing in the first two stages of the 2017 WMRT with events in Perth and Los Angeles. Evan Walker and his KA Match team of Sean O'Rourke, Alex Gough, Matthew Chew and Jo Aleh qualified for the WMRT Australia Cup (20-25 March) hosted by Royal Freshwater Bay Yacht Club. As he did in 2016, Walker and his team will be travelling around the globe to WMRT

qualifying events in an attempt to earn an invitation to world championship events. Finishing second to Perth local Steve Thomas in the WMRT Perth Cup qualifier was enough for the team to gain entry to the main event.

As we go to print, Walker and his team currently sit in fourth place in their group during the qualifying fleet racing stage of the event.

The CYCA's presence on the WMRT then continues at Long Beach, California, for the WMRT Congressional Cup at which newly ranked world number three, Harry Price and his *Down Under* racing team consisting of Murray Jones, Matt Stenta, Harry Morton, Josh Marks and Sam Ellis will compete.

This will be the team's first appearance on the WMRT having qualified for the event

through dominating the US Grand Slam Series in late August 2016. Hosted by Long Beach Yacht Club, the Congressional Cup is one of the longest yacht club-managed match racing events, having been dubbed the grandfather of modern match racing. This year will be the 53rd edition of the world championship level event with the likes of WMRT Champions Ian Williams (GBR), Taylor Canfield (USVI), and Phil Robinson (NZL) also competing. Held from Tuesday 28 March to Sunday 2 April, the event uses a fleet of Catalina 37s.

From Los Angeles, both Harry Price and Evan Walker will travel to Miami in an attempt to qualify for the WMRT Northern European event in June. ⚓

[wmrt.com](http://wmrt.com)

## MAIN GAME

*Not only has the fresh blood from the CYCA Youth Sailing Academy been making waves in the sailing world this year, the older, elite YSA graduates and sailors have been making a mark on the world stage by taking on the World Match Racing Tour (WMRT).*



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**Wish list**

Mist, rain and squalls – conditions during recent weekday twilight races could have been easily mistaken for Scotland, not Sydney Harbour. The difference being, of course, even when the water's been pouring off the mainsail on your head, it has been reasonably warm. And, to the victors belong the spoils. The various category winners at the Ocean Racer of the Year Awards and Blue Water Pointscore enjoying the fruits of their consistent and highly impressive performances across a wide range of races in diverse and challenging winds and sea-states.



**1.** Riders on the storm – *The Goat* threads its way through the showers dousing the Wednesday twilight fleet. **2.** *Sunset Boulevard* – heading to the line under kite in a *Maker's Mark* Monday Twilight. **3.** *Balance's* Paul Clitheroe (Ocean Racer of the Year 2015/16) and Nick Scott-Perry (Ocean Navigator of the Year 2015/16). **4.** Richard Williams, Shane Kearns, Sandy Eastman, Sam Haynes, Paul Clitheroe, Sam Price, Kevin Clarkson and Nick Scott-Perry. **5.** Sam Haynes (Ocean Racer of the Year 2014/15) and Kevin Clarkson (Sally Gordon Memorial Trophy for Ocean Crew Person of the Year) – *Celestial*. **6.** Kate and Jim Delegat from 2016 Rolex Sydney Hobart winner *Giacomo*. **7.** *Chinese Whisper's* crew celebrate their IRC Blue Water Pointscore victory. **8.** *St Jude's* crew with the reward for taking out the PHS Division of the Blue Water Pointscore.



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

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# LIGHT SOURCE

*He's a water lensman in a class of his own.  
ANDREA FRANCOLINI'S stunning photographs  
capture the essence of yachting: from close-quarter  
adrenaline pumping regatta racing, to the serene  
melding of sea and sky, as well as how the ocean  
leaves its indelible stamp on us.*





**THE SAILS**

Andrea Francolini

Right: I just love this image because it reminds me of the Maxi Worlds in Sardinia which I have not covered since 2007. This shot was taken during Audi Hamilton Island Race Week 2015. All the boats were sailing down Whitsunday Passage under spinnaker. I just waited and waited because I did not want to have another white spinnaker in the shot. Then this appeared and the shutter release went wild!

Top left: After three long days in the rain shooting the arrivals of the 2016 Rolex Sydney Hobart Yacht Race I was walking the docks looking for something different. I saw these reflections which appeared at the same time the sky turned a strange color during sunset. The only sun we had in those three days!

Below left: An image I had in mind for a while which never seems to happen. I was searching for a graphic image of shapes and then one day when I was not even thinking of it all the elements came together. I quickly took my 500mm lens and grabbed one frame. That is all I had time to get.







**HUMAN RACE**  
Andrea Francolini

Left: VOR70 *Giacomo* blasting through Sydney Heads during the CYC Trophy 2013. I like many things about this image, besides the fact that it ended up as a cover shot. Waves, human power, action and a seagull which is probably having a heart attack!

Right above: One of the fun things I get to do while going onboard the big boats is that you get a different point of view. While on *Beau Geste 80* the bow was often going under and it looked great. I was behind the helmsman when I saw the bowman get in position. In two big leaps I got to the mast and told the helmsman to nose dive. Timing was everything here. Two frames of the wave coming up and I could see the crew member. The following five frames were all white as the wall of water hit me.

Right below: During the Volvo Ocean Race 2012 Stop over in Auckland, New Zealand. I was shooting the inport race which was cancelled. That day we had gusts of three knots.... not really VOR conditions. Saying this I still had to come home with a picture for the journalist I was with that day. I saw Peter Rae's hands and took a couple of frames. A sailing picture without showing a sailboat yet underlining how hard this race is on the body.





LUCK FAVOURS THE  
PREPARED

A SERIOUS RACING YACHTSMAN WITH A CIRCUMNAVIGATION TO HIS CREDIT, **WANG BIN** IS LEADING A NEW WAVE OF INTEREST IN OFFSHORE SAILING IN CHINA. THE ENTREPRENEUR BEHIND THE *UBOX* TEAM THAT CAME THIRD OVERALL WITH A CHINESE AND FRENCH CREW IN THE 2016 ROLEX SYDNEY HOBART YACHT RACE, BIN FAMOUSLY DECLARED HE WON'T GIVE UP UNTIL HE GETS A ROLEX. WE ASKED THIS PASSIONATE SAILOR ABOUT HIS PLANS TO EXPAND CHINA'S OCEAN RACING PROGRAM.





**LEADING THE CHARGE**  
*UBOX's crew flake a head sail en route to Hobart.*



ROLEX / DANIEL FORSTER

# Congratulations on

**your third overall on IRC and first in ORCi in the 2016 Rolex Sydney Hobart Yacht Race. Why did you decide to tackle a race known for its harsh conditions?**

The Rolex Sydney Hobart is one of the sailing world's great bluewater events, and the most accessible for Asian teams. We did the Rolex China Sea Race in our Swan 82, and the next logical challenge for the team was the Rolex Sydney Hobart.

The race's reputation for being tough made us aware of the need to be thorough. We were careful to find the right boat, and then make sure both the boat and crew were best prepared for whatever the race threw at us.

**What was the reaction to the UBOX team's achievements in China?**

We have been surprised and delighted by the reaction to our performance, which began right from when we decided to enter the race. Our start was covered by Chinese television for the first time, and our success was conveyed by the People's Daily website within just a few hours of our finish.

**What were the highlights of the race from your perspective?**

The shared delight of my friends who travelled to Australia to see us off from Sydney and continued on to Hobart to welcome the team into Constitution Dock. It was a very emotional time for all of us as the team's performance exceeded all our expectations.





**Did the Rolex Sydney Hobart Yacht Race meet your expectations?**

It certainly exceeded all my expectations in terms of excitement, our team's achievements, and the hospitality of our hosts, the CYCA and RYCT. The whole experience has left me feeling it was extremely worthwhile, and with a pride in the whole team that made our twin podium finishes possible.

**What did you enjoy about the atmosphere in Sydney in the lead-up to the race, and in Hobart at the finish?**

Everyone was busy with their own preparations, but nodded to each other in passing – all the crews knew they were facing the same potential challenge. It was good to see that even at this level of competition all the sailors had that common bond. As a new team from a new country, we were welcomed into our first race, even though we were all competing against each other.

**UBOX's great performance was reported in China, have you found the interest in ocean racing there is growing?**

Our sport is indeed growing in China. It takes time, though. Not just to encourage people to buy boats, but it takes time to develop the skills needed to safely compete on the ocean.

**You have said that you would like to grow the sport in China, is your partnership with the Dongfeng Race Team part of that?**

Our link with *Dongfeng* was of three-way benefit. *Dongfeng* gained some valuable extra sea miles with which to view some team members with potential, our *UBOX* crew had the opportunity to see a world class skipper (Charles Caudrelier from the *Dongfeng Race Team*), at work, and of course the combined efforts produced some excellent publicity for our sport in the mainstream media instead of being hidden on the sports pages.

**What are the plans for the UBOX program? Which races will you do this year?**

We're still considering which races and regattas we will compete in with either the *Cookson 50 (UBOX)*, or the *Swan 82*, but it would be a shame to have two such wonderful boats and

**"Sailing gives me both freedom and a challenge."**

Wang Bin

not compete in as many regattas as we have time to do.

Perhaps the 2017 Volvo Hong Kong to Vietnam Race, and the Rolex China Sea Race 2018 along with a few of the Asian circuit regattas.

**What is your ultimate goal in ocean racing?**

It's hard to say. Sailing is my sport, not my career, so the priority for me is to enjoy the races and regattas I am involved in. We're lucky that sailing can be so varied, which means there are so many potential goals to achieve. Having just bought, but not yet really got to know the *Cookson 50*, my focus certainly in the short term is to learn and enjoy this wonderful boat further.

**You started sailing in 2003 and skippered the first Chinese yacht to complete a circumnavigation. Can you tell us why it has become such a passion for you?**

Sailing gives me both freedom and a challenge, which is quite different to my business life. Many of the organisational skills are similar, but nature can always offer new and unexpected challenges and delights. ⚓

**COMMON BOND**  
Wang Bin, the skipper of *UBOX* (pictured centre) celebrating on Constitution Dock in Hobart with his Chinese and French crew who came third overall in the 2016 Rolex Sydney Hobart Yacht Race.



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**OPTIMUM COURSE**  
Vendée Globe Skipper, Alex Thomson used the latest Raymarine technology packages on *Hugo Boss* to navigate the race.



**I**t's been a big start to the year for Raymarine.

First, two prominent Vendée Globe skippers – Alex Thomson on *Hugo Boss* and Kojiro Shiraishi on *Spirit of Yukoh* – used the very latest Raymarine technology packages to safely navigate the race's gruelling 25,000 nautical miles at high speed without major incident.

Then, Raymarine chose a top industry event – the recent Miami boat show – to showcase two significant new releases: its Axiom range of screens and the M Series of cameras. Both are considered category leaders.

#### LEADING THE WAY

Raymarine's new multifunction navigation system, Axiom, is available in 7, 9 and 12-inch screens, and uses a matt glass finish to deliver a touch screen that is extremely readable from a considerable distance and from any angle. The finish also means that unlike high-gloss screens, fingerprints are not overly visible, and that can only be a good thing on a touch screen.

## SUPERIOR VISION

*For 80 years, Raymarine has been at the forefront of advances in marine electronics, yacht autopilots and vital visual navigation aids, including radar. The company's latest products build on its proud legacy of innovation.*

In Axiom, Raymarine have managed to create a screen that is not just easy to use, but has no 'hard' buttons. The lack of these buttons means that the units deliver a larger screen on a smaller overall template, so multi-unit installs and tight dashboards are no problem. Meanwhile, the ability to display course, speed and heading, as well as maps, while running video, infra-red cameras and a satellite imager, makes it a crucial safety tool.

The new units with their single transducers will set a new standard when it comes to operation and 3D vision. No longer do owners have to run several modules and transducers to get a real-time view of

structure, and the software and platform is one of the easiest we've used. It is sure to attract new users who will now be able to see and use technology that has traditionally been the domain of large cruisers.

#### REAL-TIME SPEED

The latest Axiom screens deliver not just a new level of usability, but exceptional software capabilities. They also feature built-in RealVision 3D™ sonar, the all-new LightHouse 3 operating system, and fast, quad-core processing performance.

The LightHouse 3 software was developed by Raymarine engineers as a result of feedback from customers who wanted a more





#### SECURITY SCREEN

Left: The M200, Raymarine's new FLIR compact pan and tilt thermal camera has the potential to save lives. Below: The Axiom 12-inch touch screen has a matt finish so that fingerprints are not easily visible.

powerful and intuitive user experience. The result was a fast, fluid, and easy-to-use interface via a few touches. LightHouse LiveView Menu Controls allow users to easily customise the chart, and watch the navigation display change in real-time.

One feature of marine electronics often overlooked is the processor, which dictates speed and ease when running numerous features at once. Importantly, at the heart of each Axiom unit is an integral piece of hardware: a quad-core CPU. This allows the user to boot-up quickly, as well as run numerous screen views simultaneously with multiple windows, databoxes, and real-time adjustments, all while Axiom is running numerous background tasks.

#### EYES IN THE NIGHT

For those of us who spend a reasonable amount of time offshore at night, an extremely welcome feature of Raymarine's FLIR's new compact pan and tilt thermal cameras; the M100 and M200, are their ability to find people in the water faster than torches, spotlights or radar. As a safety tool, it has the potential to save lives.

Thermal cameras see in the dark because at night background objects tend to be cooler than a person at 98.6 degrees. Under ideal conditions, people are well emphasized at night because they appear brighter than the background and stand out, even in zero light.

In order to present heat in a format appropriate for human vision, thermal cameras convert the temperature of objects into shades of gray which are darker or lighter than the background.



With an integrated multi-core video processor to deliver superior image quality and advanced artificial intelligence, the new M100 and M200, when paired with Raymarine's new Axiom multifunction displays, enable skippers to take advantage of Raymarine FLIR's clever new ClearCruise™ intelligent thermal analytics technology.

Using new artificial intelligence and video analytics technologies, ClearCruise™ identifies "non-water" objects (such as other boats, obstacles or navigation markers) in the vicinity and then alerts those on board by highlighting them on the Axiom MFD screen and sounding an alarm.

"This is of huge benefit for those cruising or racing at night," says Mark Milburn, CEO at New Zealand Raymarine FLIR distributor Lusty and Blundell. "ClearCruise™ will pick up objects that would not otherwise be visible and will visually and audibly alert the crew so they can, if necessary, take evasive action.

"In bad or low light situations, ClearCruise™ will quickly identify nearby bridges, docks, buoys and debris in the water; verify radar returns and make it much faster to find people in the water," he added.

The M100's small, lightweight design make it easy to install on a deck helm console, and it's IP video connectivity make it easy to install and integrate with multiple MFDs.

#### STAR GEAR

As for the gear Alex Thomson and Kojiro Shiraishi used on their around the world voyage, *Sails* asked the *Hugo Boss* team to provide feedback on the technical analysis they are running on their systems, and we'll share the findings in another issue.

Until then, while the appeal of sailing unassisted with just a sextant and the stars to plot your course is an alluring prospect – on par with ditching all social media for an extended voyage – the fact is that most of us will be relying on the most up-to-date, trustworthy technology to ensure our races and delivery trips are safely guided and assisted. And Raymarine will continue to light the way with a swathe of innovative, leading-edge products. ⚓  
[raymarine.com.au](http://raymarine.com.au)





**T**he athletes are undoubtedly the fittest and strongest ever to race for sport's oldest trophy. The boats combine the most innovative and powerful technology ever used in the Cup, in terms of systems, electronics, hydraulics and foil designs. The new 15-metre, or 49-foot, AC boats have only six sailors on board. That's a big decrease in personnel compared to 11 in the last edition, and, with the helmsman and wing trimmer tied up with steering, foil control, sail-setting and strategy, four crew are left in the engine room. Even then, the aft grinder often doubles as tactician.

Cup rules limit the crew's total weight to 525 kilograms, an average of 87.5 kilograms per sailor. Where possible, the duo in the stern will be lighter, giving the grinders more potential in terms of muscle power. The designers' job is to build the most efficient systems they can to harness that energy.

"The fact is we're heavily undermanned," says Jimmy Spithill, skipper and helmsman on defender *Oracle Team USA*. "There is always too much to do and not enough guys to do it."

#### TRIUMPH OF TECHNOLOGY

*Oracle* has up to 100,000 lines of code to program its foil control systems. If you look at the wings of a passenger jet and the shape

of the daggerboards, there are parallels.

There have been major challenges to overcome in creating composites strong enough to withstand the loads. The whole weight of the boat sits on the foil, and in some cases only a small part of it, so it needs to be strong but made as thin as it possibly can.

#### BEYOND THE PAIN BARRIER

*Artemis Racing* chief Iain Percy, a two-time Olympic gold medalist, has described sailing the new ACC boats as "beyond physical."

"For the first time in the America's Cup, racing boats will get past (opponents on the water) because they have fitter people — that's quite nice," Percy predicts.

According to *Oracle's* Spithill, who skippered the US syndicate to that remarkable come-from-behind 9-8 win against challenger *Team New Zealand* in San Francisco

in 2013, sailing is entering a new realm.

"We've never seen anything like it," he explains. "It's like sprinting up a hill for 25 minutes. Some days you look at the heart rate data and it looks like a few guys are having heart attacks."

Sailing has become a completely different sport says *Land Rover BAR* team's head of strength and conditioning Ben Williams.

"I broke down the old America's Cups and the work-to-rest ratio was 1:6. In the last Cup in San Francisco it was 6:1," he told CNN. "Because that's more of a constant output, the guys need more of an endurance base."

The rotation of the grinders will be critical — given they are solely responsible for producing the energy for driving the all-important hydraulics, which control the wing settings and the foils.

## THE BIG SHOW

*The 35th America's Cup in Bermuda has attracted six teams (five challengers and one defender) that will compete in the new 15-metre AC Class, with a series of qualifiers beginning on May 26 that lead to the start of the America's Cup Match on June 17.*





FORM GUIDE

ORACLE TEAM USA

With its overwhelming resources, *Oracle Team USA*, the defending champion, is rightly the favorite for the 2017 America's Cup.

*Oracle* are showing excellent straight-line speed and are almost flawless in keeping their boat speed up through foiling tacks and gybes.

Cynics might argue *Oracle* is the default Australian challenge – except Larry Ellison has a vastly bigger budget than we as a nation could ever muster – given more than half the crew are our top sailors. Spithill's shoulder surgery will be tested in the gruelling elimination rounds, but Tom Slingsby has proved he's more than capable of making the split-second decisions required to guide the flying catamaran successfully round the course.

LAND ROVER BAR

Ben Ainslie, or Sir Ben Ainslie as he is now, is unquestionably the best competitive sailor Britain has ever produced. Famous for his single-minded, at times ruthless approach, he's had to adapt to building a team for the Cup, as well as skippering the boat. An insight into why he won four Olympic gold medals is summed up by this: 'I respect bloody-minded people. They get things done.'

But he's also shown maturity in leadership by drawing on technical and management expertise from diverse sectors to assemble his challenge. Martin Whitmarsh, the former boss of the McLaren team, is the chief executive. A dedicated research and design division has been set-up to bring the best in British technology and innovation to bear on bringing the Auld Mug back to UK shores.

There's immense pressure on the sailing knight's shoulders but he appears to thrive on.

"I respect bloody-minded people. They get things done."

Sir Ben Ainslie

ARTEMIS RACING

The Swedish challenge have mounted, by AC standards, a fairly cost effective campaign. In the first round of official practice races they mixed it with *Oracle*, despite spending a fraction of their rivals' budget.

Australians again feature prominently in this outfit. Olympic gold and silver medalists in the 49ers, Nathan Outteridge and Iain Jensen occupy the pivotal roles of skipper and wing trimmer. Australian Finn representative Jake Lilley is providing thinking grunt on the grinders.

The *Artemis* camp also benefits from the motivational presence of Iain Percy, one of the world's best all-round sailors.

TEAM GROUPAMA FRANCE

Skipper Franck Cammas is true sailing royalty. In France, he has the kind of superstar status bestowed on those at the very top of football codes here. An America's Cup is one of only two things missing from his trophy cabinet. The other is an Olympic gold medal.

The Volvo Ocean Race, Route du Rhum, Jules Verne Trophy, single or double-handed, crewed, you name it, he's won it. Strengths are his precision approach, exemplary seamanship and a huge capacity for work. The *Groupama* team consists of all French personnel with the exception of Adam Minoprio from New Zealand, who was the youngest world match racing champion.

*Team Groupama* got off to a slow start in the warm-up races, appearing not being able to match the top teams in straight-line boatspeed. Gallic pride will be on the line.

THRESHOLD MOMENTS

The new AC wing masted foiling cats will reputedly do 46 knots in 16 knots of breeze.







#### SOFTBANK TEAM JAPAN

No early clash at the AC will be more keenly watched than when *Softbank* Skipper and CEO Dean Barker goes up against the team that so publically dumped him in a bitter public feud after being on the wrong side of one of sport's greatest comebacks in San Francisco in 2013.

But the AC warrior may not be done yet. Though disparaged by some critics as Oracle's puppet, *Softbank Team Japan* were the first to foil through tacks and steadily improved through the Louis Vuitton World Series.

Aussies include Olympic silver medalist from the Nacras, Jason Waterhouse, who's wing trimmer, Ben Lamb, the current World Etchells champion, is wing grinder; while Luke Payne who is also one of the grinders has solid GC32 experience.

#### EMIRATES TEAM NEW ZEALAND

Their nasty little feud with the organising authority has seen the Kiwis ostracised, which just feeds into their underdog mentality. Of course, in the past that has been the driver for legendary AC victories.

In February, they injected some good old fashioned Cup intrigue when they revealed four bike grinding stations on each side of their boat, instead of the usual arm-powered pedestals. The idea being, pedal power generates greater energy to work the control systems and

maneuver the wing sail.

Other teams responded, saying they'd considered the pedal option, but discounted it.

Ken Read, of *Comanche* and *Puma Racing* fame, and handy Cup helmsman, rates *ETNZ* as the mystery boat. If they don't choose to tune-up against any of the other teams, the moment of truth for their innovation will come pretty soon into their first race against *Artemis* on May 29.

#### FINAL ANALYSIS

Despite all the focus on technology, and the debate over pedal versus arm power, Russell Coutts, a former America's Cup winner and now chief executive of the organizing body, believes sailing expertise shouldn't be ignored.

"Overall I think there are other factors which will be much more important, such as the way they control the wing sail or the way they position boats on the racecourse," Coutts has said

The proof will be out on Bermuda's Great Sound in June, but either way the new format of the America's Cup has provided some stability to the sport.

If the TV ratings mirror the success of the 2013 edition of the Cup, then it will provide another welcome boost to sailing's overall appeal, and counter some of the misguided arguments about the future direction of sailing. ⚓

**"You used to put veteran people in key spots. Now it's different. You need the physical, aerobic sport athlete. These guys are just ripped."**

Ken Read

#### TRAINING DAZE

*Groupama* and *Softbank Team Japan* tuning-up against one another.

## Hall of Fame accolade

*Australian sailing legend SYD FISCHER has notched-up many notable wins in yachting over the years, but despite five attempts, the America's Cup eluded him.*

His dogged determination in mounting those self-funded campaigns has now been officially recognised with Fischer's induction into the America's Cup Hall of Fame.

The only other yachtsman to have so assiduously chased the Cup, was Sir Thomas Lipton, who mounted five challenges between 1899 and 1930.

Fischer entered the America's Cup arena in 1983 with his challenge contender, *Advance*. Then, for the Cup defense in Fremantle in 1986-87, he campaigned the whimsically named *Steak'n'Kidney*.

In 1992, it was *Challenge Australia*; in 1995, *Sydney '95*, and, in 2000, *Young Australia*, with James (Jimmy) Spithill at the helm. Fischer, who on many occasions sailed aboard his Cup yachts, also took a direct interest in the administration of the America's Cup as a member of the Challenger of Record Committee.

Now aged 90, Fischer is also noted for launching the America's Cup careers of some of today's most famous Australian yachtsmen, in particular Jimmy Spithill, Iain Murray and Hugh Treharne, who was tactician aboard the 1983 Cup winner, *Australia II*.

Americans John K Marshall and Doug Peterson were also admitted.

The America's Cup Hall of Fame Induction Ceremony will take place 5 October 2017 in San Diego, California, aboard the USS *Midway*.

Over 80 legends of the Cup have been inducted into the Hall. Candidates eligible for consideration include members of the crew, designers, builders, syndicate leaders, supporters, chroniclers, and other individuals of merit.

Each nominee is judged on the basis of outstanding ability, international recognition, character, performance, and contributions to the sport. [herreshoff.org/achof](http://herreshoff.org/achof)



A man and a woman are shown from the chest up, sitting on a boat. The man, on the left, has dark hair and a beard, and is wearing a red and black jacket. The woman, on the right, has long blonde hair and is wearing a white and black jacket. They are both looking towards the right side of the frame. The background is a bright, slightly hazy sky.

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**THE JEWEL IN THE CROWN**  
Hamilton Island Yacht Club shines resplendent as the centerpiece of the Whitsunday Islands and Audi Hamilton Island Race Week.



P

roviding the damage inflicted by Cyclone Debbie can be repaired in time, the triple treat of warm water racing, spectacular island courses, and dockside fun times kicks off with the Airlie Beach Race Week Festival on 10 August. The focus then shifts to Audi Hamilton Island Race Week commencing on 19 August, finishing with Sealink Magnetic Island Race Week on 31 August.

**AIRLIE BEACH RACE WEEK**

NSW multi-hull sailor Darren Drew got the jump on his rivals, being the first to enter for the week-long combination of close racing and famous Airlie Beach hospitality from August 10 – 17.

Drew said the early entry of his well-known Crowther 50 catamaran *Top Gun* was a definite priority.

"First to enter, first to start and first to finish – I'm setting the bar high," Drew said. "I like dealing with stuff straight away, I'm not a last minute person," he conceded, adding that *Top Gun* would celebrate her 30th birthday on April 27, "the same day as

**FAST & FIRST**  
Darren Drew's *Top Gun* has new sails and foils and is ready to race at Airlie Beach Race Week.



ANDREA FRANCOLINI / MHYC



my wife's birthday."

The Sydney sailor said he wanted to see all of Australia's best multihulls at the event.

"Get those entries in, I want to sail against the best multi competition I can. I've got new sails and new foils."

If that isn't enough enticement, Drew added: "Airlie Beach Race Week provides the best sailing of anyone in the Whitsundays and it's got the best courses because of the long reaching and running legs. Just give me enough breeze," Drew said.

Last year, a record 131 boats from as far afield as Asia and New Zealand raced, with some competitors flying in from Europe.

Festival of Sailing organisers are hoping to capitalise on last year's high number when competitors enjoyed one of the best weeks of sailing anywhere in Australia, courtesy of ideal conditions and a fun social program.

As regular early entrant John Clinton (*Holy Cow!*) commented last year: "Sailors come from all over the place, and many we see only once a year. We love catching up with them all. We also have the greatest respect for the Whitsunday Sailing Club and what it's trying to do for all of us – and they are very friendly, so it's a pleasure to go back.

"And where else can you see so many whales and dolphins showing off so close up? Then there's all the islands in the Whitsundays, many are uninhabited. You get to see all of this while racing and in between. There's nothing like it," Clinton ended. [abrww.com.au](http://abrww.com.au)

#### AUDI HAMILTON ISLAND RACE WEEK

Combined, the cruising boats and the trailerables are easily setting the pace in terms of early interest and registration for this year's Audi Hamilton Island Race Week, August 19–26, with racing commencing Sunday 20 following the traditional opening party and fireworks spectacular.

The unique setting brings sailors and their guests from every Australian state and

territory and around the world to award-winning Hamilton Island, which sits as the stunning centrepiece among 68 uninhabited tropical islands.

The majority of the racing courses weave their way around many of these islands and the predominant breeze is a south-east tradewind, while under and on the ocean humpback whale calves cavort close to their gigantic mothers.

Last year's Race Week was unmatched on every front. The fleet of 252 was 25 more than the previous record set in 2008 and every one of the many and widely varying

owner's daughter, Vicki, who is now skippering the yacht.

"In 2013 there was a changing of the guard," says Vicki, who has not looked back since taking over from her father, who at 79 still enjoys being involved.

"Dad turns 80 on the 2nd of September, so he'll be aboard to celebrate during Maggie Island Race Week. He's really looking forward to it. He loves to sail," says Ian's daughter, who only has to cross the water between Townsville and Magnetic Island to compete.

So a double celebration is imminent at the 11th running of Sealink Magnetic Island, to

## Northern seabatical

*After record participation in all three major tropical regattas last year, the entries are rolling in for the most enjoyable way of escaping the chill winds of late winter in the southern capitals.*

social events was a sell-out. Growth in the reintroduced Multihull racing and cruising divisions contributed to the boon year, as did the Australian Yachting Championship series that ran across four divisions.

Organisers report entries for 2017 are already well ahead of the same time last year and have advised competitors to book accommodation early and keep an eye out for the release of tickets for the onshore program. [audihamiltonislandraceweek.com.au](http://audihamiltonislandraceweek.com.au)

#### SEALINK MAGNETIC ISLAND RACE WEEK

Online entry to Townsville Yacht Club's 2017 Sealink Magnetic Island Race Week has opened, with the first entry being local boat, *Akarana*, as she celebrates her 40th birthday while her owner, Ian Hamilton, is to celebrate his 80th during the September event.

Celebrations for *Akarana*, a Farr 1104, known to all regulars at Magnetic Island, have already begun, according to the

be held from 31 August to 6 September. And the dress-up themes the crew has become renowned for will be on again, although the Hamiltons remain tight-lipped but promise they will not disappoint.

"You'll just have to wait and see," says Vicki, whose crew enters into the spirit of the event wholeheartedly. Previous themes have included Barbie in 2009, cowboys in 2010, 1970s rock stars in 2011, sexy pirates in 2013, Mexican fiesta in 2015 and last year it was burlesque (dad Ian took centre stage in a tux).

*Akarana*, a Farr 1104, was designed to the IOR rule as a rule beater by the eminent Bruce Farr. "The hull was state of the art in those days, being fibre, built of foam sandwich with a steel frame, but has since been reconstructed in laminated hardwood," Vicki says.

Sealink Magnetic Island Race Week enjoys the distinction of closing the circuit of Queensland tropical regattas each year, and attracts entries from all over Australia.

Divisions include IRC and Performance Racing, Spinnaker and Non-Spinnaker Cruising, along with multihulls. [magneticislandraceweek.com.au](http://magneticislandraceweek.com.au)

**WHALE RIDER**  
Close encounters of the Cetacean kind. Right: *Akarana* at Sealink Magnetic Island Race Week.







**A**ny debate about which is the toughest fully crewed offshore yacht race in the world is largely parochial and pointless. The Volvo Ocean Race, with 40,000 nautical miles in 40 weeks is the hands down winner, leaving the Rolex Sydney Hobart Race and the Rolex Fastnet Race to fight out the short-haul toughest bragging rights. It's interesting to note though, that some of the most experienced Volvo sailors have described especially bruising editions of the Rolex Sydney Hobart as the toughest races they'd ever done.

Either way UK sailors regularly make the trek out here to join the Hobart fleet, and a crew of Sydney sailors has chartered a Beneteau First 40, Sailplane 1, for the 47th running of the 605 nautical mile classic.

Marika Koppenol, Muir Watson and Brett Eagle have put together an experienced team for the race. The catalyst for the decision as Eagle explains it is a "collective aspiration" to take part in two of sailing's great events; Cowes Week and the Fastnet.

They'll join entries from 27 different nations including; Great Britain, France (who have dominated the event in the recent years), Netherlands, Germany and USA, with an entry from Korea, and New Zealand. The race has attracted the usual diverse fleet of yachts, from beautiful classics to some of the world's fastest racing machines – and everything in between, racing in IRC or

## FASTNET FOCUS

At least two Australian crews will be among the 400 boats lining-up for this year's Rolex Fastnet Race.

selected offshore classes such as IMOCA60, VOR65, Class40 and MOCRA Multihull.

The biennial Rolex Fastnet Race can test the best prepared boat and crew to its limit. Each team must be prepared for severe weather, large and confused seas, and strong winds. Boats have been lost, people have perished, yet, the attraction of one the world's major ocean races is unmatched.

When the entry list opened on 9 January, spaces sold out faster than Midnight Oil's reunion concert, the 340 boat limit reached, incredibly, in just 4 minutes and 24 seconds.

And this figure excludes the non-IRC fleets which will include a giant international turnout of Class40s (34), and significantly, will be the first occasion the eight VO65s, set to compete in this year's Volvo Ocean Race, will line up in anger.

When the Rolex Fastnet Race set sails from Cowes on Sunday 6th August, close to 400 boats will make up the combined IRC and non-IRC fleets - the largest ever

entry in the race's 92-year history and a significant step-up from 356 in the last race.

The Rolex Fastnet Race is one of the world's oldest offshore races, but the 605 mile course represents much the same challenge today as it did to competitors 90+ years ago: typically an upwind westbound slog along the south coast of England, then full exposure to the open Atlantic Ocean on the crossings to the Fastnet Rock (lying four miles off southwest Ireland) and back, before leaving Bishop Rock and the Scilly Isles to port, en route to the finish off Plymouth.

An Australian connection will also be aiming to steal the maxi fleet honours. Ludde Ingvall is bringing his radical 100 footer CQS, which will be out to substantially improve on its seventh placing on line honours in the 2016 Rolex Sydney Hobart. But CQS faces stiff competition from George David's Rambler 88, which has shown superior speed against the 100 footers in the right conditions. ↓  
[rolexfastnetrace.com](http://rolexfastnetrace.com)



# Nouméa back on the menu

After the interlude of over 20 years, the Cruising Yacht Club of Australia has announced the reintroduction of the Sydney Noumea Race in 2018.

The 1064 nautical mile race will start on Sydney Harbour on Saturday, 2 June, 2018. It is open to monohull yachts measuring between 9 and 30.48 metres and incorporates a rally for cruising boats.

Melbourne, Brisbane and Auckland clubs are also running races to Noumea in tandem with the Sydney Noumea Race.

The true long haul bluewater race will be organised and conducted by the CYCA, with the co-operation of the Cercle Nautique Caledonien (CNC) in Noumea.

Tropical trade wind sailing, the colourful array of four fleets arriving in Noumea within a short space of time, coupled with idyllic spring like conditions, not to mention the chance of catching up with old friends, or experience a holiday with family and friends, makes it an attractive prospect for would-be competitors.

John Markos, CYCA Commodore, said, "the race has been included again in the Club's sailing program due to popular demand following a survey of club members. The management team has worked hard to organise the race for the first time in more than 20 years. I congratulate them and the CNC for assisting with the race."

Among the early entries are high-profile CYCA members, Ed Psaltis (*Midnight Rambler*) and Tony Kirby, (*Patrice*).

"I was one of the instigators, along with John Cameron (Immediate Past Commodore), so obviously, I'm looking forward to the race," said Kirby, remembering the last time he took part in what was a biannual race.

"I was about 20 when I raced there on Marshall Phillips' *Sweet Caroline* with all the old legends – I was the junior. We had a lot of fun, both racing to Noumea, and then when we got ashore," said Kirby, adding: "I love ocean racing – the longer the race – the better."

The Sydney Noumea Race will be a Category 1 race, with the overall winner to be decided under IRC. The existing race record was set by *Brindabella* (George Snow) in 1991 in the time of 5 days, 21hrs 35mins. The Notice of Race is now available to download from the Club's website. [cyca.com.au](http://cyca.com.au)

For the full range of sailing, cruising and holiday options in New Caledonia check out our destination feature on p 58.



ANDREA FRANCOLINI

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## MUTUAL APPRECIATION

Left: Hobart's Constitution Dock is the perfect venue for the hugely popular festival. Clockwise from right: Yukon schooner Denmark; The 8-metre *Varg* and its crew clad in classic sailing wear; Former five times Rolex Sydney Hobart competitor *Trevassa*.



The quays were packed with yachts and working boats of every description, from skiffs to 214-foot square riggers. Owners sat amid teak decks and gleaming brightwork, ready to chat about their pride and joy, even when the rain squalls blew off Mount Wellington.

Some dutiful folk hid in the Dechaineux Theatre where there was free entry to a brains trust of international boat specialists, while for others, it was a good excuse to roll into Customs House for a beer and a yarn. It was there that I met a bunch of boatbuilders from the mainland on their biannual pilgrimage to this great maritime festival, and I was pleased to see they were joined by some apprentices who were learning wood-building skills.

With the returning sun came more enthusiasm for a jaunt on the Derwent, with cutters, lugsailers and schooners heading out, while over at Sullivan's Cove, a congo line of would-be jack tars lined up to board the tall ship *Tenacious*, the largest vessel on show at 214 feet.

Those in a buying mood strolled into the Maritime Market Place near Salamanca where kit boats, plans for yachts and West epoxy resins, to name but a few items, could be procured over a friendly chat. The less ambitious ducked into the model yacht

display where coasters, luggers, landing craft and of course sailing yachts of every variety could be marvelled at.

## INTERNATIONAL FEEL

The demographic may have been mostly senior, but the crowd lacked nothing in enthusiasm, especially the youngsters who were taught quick and dirty boat building and the littlies, barely able to hold an oar, were drifting around Constitution Dock in skiffs.

All kinds of accents could be heard above the bustle, but the most prevalent was Dutch. The contingent of forty or so sailors and their families were at the festival to celebrate their ancestors' exploration of our coasts, their mini barges part of an estimated hundred or so boats that visited. Boats like the 20-foot *Tjotters*. Made from oak with large leeboards,

they were originally used by the Friselanders of the North Sea, the famous seafaring race, to transport everyday items such as cows and farm produce.

But their flagship for the Tassie visit was rather more glamorous – the Dutch king's sloop *Oranje*. The 26-foot yacht, a *Regenboog* 56, took on a local Derwent Class sloop *Gnome* in a match race that the visitors won, but honours were shared in the Customs House bar afterwards.

## VINTAGE RACERS

Strolling toward some of the tallest wooden masts I could see on the outer Kings Pier Marina, the crowds were so large that I could barely catch sight of what they were all gawking at. It was a Hobart boat that had just returned home, but with quite a story to tell.

## HEART OF OAK

Amid the flutter of colourful maritime flags, Hobart came alive from 10–13 February for the MyState Australian Wooden Boat Festival, writes KEVIN GREEN.



and celebrating their heritage are just some of the aims of the vibrant LBT.

Their shed is nestled beside the Huon River in Franklin, an hour south of Hobart. Set in the heart of the Huon Valley, where the legendary Huon Pine is found on its rolling hills and apple tree covered valleys, this area is a burgeoning boat-building region.

Coinciding with the festival, LBT organise a biannual small craft voyage up the coast that arrives during the opening parade of sail in Hobart. This year a hundred sailors and thirty vessels took part, ranging in size from 27-foot whale boats to tiny wooden skulling skiffs. This special flotilla of small craft sailing and rowing boats originated in Europe and is known as a raid, and is usually done with open-decked wooden craft.

My homeland of Scotland was a pioneering nation of these raids due to its long maritime history and the bloody Viking raids around its rocky shores. From these origins, various vessels evolved including the St Ayles skiffs, four-oared replicas of the original Scottish Fair Isle skiff designed locally by Australian Iain Oughtred.

Also at the festival was staff from the Wooden Boat Centre. Situated next door to the LBT shed in Franklin, the Wooden Boat Centre is an old tin shed with an illustrious history of producing both boats and qualified apprentices.

Started in 1991 by South Australian John Young, the centre has been the focal point for a new generation of boatbuilders. Staff have a wide variety of skills in wood, fabrication, glass fibre and engineering that has allowed the organisation to produce certified wooden boatbuilders. Vessels up to 30 feet have been built, and many restored and refurbished.

#### TASMANIAN WOOD TECHNOLOGY

Latest out of the shed to make its debut at the festival was *Seacrest*, a Dutch-designed BM16m2, commonly called a sixteen

Former five times Rolex Sydney Hobart competitor *Trevassa* is a 48-footer designed by the late Tasmanian yacht designer Jock Muir. It had been brought back to the island by the Muir family, after having been owned by Sydney yachtsman Russell Duffield for forty-one years.

A legend in yachting, building and design, Muir penned around hundred vessels and built more than eighty including the *Westward*, the only Tasmanian yacht to have twice won the Rolex Sydney Hobart Yacht Race overall on corrected time. Built of Huon pine planking over hardwood ribs, according to Jock's autobiography *Maritime Reflections*, *Trevassa* was similar to the 1947 Sydney Hobart Yacht Race line honours winner *Waltzing Matilda* he'd also built.

Also among the race boat fleet was the beautiful 8-metre *Varg* and its crew clad in classic sailing wear. The Tasmanian yacht with its elegant canoe stern is a replica of the original 8-metre Johan Anker design built in Norway in 1924, and will compete later this year in the 8-metre World Cup in Norway. Held in August, *Varg* will be the sole Australian representative.

The racing success of the original boat, which included beating the best British yachts in the Solent, brought her to the attention of an Australian who imported her here in 1926. *Varg*, the Norwegian word for wolf, led a successful race career at the Royal Sydney Yacht Squadron for almost half a century before falling into disrepair.

New owner Kraig Carlström was unable to save her, so instead engaged Cygnet boatbuilders Michael Wilson and Warren Innes to copy her flowing lines for a replica in Huon pine. The four-year project involved Portuguese naval architect David Vieira, who researched Anker's original line drawings in Norway's National Maritime Museum to create the replica that launched in 2013. (This is a story well told by writer Bruce Stannard in the book of the same name for those seeking more details.)

#### ENCOURAGING SMALL CRAFT

Among the shore-side stands and overlooking an armada of open-deck boats stood the tent of the Living Boat Trust (LBT), which this particular moth flew towards. Encouraging the use of small wooden craft





squared. (In Holland, sail area used to be taxed beyond 17 metres, so these sloops were rigged just under the limit.)

Built by a group of Dutch trainees in the final year of their three-year apprenticeship under supervision from their towering instructor Bert van Baar, the sloop reflects Australia's diverse maritime heritage and early explorers. It was auctioned near the Shipwrights' Village at the festival.

The BM16m2 sloop was made of King Billy Pine and Celery Top Pine, which was reclaimed from beneath a lake formed by the damming in 1986 of the Pieman River in Tasmania's highlands. The standing trees were harvested by Hydrowood, who discovered the largest quantity of environmentally friendly, specialty Tasmanian timber found in years. These include some of Tasmania's rarest and most sought-after timbers such as Huon, blackwood, sassafras, western beach and eucalypts. Huon, along with the Celery Top Pine and King Billy Pine, are the popular materials used in local boat building.

Huon is the king of the Tassie woods, of course, and fallen logs were found intact by early settlers, who soon realised that they could withstand rot and marine worm – and that the yellow buttery wood was workable. But it didn't take long for the eager settlers to nearly exhaust the species. Today, recovering the timber is a complex process that involves using high-powered sonar to identify tree species, then special diggers that plunge down through tree's canopy to pull it out by the roots.

**SYMPOSIUM**

Learning from the past to create a future for wooden boats was one of the themes for the illustrious gathering of specialists who

met for the quayside symposium, sponsored by the Australian National Maritime Museum. Event moderator Kaci Cronkhite was director of the world's largest wooden boat festival in Seattle, and in Hobart she highlighted the individuality of wooden boats. She also moderated a wide variety of discussions that ranged from the historic to the modern use of materials.

Speakers included superyacht guru Ron Holland, who talked about how wood could be incorporated into the modern design of larger vessels. As he talked, across the water lay the largest wooden vessel to be built in the 20th century – the 214-foot British tall ship *Tenacious*.

For cruising sailors the appearance of the legendary Lynne Pardey was an inspiration. Her presentation, *Love or Logic*, focused on restoration and noted that 'boat festivals keep wooden boats alive.' Pardey also highlighted the social aspect of wooden boats, whereby skills and people meet at a community level, as seen in the Living Boat Trust in Franklin.

For many, including myself, Lynne's books with her husband Larry Pardey impart an appreciation of woodworking and voyaging in traditional vessels, as do their self-built, engine-less boats *Serrafyn* and *Taleisin*, designed by Lyle Hess.

The relevance of wood in modern boats was a key theme, so Eric Blake's presentation on twenty years of cold-moulded construction at the Brooklyn Boat Yard was very much on message. The American yard has used the West epoxy construction method since 1979.

Interestingly, it was deemed more prudent to build the tall ship *Tenacious* from wood, rather than steel, which says a lot for the West Epoxy system used, a

popular construction method on large and small vessels. So much so, that its inventor Meade Gudgeon was made the first honorary member of the MyState Australian Wooden Boat Festival this year.

Used widely on vessels large and small, including my own refurbished Mirror dinghy, the West system impregnates wood to create a tough yet flexible material. This is further enhanced by vacuum bagging the lamination that pressurises the curing. The Brooklyn Boat Yard is currently doing an 18-month project to build a 91-foot yacht using this construction, with carbon reinforcements used in specific high-load areas.

With the end of the symposium and day four of the festival dawning, there was a stirring among the fleet as they cast off for the final parade of sail down the Derwent, but many will be back in 2019 – and so will your correspondent. ⚓

**MyState Australian Wooden Boat Festival**

[australianwoodenboatfestival.com.au](http://australianwoodenboatfestival.com.au)

**The Arthur Ransome Society of Australia and New Zealand**

[arthur-ransome.org.uk](http://arthur-ransome.org.uk)

**Living Boat Trust**

[lbt.org.au](http://lbt.org.au)

**Maritime Museum of Tasmania**

[maritimetas.org/](http://maritimetas.org/)

**Marine Safety Tasmania**

[mast.tas.gov.au](http://mast.tas.gov.au)

**Discover Tasmania**

[discovertasmania.com.au](http://discovertasmania.com.au)

**Wooden Boat Centre Tasmania**

[woodenboatcentre.com](http://woodenboatcentre.com)

“Boat festivals keep wooden boats alive”

**TIMELESS APPEAL**  
Parade of Sail Tassie 2017  
and the shipwrights area.







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## Four in hand

With victory at the 2017 Australian Yachting Championship, *Team Beau Geste* secured their fourth IRC win in as many years.

In 2017, Australian Sailing's premier keelboat event, the Australian Yachting Championship, left the temperate waters of Hamilton Island for a new site outside the Sydney Heads. But after four days of diverse conditions, ranging from variable breeze to spectacular sun, Karl Kwok's *Team Beau Geste* managed to repeat the results of the last three years, escaping with their fourth win in Division A IRC.

"It's been an interesting week with the conditions giving a bit of everything," said Paul Cayard, skipper of *Team Beau Geste*, who joined the team this year and adds a victory to a CV that includes sailing in the 2004 Olympics, 2006 Volvo Ocean Race, and numerous America's Cups. "[Karl Kwok's] been sailing for the past 30 years, so it was a nice experience to sail together," he continued.

Despite *Team Beau Geste's* continued dominance, the championships were not without their surprises, with Division A ORCi coming down to the wire. After a two hour postponement, the final race on the final day was the decider, as *Team Beau Geste* and *Alive* competed in a solid 7 knots to break their tie in ORCi for Division A. In the end, *Alive* won by little over five minutes and took history as the inaugural winners in Division A ORCi for the event. "Our boat is really made for offshore sailing so we think we did well with the varied type of racing over the last four days," said skipper of *Alive* Duncan Hine.

In Division B, *Bushranger* dominated with an almost 10-point lead in IRC and ORCi ratings. "We like to build a crew up and have them 'learn on the go'... there's a level of trust between us all build over a number of years," said Gerry Hatton, owner of *Bushranger*, who expects a return for next year's event. As for Division B PHS, *Nautical Circle* secured a one point win over *Foreign Affair* after entering the final day with all boats within two points. "We decided to use the symmetrical kite today as yesterday's racing using the asymmetrical kites didn't go so well. It paid off", said Robin Shaw, skipper of *Nautical Circle*.

In 2018, the Australian Yachting Championship moves to Victoria, taking place between 26 to 29 January at Sandringham Yacht Club after the Festival of Sails. [australianyachtingchampionship.org.au](http://australianyachtingchampionship.org.au)

## Rising to the Challenge

Despite the highly variable weather, the 2017 Helly Hansen Women's Challenge was a hotly contested celebration of women's sailing.

The 22nd Annual Helly Hansen Women's Challenge is one of Australia's premiere events for women's sailing and in 2017, this signature event of Manly Yacht Club pulled no punches. Across the weekend of the 18th and 19th March, 25 competing yachts were treated to the full spectrum of Sydney weather, enduring rain and overcast conditions, as well as the full faced glare of late summer.

"The Friday night before it was absolutely blowing a gale, really windy and we were really quite worried the whole thing was going to get cancelled", said Event Coordinator Catherine Thornton. But luckily for the competitors, conditions settled enough to continue, though not without some interruptions: "it was still absolutely torrential downpours at some stages through the races and really quite strong winds gusting up to 19 knots", Thornton continued.


In Division 1 of the Female Helm category, the Rob Shaw 11 metre *Little Nico* came in first in a dominant performance, skippered by Sonja Walters, additionally taking line honours for the second year in a row. They were followed by the Northshore 369 *Shibumi*. In Division 2 of the Female Helm, Manly Yacht Club recorded a sweep of the pool taking places first through sixth, with the Beneteau Oceanis 37 *Moonraker* coming in first, followed close behind by the Passage 33 *Lautrec* in second and the Santana 22 *Bokarra* in third. As for Division 4, Female Helm, it was a Royal Sydney Yacht Squadron affair, with the Yngling *Miss Pibb* skippered by Louise Tillett into first, while *Shining Star* and *Evie* fought for second and third, with Elyse Guevara narrowly leading *Shining Star* clinching second by a minute.

In Division 1 for the All-Female Race, the BH36 *Local Hero* just barely edged the Manly-locals *Esprit* for first place. *Esprit*, an Archambault 32 skippered by Jan Bartel, were however the comeback story of the day, overcoming breakages and ripped spinnaker to come through in second over the MBD41 *The Banshee*. In Jan's words, "the gigantic swell was reflecting back off Middle Head making some truly humungous waves too difficult to gybe in. So we dropped, reached in and surfed down the waves at over 9 knots with just the heady!"

Onlookers were also treated to a rare superhero sighting in the Division 1 All-Female Race, as the crew of the Sydney 38 *Utopia* took to the water dressed in spandex as a team of Wonder Women. While they looked amazing, unfortunately they struggled with some breakages and did not finish the race. However, they went home with a consolation prize, winning the Helly Hansen traditional "Best Dressed" category. [myc.org.au](http://myc.org.au)







**MASTER CLASS**  
Multiple world champion,  
VOR winner Paul Cayard at the  
helm of *Team Beau Geste*.

**T**he fresh and character building conditions meant crews in the 21 divisions competing had to contend with breakages, ripped sails, man overboard situations and injuries.

On Saturday, colourful wet weather gear stood out in stark contrast to the grey day, when the full contingent of 226 boats of varying types and sizes populated Sydney Harbour from Kirribilli down to the Sound, just inside Sydney Heads – where more havoc was wreaked.

Among the 21 divisions and 226 competitors was world-famous American yachtsman, Paul Cayard, who was at the helm of Karl Kwok's TP52, *Team Beau Geste*. Another big name, Kiwi Gavin Brady called tactics. It wasn't difficult to understand their dominant IRC performance in IRC Division 1. They won every race, with Lindsay Stead's *Yeah Baby/Boatec* second overall.

While Kwok is from Hong Kong, the boat was here representing New Zealand. Her crew found the Sydney Harbour Regatta the perfect preparation for the upcoming Australian Yachting Championship later in the month.

"This is a great event and was a good hit out before the Yachting Championship," Kwok's boat manager, Cameron Ward said.

"It was very fresh and very challenging. It was a good way to put the boat and crew through their paces."

#### **YNGLING NSW CHAMPIONSHIP GOES TO EVIE**

Ruth McCance from the Royal Sydney Yacht Squadron won the final three races to take the Championship by two points from Hamish Jarrett (*Miss Pibb*). Gary Wogas finished third.

#### **JACKAL NAMED NEW J70 NSW CHAMPION**

Peter Rozenauer's *Jackal* became the J70 NSW champion for 2017. Her owner will be sorry he missed out. Called away on business, 18 year-old son, Nick, steered the boat to victory.

"It's a real family affair – my mum Anne is on the crew and my 16 year-old brother Alex. Things got a bit heated at times – that's family,"

## NATURAL SELECTION

*A strong low pressure system off the New South Wales south coast ensured a highly challenging two days of racing at the Sydney Harbour Regatta, with crews battling 35 knot gusts and lumpy three metre swells.*

Nick said laughing. "Only the bowman isn't family, but he may as well be."

"The racing was extremely close – especially between us, *Juno* (Reg Lord) and *James* (last year's winner owned by Tim James). It came down to shifts in the final moments of each race." There was two points between first and second, and two between second and third.

#### **SYDNEY 36 CHAMPIONSHIP GOES TO MIDNIGHT RAMBLER**

Ed Psaltis won the Sydney 36

Championship having only recently joined the class after retiring from long offshore racing. Blooded into competitive racing early on, courtesy of his sailing parents, Psaltis recently made the move to round the buoys racing, buying a Sydney 36, and keeping in theme, named her *Midnight Rambler*.

Psaltis won all but one race, so cleared out on second and third place getters, *Saltshaker* (Peter Franki) and *Alpha Carinae* (Damian Barker). Ten boats took part in this competitive series.

#### **PHS**

PHS spinnaker and non-spinnaker divisions are a major component of the Sydney Harbour Regatta and make a spectacular sight on their long Harbour courses. Ray Parrott (*X-Ray*) was thrilled to win Spinnaker Division 1, not in the least because his X-332 was the smallest boat in the division.

"It was a great regatta. Very challenging – we saw lots of carnage around us. We didn't do any damage, but we did have a broach and a Chinese gybe, but nothing broke. It was my first, and hopefully my last," Parrott said laughing.

"We had some thrilling rides with 30 knots behind us. We sailed well and fought for every race against longer and faster boats," he said after beating Ian Box's *Toy Box 2* by one point overall after three races. Another local, *Patrice Six* (Shaun Lane) was third.

The 12th anniversary Sydney Harbour Regatta will be imprinted on everyone's minds for its high winds, big swells, downpours and scattered rain throughout. ⚓



# IKONIC PERFORMANCE

Kirwan Robb and his *Ikon38* crew from Victoria proved the outstanding team at the inaugural Yoti Sydney 38 OD International Championship. *By DI PEARSON*

The regatta, hosted by Middle Harbour Yacht Club in conjunction with the 12th Sydney Harbour Regatta, was an historical moment for the class and the Sydney Harbour Regatta; the first regatta with international status. Teams came from the USA and New Caledonia to compete against those from NSW and Victoria.

The winner Kirwan Robb, from Hobsons Bay Yacht Club in Victoria, maintained the status quo throughout, winning six of seven races, some by margins of almost a minute or more. The only blot, if you could call it such, was a third place in Race 4.

Of the competition, Robb said, "We knew *Next* was meant to be quick, because they just won the NSW Championship. But they seemed to struggle in the upper end of the breeze and a couple of manoeuvres let them down."

Richard Holstein, the co-owner of *Next*, which finished third overall after a promising start, responded with typical humour: "We're getting too old. My co-owner Phil Tompkins skippered in the States. We don't sail the boat enough. "We did have our struggles," he agreed, "and made silly mistakes. As one of the crew pointed out, every little error cost us a boat length. They soon add up."

On their win, Robb, a one-design fanatic said, "It was a great regatta, we really enjoyed it. The competition was very close. It was a fantastic feeling to head home with the title.

Twelve boats, representing the USA, New Caledonia, NSW and Victoria took part in this history-making event. Nine races were scheduled, but unseasonably high winds and big swells, even on the Harbour, reduced the series to seven races.

Three scheduled races were put to bed on Day 1, in building shifty winds that ranged from 8 knots to 18-21 knots on the windward/leeward offshore courses. "A bit of everything," was how Robb put it, after winning all three races, the first by over two minutes to Rick Welch's *The Bolter* from Pittwater. Richard's Holstein's *Next*, was third.

The New Caledonian team of Renaud Gerardin and Mana Malmezac scored a mixed bag of 4-7-3 results on the opening day. They pulled it together nicely for the second and third days and came into their own. They had no expectations, so were as surprised as anyone to finish second overall, best placed of three international teams.

"We brought a good crew, with a lot of experience, they made the difference. We have a mix of New Caledonians from three different

boats and Leon Thomas (previous owner of *Guilty Pleasures*) and Dan Hayden from Townsville.

"We spent one day training in Frenlich (French/English) before racing", he said of the language barrier between them.

You have to give it to the French, they have only been sailing a Sydney 38 since 2015 and not in a one-design fleet. They bought *Guilty Pleasures* from one of their two Aussie crew members, Leon Thomas, who explained how they sailed so consistently on Day 2.

Class President Peter Byford said he was extremely pleased with the outcome of the regatta and that more events of this status were planned as the class goes through a revival.

"The Sydney 38 Executive is very keen to build on the success of this event with a specific aim of getting more 38 owners involved in the excitement of OD racing," he said. ⚓  
[shr.mhyc.com.au](http://shr.mhyc.com.au)

ANDREA FRANCOLINI / MHYC

## CLINICAL DISPLAY

Below: The winner, *Ikon38* maintained the status quo throughout, winning six of seven races.





## Green Zone

Leslie Green and his GINGER crew pulled off the ultimate class feat when they sailed to a fourth successive MC38 Australian Championship on Pittwater in February.

# A

fickle last day closed up the final pointscore. *Ginger* (CYCA) laid the foundations in the first two days and went out to race defensively, putting a target on *Dark Star*'s (RPAYC) back, and Neville Crichton's *Maserati* (RNZYS/CYCA) crew cleverly read what breeze there was to move into second overall.

The day opened with a patchy 5-7 knot sou'west wind for race eight and finished with a second race, on the Mackerel Beach to Stokes Point course in a light ESEer up to 8kts with a mid-section full of holes. A weather system to the north-west did Pittwater sailors no favours and forced a postponement between races as the committee monitored the Bureau of Meteorology's radar for thunderstorm activity, wary of the previous two afternoon's sudden storms.

"It was a hard day, we had to cover *Dark Star* and that can lead you into trouble," Green said. "All the boys are so good, the reason we win is we have an excellent team. I loved every minute of it and I'll be back next year," the smiling skipper promised.

As the newest crewmember, strategist Julian Plante commented that the guys on the *Ginger* team are inspired by Leslie's attitude and the effort he puts in. "The inspiration pushes everyone to do their best and find a little extra. Leslie sets a nice tone and the team want for nothing. Joining them was a no-brainer for me; they've been a successful team for so long."

Doug McGain, mainsheet on *Maserati*, said the mental stress was high for some on board as the games of snakes and ladders played out in the final race, when *Maserati* was still behind *Dark Star* on points. "There was a lot of concentration and a bit of mental stress," McGain said. "Once we got around the top mark and looked back we knew we were fine. Everyone just took a breath and settled down. We just had to be patient. Neville was happy with the weekend and he's happy with second."

Cameron Miles, tactician on *Dark Star*, rued yet another final series day when their good fortune ran out, similar to the final day and race of the 2016 Australian Championship. "The last day seems to not be our day. We are sailing well and the boat's going well, we just need to be more consistent. We could have got our time on distance better in the second start, the penalty turn didn't hurt us as we were going right but then the breeze came in hard out of the left. You can only go with what you can see at the time," Miles added.

Being the tactician on a cloudy and shifty Pittwater is the most unenviable job on the boat, no matter which class, and what happened to *Dark Star* and others is referred to by locals as 'being Pittwater-ised'. ⚓

[facebook.com/MC38Class](https://www.facebook.com/MC38Class)



## Need for speed

The JJ Giltinan Trophy, the unofficial world championship of 18 foot skiff sailing, has demonstrated why it takes precision and skill to handle these speed machines.

**S**ydney sailors Michael Coxon, Dave O'Connor and Trent Barnabas wrapped up the trophy, with the international series taking place over a week on Sydney Harbour. The trio aboard *Thurlow Fisher Lawyers*, were consistent in, what were at times, punishing conditions.

But the series was controversial, with the result being affected by the rescinding of redress awarded to the New Zealand Champion, *Yamaha* for an incident in Race 3 of the championship when they were forced to withdraw with a broken boom vang after a collision with another New Zealand boat, *C-Tech*.

After initially being granted redress of average points at a hearing, the decision was reversed after the Protest Committee viewed the video coverage of the Race following a further redress claim by *Appliancesonline* (David Witt).

The series finished-up with *Thurlow Fisher Lawyers* on a winning score of 16 points. *Coopers 62 - Rag & Famish Hotel* (Jack Macartney, Peter Harris, Mark Kennedy) was second on 25 points.

*Yamaha* finished on a total of 28 points, which was enough to clinch third ahead after beating fellow New Zealander *C-Tech* (Alex Vallings) on count back. "We got angry, and we smoked them," was *Yamaha* skipper Dave McDiarmid's summary of their end to end win in Race 6 of the JJ Giltinan 18ft Championship.

The win was the New Zealand crew's third from six races, all by substantial margins. The margin in the final encounter was a massive 3minutes 45 seconds in the 95-minute race sailed in an SSE breeze and rain.

"We're obviously pretty disappointed with the events of the last couple of days. We have won half our races, and we should have received redress for another race. We would have won the regatta," McDiarmid said.

In Race Six a fired-up *Yamaha* crew made a slingshot start off the pin end of the line and took the lead in the opening stanzas of the first beat and were never headed in the miserable conditions.

"Soon after clearing the start line, we did pretty much what we did in Race 2 - just put our bow down and started sending it," skipper Dave McDiarmid recounted.

"We sailed straight past *Rags* like they were standing still."

"We are a significant step ahead of the Australians in those conditions, at the moment," he added.

Race 7, the final race, was held in SSW wind, ranging between 15 and 25-knots, meeting the 26-boat fleet it was going to be a real test for all teams over the long South course.

Desperate to prove what might have been with a little more luck, the New Zealand *Yamaha* team (David McDiarmid, Matt Steven, Brad Collins) scored their fourth win of the regatta in brilliant style.

*Yamaha* and the new champion *Thurlow Fisher Lawyers* gave spectators a glimpse of power sailing in the fresh wind before *Yamaha* gained the upper hand to win by 1m44. ⚓

[18footers.com.au](https://www.18footers.com.au)





# SPEED & SERENITY

*The fastest cruising cat on water is what you'd expect from motor racing legend, Tony Longhurst, but the brief was to also make this pioneering, solar-powered vessel the greenest, as JENI BONE discovers.*



“It’s our hot rod on water,” said

its proud owner, CEO at The Boat Works, and visionary in terms of alternative power, materials and design for his new Schionning G Force 2000 Speciale, christened *Kato* – an amalgam of the names Tony and his wife Karen.

The incarnation of Longhurst’s vision of the ideal family cruising cat, bright-white, lean and sinewy *Kato* is now undergoing sea trials, plying the picturesque coastline between Mooloolaba and the Gold Coast to check its systems and its speed.

Constructed over 14 months at Noosa Marine, under the watchful supervision of director, Julian Griffiths, Longhurst’s friend and Extreme 40 racing Captain, *Kato* is truly unique.

A two-Master, two-ensuite layout with all the comforts of home for extended cruising, the 19.5-metre (65-foot) beauty will be a state-of-the-art masterpiece that surpasses convention.

On the foredeck, there’s plenty of living space, while the cockpit is equally impressive with daybeds and storage for stand-up paddleboards and the arsenal of watertoys this active, avid family enjoys.

Griffiths described the décor as “minimalistic, but totally stylish and all the comforts of home”. Leather hides are used throughout for lounges and trimmings and there’s an apartment size galley with top-of-the-range appliances, including the all-important coffee machine.

The brief for this stunning multihull was to “reduce weight and produce one of the lightest and fastest cruising multihulls on the water”.

*Kato* is carbon fibre everything, down to the foam-filled kitchen cupboards, meticulously covered with Laminex, every faux woodgrain matching. This boat will be light, sturdy and superbly fast.



**DISTINCTIVE STYLE**  
Form follows function in *Kato*'s helm station; the joinery utilises weight-saving foam.







"Using carbon fibre throughout gives the boat a stiffer, lighter platform, so there's no deflection in the boat or rig when you're powering through all conditions," said Griffiths. "The boat is made to travel worldwide, and it's fully self-sufficient."

Lorraine Murray at ATL Composites was involved in the build. "The goal was to keep the boat as light as possible," she affirmed.

"Hull construction is strip planked with DuraKore which has been standard for the G-Force designs since they were first designed, however, the hulls have been reinforced with carbon fibre rather than standard e-glass to provide extra stiffness and reduce weight for increased performance."

Other structural components have been supplied as a DuFLEX Composite Component Pack all cored with ProBalsa, which is used extensively in the marine industry worldwide to provide exceptional compressive strength, high thermal and sound insulation and low FST (Fire, Smoke and Toxicity) properties. The DuFLEX panels are laminated with carbon fibre double bias reinforcements for added stiffness.

The interior is also a CNC-routed Component Pack with Featherlight composite panels cored with Divinycell H60, a low density unique combination of polyurea and PVC core that ensures good thermal/acoustic insulation. Laminated with carbon fibre reinforcements, these custom Featherlight panels were specified to provide superior stiffness and again, meet the brief to be ultra-lightweight.

"Manufacturing the interior as a complete component pack allowed the weight to be controlled and the computer-generated routing files allowed for maximum efficiency in nesting and reduced wastage of raw materials."

A completely carbon-reinforced boat, outside of international racing circles, is unusual, she admitted, "but weight and performance were the criteria for this project, so it was logical".

"If the budget is there, then certainly a carbon/composite construction will deliver lightweight and overall high performance."

ATL Composites was chosen for its processes and quality control.

"Our manufacturing process is unique and quality control measures are taken at every stage of the process," said Lorraine. "Our Composite Panel Production has DNV-GL Code Approval and ATL Composites has ISO-9001 Quality Management certification ensuring that all our products are produced to the highest standard with complete manufacturing records."

*Kato's* sails and rig are superyacht quality. Southern Spars designed and fabricated the 23-metre mast in South Africa, while the sails were made by North Sails at their Nevada loft. The one-piece molded 3Di sails are made using the TPT (thin-ply technology) patented system, a light-weight pre-preg product used in America's Cup boats and Formula 1 cars.

Southern Spars and North Sails interfaced with their in-house design software to create the best aerofoil package available for a modern cat. It's the same product as used in the recent edition of the Volvo Ocean Race.

"While its purpose is cruising family boat, it will certainly be a performance cat," said Mark Bradford, North Sails Brisbane Manager. "The thinking has come from racing cats and has been adapted for this boat."

The challenge, he explained, was for all the experts to work together for the common goal – lighter, faster and durable, to meet the owner's brief, without losing the comfort factor.

"The 3Di sails on *Kato* are lighter and more durable than any product that's been used in Australia to date. Besides longevity, three times what you'd expect from conventional sailboat sails, they look great!

"This boat has been done properly from the hull up. The attitude was 'let's do this right!'"

#### MATERIAL STRENGTHS

Above: stiffer and lighter compared to similar sized boats, the hull is carbon-reinforced. Above-right: custom in-boom furling system, an idea adopted from superyachts.



The in-boom furling system aboard was custom designed and built, making *Kato* one of the first performance-oriented cruisers to install one. "The square top mainsail will furl into the boom. A lot of design work went into it, while production time was around eight weeks," said Bradford.

Ian Smith, owner and director Everything Marine at The Boat Works has an impressive background in sailing, not just in the workshop but as a grinder and mastman for America's Cup contender, *Kookaburra 1*, and team manager of *Wild Oats*.

Today, he represents Southern Spars Australia-wide, and is proud to say "*Kato's* offshore spar package comes from the best spar maker in the world", the preference of *Wild Oats XI* and other maxis and superyachts the world over.

"Furling booms are common on superyachts and this step represents the flow on effect from superyachts. From a performance standpoint, *Wild Oats XI* does not have furling boom, but for a cruising yacht, it will improve sail handling without severely compromising performance. It makes single handed sailing much easier. It's made of carbon fibre so in terms of longevity and low maintenance, it's a great investment."

All the engineering and design was done in the Southern Spars headquarters in Auckland. The mast was manufactured in Cape Town then shipped to The Boat Works. The EC6 carbon rigging – same standing rigging as *Wild Oats*, *Loyal* and *Comanche* – boasts zero stretch and unlimited life span. It was built in Sri Lanka, as were the boom and the sails.

**RIG ENVY**  
Twice as durable as PBO, the EC6 carbon rigging is also extremely resilient. Reduced weight aloft means better performance and less roll at anchor.



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While the furling boom is "a touch heavier than a conventional boom", Smith admitted. "There are no reef lines flapping around, no lazy jacks".

"It provides a simplified and streamlined system with far better aerodynamics. It's low fuss, neat and tidy, with a cover to protect it from the sun, for hassle-free enjoyment."

The creative process always involves its share of challenges, Smith observed. "Owners like to have their opinions and their wish list, then there are design realities and issues with engineering, the coordination among the parties involved in the build. We all get on very well and respect each other's specialties, which is a great foundation."

"The owner wanted the best he could get. One of the great benefits of using this collaboration between Southern Spars and North Sails is that it's meant to fit and work together. It's so much better from a performance point of view."

In terms of technical challenges, Smith said the furling and angle of the boom take a bit of "trial and error to get right".

"You still have to raise and lower the mainsail in a conventional manner, head to wind. Anecdotally, one of the monohulls with a Southern Spars furling boom was furling the main during the tack in the Sydney Hobart. They are very reliable, there's no doubt about that."

"Once you have your sail shapes right and your tensions correct, boom height, it should operate seamlessly."

Smith believes there's a lot of scope for larger catamarans to consider this style of furling boom. "They are not cheap, but they do the job. They are becoming more popular worldwide because they make single-handed sailing a breeze."



Each of these innovations is remarkable on its own merits. But it's the boat's propulsion that has generated real excitement, globally.

*Kato* is fitted with 15 Italian-made 110 watt solar panels on the roof above the cockpit. From Finland, the innovative Oceanvolt electric engine, installed in the aft utility room.

"It's run on solar and through an inverter to the lithium battery, so it should never need to use its auxiliary generator," said Julian Griffiths. "That's there for back up on a rainy day."

Australian distributor, Errol Cain of Australian Marine Wholesale is extremely positive about the potential for the Finnish-designed and made system.

"It's silent and lightweight, emission-free and low maintenance, creating energy while sailing. It's absolutely a viable replacement for diesel propulsion," said Cain.

"It uses a lithium battery and can work on its own or in tandem with solar or wind. We have great hopes for Oceanvolt and already have customers lined up for it, including new McConaghy MC50 cruising catamaran, and several private clients, both new and retro fit."

US-based multihull designer, Gino Morrelli is just one significant player paying close attention to *Kato*'s solar-electric assets. The iconic race boat developer was responsible for the construction of multiple Formula 40s, the 1988 Stars & Stripes America's Cup catamaran, Little America's Cup C-Class cats and a plethora of record-setting vessels.

"He said he's watching everything we're doing, and if it works, they will implement it," stated Longhurst, aware of the scrutiny but confident *Kato* will be up to the challenge.

"We will have a standby generator onboard, but we shouldn't have to use any fuel. We will be aiming for a possible 30 knots in the right conditions with only the sound of the wind in our sails."

As Longhurst observed, it's a pleasant irony he's proud to have accomplished; coming full circle in his occupation and now recreation – from racing fuel-thirsty cars around a track to cruising to pristine moorings, harnessing high-tech lithium batteries and the power of the sun. ⚓

[noosamarine.com.au](http://noosamarine.com.au)  
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 Roof mounted solar panels are capable of powering the lightweight speedster at seven knots.



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# TENDER MERCIES

*The nomenclature might often get mixed up, but as MICHAEL TROY explains an inflatable, RIB or dinghy is an essential bit of kit for any skipper. For yachts, the main priorities are safety, durability, light weight, and, of course a reasonable price.*

Officially a tender means a boat stored on the shore to help people get to a bigger anchored or moored vessel and then return to shore, while a dinghy is a boat stored on a yacht used to ferry people ashore. And could be used as a lifeboat in an emergency.

RIBS and dinghies should be treated with respect as they are both very dangerous and lifesaving. They are a must have accessory if you don't want to swim ashore or only go to marinas. There's no mystery as to what the options are, but the choice boils down to a number of factors, price being high on the list.

As a Yachting Australia Yachtmaster instructor I have tried many of the different types available. They all have their pros and cons and it's up to the individual skipper to determine which one best suits their needs.

The first priority though has to be safety and people can quickly get into trouble if they are unstable, overloaded or just not suited to purpose. In NSW at least, it's now mandatory for children in a dinghy to wear a life jacket at all times and for adults to have one on when out at night or further than fifty metres from the shore.

The rules were tightened a couple of years ago after several people drowned while trying to get to their boat at night.

## BRIG

Lightweight, stable and compact, the BRIG range of RIBs is renowned for quality construction, durability and performance. Built in Europe, using world's best practices and featuring UV resistant Hypalon tubes, they are high-quality centre console controlled, giving greater ease of handling, including steering wheels and a power tilt for the supplied Honda four-stroke outboards. The Falcon models start with the 290, which comes with a Honda 20hp for \$16,690, then the 320HT, 350 HT, 380 HT, to the luxurious top-of-the-line 420 HT, (or nearly 14 foot), which has a 40 hp Honda unit, for \$29,990. The 320 HT, which is eminently suitable for a 50 foot yacht, can carry four passengers, has nav lights and a back rest.

[siroccomarine.com.au](http://siroccomarine.com.au)



**Model** Brig Falcon 320 HT  
**Weight** 115 kilograms  
**Length** 3.2 metres  
**Price** \$17,190



**KIDS' STUFF**  
Roll-up inflatables like the Highfield are lightweight and easily stored in a locker onboard.



### HIGHFIELD

This brand is recommended by our friends at Windcraft as an all-purpose inflatable dinghy for their production yacht brands like Hanse and Moody. Local distributors Lejen Marine stock a big range from roll-up models to high performance 6.4 metre work boats.

The roll up range starts with the Rollup 200, a very compact lightweight (15 kg) PVC boat that can take 2 people for \$1679. The innovative aluminium transom on the Highfield Roll – Up 230 is designed to reduce weight, coupled with an airmat floor. These compact inflatables roll up for storage and take up minimal space. For even more stability, the Highfield Classic range comes with an aluminium floor starting at \$3,429 for the 260 and up to \$6,161 for the 380, which weighs 72kg. [lejenmarine.com](http://lejenmarine.com)

**Model** Highfield Roll-Up 230  
**Weight** 17 kilograms  
**Length** 2.3 metres  
**Price (PVC)** \$1,795



**Model** Lammina 7.5 Ultra Light  
**Weight** 28 kilograms  
**Length** 2.39 metres  
**Price** \$5,295



#### AB INFLATABLES

The Ultra Light range of inflatable tenders by AB Inflatables was specifically developed for yachts and other boats requiring extremely light tenders which are also tough and stylish. Weighing just 28 kilograms and 2.39 metres long, the Lammina 7.5 UL is one of the lightest RIBs around. The UL range is a big favourite of bluewater sailors. [boatingconnexions.com.au](http://boatingconnexions.com.au)

#### DINGHY BASICS

- Step into the centre of the dinghy and sit down quickly to ensure centre of gravity is low, heaviest person in the middle
- Balance the passenger/supplies load as evenly as possible
- Its generally easier to row alone, quite hard with two and more balanced with three.
- Make sure rowlocks and oars are fitted properly as falling backwards could result in a capsize
- Put mobile phones in a waterproof cover (just in case)
- Make sure you have a good grip on the yacht when boarding
- Let passengers either end off first and then the centre person
- Try to step up quickly and from centre of dinghy
- Secure the painter to rear cleat of yacht
- Don't muck about, all dinghies can tip over.

#### WHICH RIB OR DINGHY?

If you are going to store your dinghy on-board then inflatables are a good choice for many reasons.

There are lots of brands and sizes and prices. Generally speaking you get what you pay for and the more expensive ones will last longer, however none of them like being left outside for long periods.

Entry-level models are made of glued PVC and have a limited life and durability. Moving up a few notches you'll hear the words laminated synthetic rubber known as hypalon or the even more durable polyurethane, both of which have welded seams. There's also rubbing strips on hulls, bigger transoms to hold outboards, valve quality and well generally everything including SS fittings that just looks better.

As the price goes north there's also slatted floors, air mat floors, and rigid keels.

#### TOP END

The whole style changes at the top end... with hard bottom rigid inflatables (RIBs), inbuilt fuel tanks, storage lockers and wraparound seating offering the best stability and sea performance with a faster, smoother ride. Of course, they are now getting a lot heavier too and unable to store one on-board unless you are lucky enough to have a dinghy garage in your sixty-foot yacht. The alternative is to build a davit system off the stern and carry and lower the dinghy straight into water. Davit systems can be very expensive themselves and are usually made by specialist stainless steel manufacturers like "Stem to Stern".

**PURPOSE READY**  
 Above: The Lammina 7.5 UL is made from Hypalon, more durable than PVC and can safely transport three adults.



**COMPRESSION TEST**

Look for an inflatable tender that can be packed away in a bag for storage or transport.

**STORAGE FOCUS**

For yachts under forty feet the davit system is not usually an option and while cruising sailors sometimes think on the lines of the bigger the better, I'd work backwards and figure out where you can store an IRB deflated. You could stow it on an empty bunk but that's probably not a good idea as it's often wet when packed away. So, its best to find room in an outside storage area but then it's a dilemma between injuring your back and comfort in the dinghy. I opted for one of the smallest dinghies which weighs at least 25 kilograms, which I can drag from deep inside the storage locker.

A forty-kilogram IRB would require at least two people to lift and it's important to realise once unpacked, they never pack up so small again. Rather than hand or foot pumps I splash out on a 12-volt pump that

I can plug into the yacht's electrics and inflate the dinghy on the cabin rooftop. To keep the weight down I prefer the slatted floor and inflatable keel as it takes up less room.

I've had a lot of dealings with one of Sydney's major repairer; All Inflatable Boats at Brookvale who quickly repaired failed glued seams, punctures and ordered in replacements for lost oars. A warning though; the IRB spare parts trade seems even more lucrative than a BMW repair shop so make sure you don't lose any bits and treat your inflatable with great care.

**TOWING TIPS**

Inflatables should always be towed using a bridle (two lateral D-rings); never use a single line attached to the bow handle. Towing an inflatable is best done with the motor leg in the water, as it aids stability and tracking.



**AQUILA**

The Eagle is Aquila's best-selling range of inflatable tenders. Its airmat floor allows for minimal effort in set up, while maximising the convenience of packing away for transport or storage. Its inflatable keel delivers efficient tracking when rowing, towing or under motor, while also providing greater performance from a roll-away boat. It's constructed from a durable .9mm 1100 decitex PVC, with a transom mount for an outboard, and a removable seat.

[lejenmarine.com](http://lejenmarine.com)

**Model** Aquila Eagle 230

**Weight** 22 kilograms

**Length** 2.3 metres

**Price** \$1,199



**HIGHFIELD**

**Lejen Marine**

Lejen Marine P/L  
17/6A Prosperity Parade,  
Warriewood NSW. 2102  
T: 02 9979 4533  
E: [info@lejenmarine.com.au](mailto:info@lejenmarine.com.au)  
[www.lejenmarine.com](http://www.lejenmarine.com)



**ACHILLES**

Best known for their rugged IRBs used by surf clubs, Achilles uses CSM (Hypalon) fabric in all its boats. The advantages of hypalon include: UV resistance, abrasion resistance, and resistance to damage from a wide range of chemicals.

Achilles' high-pressure, CSM drop-stitch AirFirm™ floors are said to provide the industry's toughest air decks. When you consider the abuse floors take from scrapes, the sun, salt water, oil and diesel, it makes sense to have the toughest material available to protect them. And besides being durable, their construction, consisting of thousands of polyester threads, makes the floors remarkably rigid and incredibly lightweight as well. The Achilles LSI 260E Sport Tender has a stylish lateral seam tube design, and it's claimed to outperform other air floor models by a wide margin. The combination of Performax tubes engineered to work efficiently with heavier 4-stroke motors, air keel, and a stiffer air floor result in smoother handling and better performance.

[inflatableboats.com.au](http://inflatableboats.com.au)



**Model** Achilles LSI 260E Sport Tender  
**Weight** 29 kilograms  
**Length** 2.6 metres  
**Price** \$2,790

**AER MARINE**

AER Italian quality tenders are made from polyester coated with plastomere fabric for toughness and range in size from 1.85 metres to 3.2 metres. Available in slatted roll-up, air-deck and fibreglass RIB hulls, this range has wide appeal. Custom builds and even jet tenders are available. According to one of our trusted tender advisers, it gets into the weight into middle and also stores well. Rated as the thinking man or woman's tender.

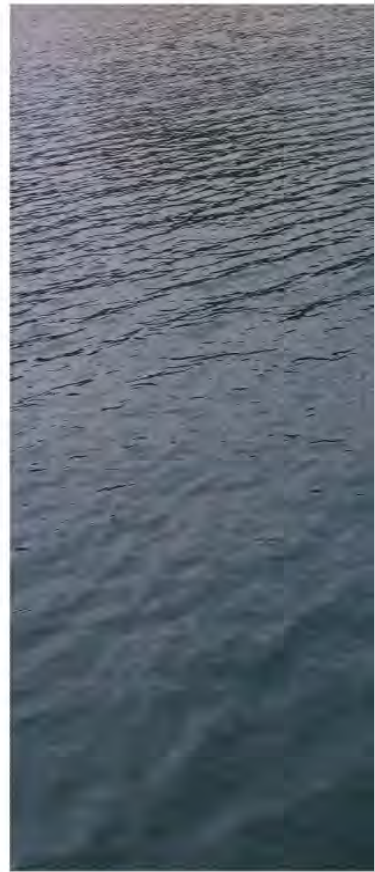
[aermarine.com](http://aermarine.com)

**Model** AER Cabrio 200/220  
**Weight** 32 kilograms  
**Length** 2.2 metres  
**Price** \$2,510

**TAKACAT**

These really handy and highly portable catamaran designs from New Zealand are lightweight with added stability from large pontoon tubes you can easily stand on. The range, from 2.4 metres to 3.8 metres, comes in PVC or Hypalon, and has a floor (bridgedeck), that is both firm when in use, but compact when deflated. The entire boat can fit into just a couple of small bags, making it ideal to transport or stow onboard for passages, and weighing in at half the weight of an aluminium RIB, performance isn't compromised either. It comes standard with an inflatable seat, foot pump, repair kit, oars, and spare valve. [multihullcentral.com](http://multihullcentral.com)

**Model** Takacat 40 Lite  
**Weight** 35 kilograms  
**Length** 3.4 metres  
**Price** \$2,490



**Model** Island Air Deck 290  
**Weight** 35 kilograms  
**Length** 2.9 metres  
**Price** \$1,300

**ISLAND**

Durable, with plenty of useful features such as oversized tubes for better performance and a more comfortable ride, the Island range has user-friendly roll-ups and RIBs from 2 to 4.3 metres. The Island Air Deck 290 has two seats, is easily lifted by two people, and can transport four decent sized sailors and their gear. The transom is marine ply epoxy with a rubber coating, and the 290's tubes have an extra coating of PVC to cope with wear and tear. Sturdy carry handles and heavy duty tow rings are highly desirable attributes not found on some other inflatables. [islandinflatables.com.au](http://islandinflatables.com.au)



**STANDING ROOM**  
Takacat's over-sized tubes provide a highly stable platform, you can step straight onto the side, a big plus.



**ZODIAC**

The brand synonymous with inflatables, Zodiac created its first prototype in 1934. Since then the company has maintained its market presence through being at the forefront of technology with its high-performance fabric. It is exclusive to Zodiac Marine and the Strongan is a third-generation plastomer that bonds impervious inner and outer layers to a heavy-duty, dense polyester support cloth. It is highly resistant to cuts and abrasions and is easily repairable in the unlikely event of a puncture. The difference is also a robotic hot assembly technique originating in the aeronautical industry. Much stronger, precise and far more reliable than old-fashioned glued methods, the company says the resulting seams are virtually indestructible. Patented by Zodiac Marine, this system provides rapid inflation and deflation, allows easy adjustment of the pressure, is doubly airtight and well protected against sand and debris.

With its high-pressure inflatable airdeck floor the overall weight of the 230 AERO is reduced by up to 30 per cent when compared to a boat with a conventional timber floor. No assembly required, just deflate and roll it up, all of which can be done in under 30 seconds. The Zodiac Cadet 230 AERO is compact and easy to stow in a cockpit locker and holds its own against bigger models. The thermo-banding (welded seam) assembly ensures the boat will hold up to the sun's damaging UV rays. Its large diameter buoyancy tubes give it an impressive load capacity, while the truncated-cone tube ends provide superior buoyancy.  
*sydneypowerboat.com.au*

**MERCURY**

Mercury says its hypalon tubes are made from the very best commercial grade, which is extremely UV and puncture resistant. There's the choice of three models in its Dynamic RIB range: 250, 270 and 300. They deliver the hull strength of a conventional boat with the exceptional stability of an inflatable in one extremely light package. Each model is manufactured with a vacuum injection technology process moulding the hull and transom in one piece for increased strength, improved handling performance and durability.  
*waves.com.au*

**Model Mercury 270**  
**Dynamic HP RIB**  
**Weight 33 kilograms**  
**Length 2.7 metres**  
**Price \$3,920**



**Model Zodiac Cadet 230 Aero**  
**Weight 24 kilograms**  
**Length 2.30 metres**  
**Price \$2,269**





**Model** Walker Bay 10 Rigid Dinghy  
**Weight** 57 kilograms  
**Length** 2.95 metres  
**Price** \$1,970

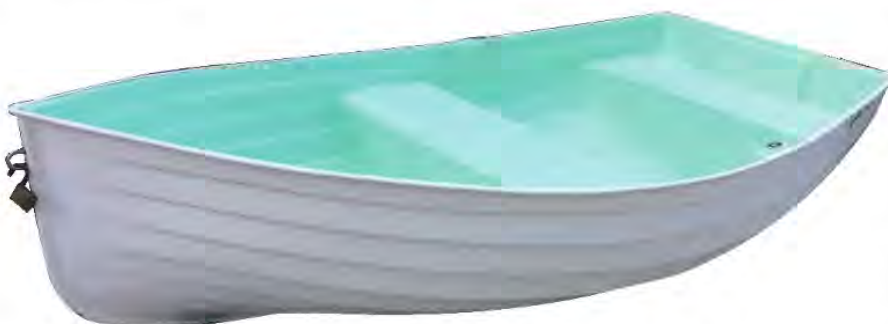
## Dinghies

### WALKER BAY

You'll often see these dinghies being towed behind charter yachts. They are not fibreglass, but injected moulded polypropylene and are very tough. The Walker Bay 10 is nearly 3 metres long, can take three people, and is very stable and easy to row. Added safety features include seats with positive flotation, a reinforced gunwale and a one-way drain plug. A wheel in the keel means you can just push it down a ramp or beach with minimum effort. It even has cup holders. Add a mast and small sail to maximise the serenity. [walkerbay.com.au](http://walkerbay.com.au)

### TENDER BOAT COMPANY

If you are looking for something to withstand the rigours of being dragged over rocks or stored exposed to the elements, then a fibreglass dinghy can take just about any punishment you can dish out. The Tender Boat Company builds three models: a 2.1 metre snub nose, a 2.45 metre classic, and a roomy 2.8 metre bullet version. All have a high freeboard for safety, and each seat is a separate mould and hand laid, all have rubber gunwales, rowlocks and tow ring. These are strong, high-quality boats that come with sensible add-ons such as keel protectors and interior rope handles. The Classic has a full length keel for stability, and handling choppy swell. [tenderboatcompany.com.au](http://tenderboatcompany.com.au)



**Model** Tender Boat Co Classic Dinghy  
**Weight** 36 kilograms  
**Length** 2.45 metres  
**Price** \$1,050

### STAND-UP PADDLEBOARDS

If you don't mind the risk of falling in, consider an inflatable stand-up paddleboard. Older models were often not rigid enough, but now Walker Bay has an extremely lightweight model that is as stiff as a conventional board. The Airis hardtop has several chambers and is much easier to paddle and retails from \$1,135 to \$1,590 for the top model, the Tour 12.5.

### MATCHING POWER

I have always found human power to be the most reliable with a good set of oars and rowlocks. But if you are opting for a small outboard, they can usually be stored on the pushpit. Again, weight is a key factor, so always follow manufacturers' power guidelines when it comes to choosing an outboard. Four strokes are becoming more fuel-efficient than 2 strokes and emit a lot less fumes, and electric motors are proving popular too.

### MAINTENANCE

When cleaning, avoid using any products that contain silicone because it can be absorbed into the fabric over time. Use instead mild soap or specialist cleaning agents.

For metal fixings, use metal-cleaning agents only.

Repairing Hypalon fabric is best done with two-part Hypalon adhesive.

Air leaks can often be traced by applying soapy water to suspect area, including valves. Be aware that air temperature causes changes in the air pressure in the inflatable chambers.

Incorrect tube pressures often cause bad handling/flexing.

### SUMMARY

A dinghy can take many forms, but it's important you do your homework to get the best one that suits your needs. While inflatable boats are the most stable and versatile, they too should be used with care and regularly checked and serviced. If you are on your own and you somehow fall overboard, they can be harder than you think to get back in to. I was doing an ocean swim recently when a shark was spotted nearby and a lifesaver's IRB came to our assistance. I tried to get in myself and really struggled. Once I was offered a hand I was quickly hauled onboard like a seal. It just made me realise that what looks easy often is not, so always be careful when using your dinghy, especially at night after a couple of drinks. ⚓

*Michael Troy is a Eureka Science prize-winning journalist, a YA Yachtmaster instructor and was principal of a sailing school in Manly, Sydney, for five years.*





Eagle 340



Eagle 380



Eagle 480



Eagle 580



Eagle 650



Eagle 780

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Navigator 520



Navigator 570



Falcon Deluxe Ribs: 2.6m – 5.0m



Navigator 610



Navigator 700

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

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MARINE**

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**Sirocco Marine South** 79-81 Cawarra Road, Caringbah NSW 2229 **T:** 0410 131 438 **E:** liam@siroccomarinemelbourne.com.au

**Sirocco Marine North** 14/175 Waterway Drive, Coomera QLD 4209 **T:** 0424 487 226 **E:** dylan@siroccomarinemelbourne.com.au

**Sirocco Marine Melbourne** 3 Satu Way, Mornington VIC 3931 **T:** 0417 371 033 **E:** jeremy@siroccomarinemelbourne.com.au

**Sirocco Marine Perth** 309 South Terrace, South Fremantle WA 6162 **T:** 0499 887 072 **E:** mark@siroccomarinemelbourne.com.au



**ISLAND TIME**  
 L' Escapade, Ilot Maitre.  
 Opposite page right:  
 The view from Ouen Toro  
 looking back over Noumea.  
 Below: Oro Bay, Isle de Pins;  
 Riding on the main island.



With the Cruising Yacht Club of Australia reintroducing the Sydney to Nouméa Yacht Race in 2018, thoughts are returning to this cruising wonderland complete with French flair.

The race will start in Sydney Harbour on 2 June 2018, and while entries are already coming in, the floodgates will open once the partners and families of the crews get wind of it. After all, who can resist the idea of sailing in the world's largest lagoon, with its azure blue waters hosting a myriad of sea life, its pristine beaches and surprisingly verdant interior? All just a three-hour flight, or a week-long sail, from Sydney.

#### NOUMÉA'S HIGHLIGHTS

Nouméa sits on the eastern side of the island Grande Terre, which means big land in French, and is the first port of call whether you fly or sail. With its perfect blend of indigenous Kanak and French sophistication, there is much to love – a melange of boutiques, shops (South Pacific Pearls are great value here), restaurants and attractions.

First-time visitors on a tight schedule will find the two-hour tour on the Tchou Tchou train a good introduction to the Paris of the south. A knowledgeable guide fills passengers in on sites including picturesque

## PURE SAILING BLISS IN THE FRENCH PACIFIC

*With a touch of French sophistication, gin-clear waters and an azure lagoon, Nouméa lures the holiday-maker and serious sailor alike, writes HELEN HAYES.*

Anse Vata beach and Baie de Citron beaches; the Michel Corbasson Zoological and Forest Park; the Place des Cocotiers and the excellent Tjibaou Cultural Centre, which is well worth going back to; and the Ouen Toro (the southern hill), with its two Australian cannons and great views over the jewel in the crown of the island – the lagoon.

The biggest in the world at 24,000 square kilometres, the lagoon is spectacular. Created by the massive coral reef that circles the island nation, it is second in size only to our very own Great Barrier Reef, was World Heritage listed in 2008, and is home to more than 34 marine reserves. Needless to say, the snorkelling, the blindingly white sand beaches and verdant vegetation just adds to the experience.

Briar Jensen, an experienced yachting from Sydney, says, "Cruising inside the world's

biggest lagoon with the world's second largest barrier reef makes thrilling sailing, though it pays to go with someone who knows the waterways.

"Within easy reach of Nouméa are mountainous islands, rocky islets and coral cays surrounded by inviting turquoise waters, so it's easy to island-hop.

"As a major nesting site for marine turtles, you can expect to see enormous specimens swimming by, and with nearly 2,000 species of fish, it's a fantastic location for snorkelling and diving."

One gem that you cannot miss is Amédée Island, a tiny coral atoll located around 24 kilometres south of Nouméa. Amédée is home to France's first metal lighthouse, one of the tallest in the world at 56 metres. If you have the energy, climb to the top for magnificent views.



Aleney de Winter, who has cruised in New Caledonia twice, says, "Amédée is the perfect place to drop anchor and snorkel alongside dozens of graceful green sea turtles or a friendly dugong. You can even see the native sea snakes (tricot rayés), slithering in and out of the water."

Deb Howie, who learned French in New Caledonia and has done several yacht charters there through Dream Yacht Charters, also rates Amédée as well as some smaller islets such as Mato Island. "It is surrounded by spectacular coral reefs where you snorkel among some of the most beautiful coral gardens I've ever seen. The colours are vibrant, the coral walls are deep, and it's isolated so only a handful of boats anchor at any time. On land you can climb Mato to look down and watch reef sharks feed at low tide.

"Kouare Island is another fabulous getaway spot, and it's far enough away from the day trippers to have the island to yourself. Good protection in the right winds makes it a comfortable mooring, perfect for that end of day wine and antipasto after swimming with the fish."

Deb continues, "I love catching the water taxi to Île aux Canards off Anse Vata and drift snorkelling in the gentle gin-clear waters before having lunch in the local restaurant.

"Îlot Maître is a short 15-minute sail from Nouméa and has a wide selection of overnight moorings where you can tender over to the bar and take in the magnificent sunset with a cocktail."

Bruce and Lyn Savage also rate Maître. "It's a kite surfer's mecca with perfect trade winds every afternoon and a beautiful huge lagoon. The lee side is a tranquil paradise while the wind howls on the windward side. It's also a marine reserve on the windward side of the island. The lagoon is teeming with turtles that are so relaxed you can swim alongside them!"



While the aquatic delights of Nouméa steal centre stage, the interior has plenty going for it too. There is a 1,600-metre-high mountain range cutting a swathe down its centre, which must be why Captain James Cook named the country after Scotland when he sailed through in 1768 or thereabouts. There is adventure aplenty to be had here, from hiking, surfing up around Bourail, and biking to horse riding.

Horses are everywhere, with one horse for every 20 locals. Gayle Dickson, a regular to these shores, recommends riding with Haras de Tontouta, just north of the international airport. "It is a superb ride through the hills, crossing streams – the horses were even swimming at one stage!"

Bruce and Lyn also love the southern part of Grand Terre. "The waterfalls at Prony Bay on the southernmost tip of the main island are beautiful. You can follow the river, rock hopping, to get to the cascades and spend the day. It is a rare treat for yachties to swim in fresh water."

#### A GOURMAND'S DREAM

The variety of food in New Caledonia is a godsend for visitors, with abundant fresh seafood and a plethora of French delights. Yachties needing to provision for a charter or the return leg back to Australia will have no problem stocking up. There are several fantastic supermarkets, and bakeries where you can get delicious baguettes.

Deb Howie swears by Géant Hypermarché, and can often be found in the fromage (cheese) section. "There are cheeses I've never heard of, and some can only be sourced at certain times. Specialties can include varieties from the cattle that are herded to mountaintops during spring to graze, creating a special milk for this cheese. Afterwards, stock up on wine at French Cellars."

As for dining, Deb recommends Rimba Juice Cafe at Anse Vata, Le Miretti Gascon, La Marmite et Tire Bouchon and La Creperie Bretonne. "It has pages of savoury and sweet crepes, all made fresh with tasty fillings."

Kiwi cruiser Mark Rose loves Restaurant Manuia on the Promenade Roger Laroque in Nouméa, with its fresh seafood and grand cru wines winning him over. And Bruce and Lyn Savage, who are practically locals over there now, highly recommend La Fiesta on the Baie de Citron.

One of the traditional dishes is bourgna, a mix of chicken and fish wrapped in banana leaves along with sweet potatoes, bananas and coconut milk, which is cooked in an earth oven heated by hot stones.

Aleney de Winter salivates over the Isle of Pines, especially when there is a cruise ship nearby. "The shore line of Kuto and Kanumera Bays are lined with pop-up food stalls serving delicious whole fresh fish, lobsters and the most incredible giant forest snails, all barbecued with buttery garlic."

Deb Howie also likes the fare at Kanumera Bay, recommending the native escargot at Oure Terra.





“There is a 1,600 metre high mountain range cutting a swathe down its centre, which must be why James Cook named the country after Scotland.”



#### LAGOON VIEWS

Above: Yachts anchored off Isle de Pins. Left: Stand up paddle boarding on Amédée Island.

#### INTO THE BLUE ON THE ISLE OF PINES

This idyllic island is a short sail from the southern tip of Grand Terre, but packs a real punch in terms of things to see and do. While Kanumera Bay with its sacred rock and neighbouring Kuto Bay are undeniably beautiful, one of the most magical locations is Oro Bay and its piscine naturelle (natural swimming pool).

It is something the imagineers at Disneyland would be proud of. This pool, located off the vast and magnificent Upi Bay, has been naturally carved out of the coral and is a living aquarium packed with fish that are all the colours of the rainbow, and then some. Snorkel to your heart's content, being very careful not to step on the coral, and maybe snap a selfie by a giant clam in the crystal clear water.

Another place of interest is Queen Hortense's Cave in the north of the small island. The track to the cave is lined with ferns and other lush greenery and then into a series of caves. Legend has it that the fair Queen once hid herself in the caves for six months back in the 1880s to keep herself safe from warring tribes.

Another place to seek out is Bruce and Lyn Savage's favourite – Gadgi on the northern tip of the island. “It is pretty much boat-only access, and the anchorage is protected 360 degrees. It is pure paradise. I think the very first Survivor series was filmed there, and it has superb diving and snorkelling. It really is pure bliss.” ↴



#### Fast facts

##### Charter operators

##### Charter World

1800 335 039  
charterworld.com.au

##### Dream Yacht Charter

+687 28 66 66  
dreamyachtcharter.com

##### The Sydney to Nouméa Yacht Race

The 1064-nautical-mile race will start on Sydney Harbour on Saturday 2 June 2018. Owners and charterers of eligible monohull yachts measuring between 9 and 30.48 metres are invited to enter.

It will be a Category 1 race with the overall winner decided under IRC. *Brindabella* set the race record in 1991 in a time of 5 days, 21 hours and 35 minutes.

##### Cercle Nautique Calédonien

The Sydney Nouméa Yacht Race in 2018 will be organised and conducted by the CYCA, with the cooperation of the Cercle Nautique Calédonien (CNC). The CNC is a private yacht club located in Port Moselle. With 620 berths for its members, the club house will no doubt be busy once the yachts arrive from Sydney after the race. There is also a bar and the new Steakhouse Grill Restaurant on site. For further information, visit [cnc.asso.nc](http://cnc.asso.nc) (note site is in French).

##### Good to know

- Cyclone season is December to May, while in July things start to cool down.
- Don't forget to take your reef shoes, and make sure your maps are completely up to date.
- Brush up on your French – a little goes a long way!
- For everything else, have a look at New Caledonia Tourism ([newcaledonia.travel/au/](http://newcaledonia.travel/au/)).



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## Fresh canvas

The transition from promising young hopeful to top junior sailor can be a difficult one, but as editor **SCOTT ALLE** discovers, talent development programs are providing a fantastic blueprint for success.

A fitful breeze is channelling down a stretch of Sydney Harbour in front of the Hunters Hill Sailing Club, the water brown and swollen from recent storms.

Gusts around 17 knots are delivering periodic turbo-boosts for a 420 dinghy crew working across the bay. They plane adroitly, the forward hand skillfully out on the trap keeping the boat level, while the skipper makes practised adjustments on the helm to keep it flitting across the waves.

To me they look like a polished team, anticipating and communicating well, but in fact it's only the second time Bec Hancock and Rhiannan Brown have sailed together in their 420.

Former top Flying 11 skippers, they are a new pairing to join the proven talent nursery of the New South Wales Youth Sailing Team. Craig Ferris, a former 420 world champ himself, is their coach.

"They bring a combination of talents," he says. "Physically, they fit the boat quite well; probably in another six months they'll be ideal," he predicts.

It's Ferris' job to guide the next crop of talented, but green, young skiff sailors from being among the best in local fleets into the select group occupying the top ranks at any youth world championships.

It's a long process, over a few years, and Bec and Rhiannan have just embarked on it. But according to this experienced mentor, the raw material is there.

"They have to work on their strength and nutrition to get around the courses, because they (the 420), are a very physical boat. It's about getting them to communicate as well," Ferris explains.

Watching them go through their paces it's clear they are very good sailors, poised and accomplished beyond their fifteen years. Their enviable technical skills honed in the Flying 11s, a feeder class for many of Australia's Olympians.

In the most recent Flying 11 National Championships on the Derwent in January, they finished the regatta first and second in the Girls' division, while Bec managed fifth in the Open as skipper, a very creditable result up against the nation's best Flying 11 sailors.

The question is now, how will they sail together as a team? Bec's Dad, Warwick, a senior official in the Flying 11 class, is confident they'll mesh well.

"From what I've seen so far it looks really good," he says enthusiastically. "Out there today looking at them, Rhiannan moved around the boat like a cat, which is perfect. And the girls both have that competitive streak in them."

They'll need it. Other strong sailing nations such as the UK, Italy, the US and France have their own very successful youth development programmes, and the pressure





will definitely be on in the big international fleets at a Youth World Championships.

But Bec and Rhiannan will be ready by then, with Craig having prepared them mentally and physically, for what's to come.

"They've got to learn boat handling, they've got to do the processes," he outlines.

"The process goals are what we are looking at first. Once we start to get the boat around the track, then we've got to understand how

the boat works, the way the rig's set-up, how to change it."

Building that knowledge base occurs over 50 days of training spread throughout the year, including regattas, starting with Queensland Youth Week at the end of June. There's strength, conditioning and nutrition programs. There are scans to see how their bodies will handle the stresses they'll be put under.

It's also a big commitment for the girls' parents. They've outlaid for the boat, and there's the time, the many weekends spent out on the water or travelling to events.

Rhannian's mum Darani has thrown herself into supporting her daughter's sailing ambitions.

"At the pointy end of a regatta it gets a bit exciting," she confesses. "When you see the first spinnaker go up and it's your spinnaker you think 'oh can they hold that lead?'"

Darani's also making her own significant contribution in developing young people's connection with sailing.

"I like to see the kids out on the water. I love the water myself. I've also been able to do a race officer course and a safety boat officer, so I'm learning as well. I like volunteering, and this way I can go out and watch the kids as well."

Now it's all up Rhannian and Bec, how far they want to go, and what they want to achieve as a team. But it's also about having fun along the way. According to Coach Ferris the focus for now is "on process, not results."

Nevertheless, when pressed how they might do at the 420 Worlds in Fremantle in December, he smiles and says, "If we are looking at mid-fleet then I'd be extremely happy."

It's a long but rewarding journey; one tack at a time. ⚓

**BONDING SESSIONS**  
The challenge for Bec and Rhiannan is to combine their skills in the 420.







## BUILDING MOMENTUM

*Olympian and world champion with teammate Will Ryan, Mat Belcher recently won the Mayor's Sports Award at the 2017 Gold Coast Sports Awards. He spoke to JENI BONE about foiling, his current priorities, and the seemingly impossible dream: an Australian America's Cup entry.*

**C**ongratulations on your recent Mayor's Sports Award win. What does it mean to you? Thank you. It means a lot to be recognised in this way; there are a lot of talented Gold Coast athletes and to be presented with this award by our city's mayor is a great honour.

### **What are your plans for relocating the Australian 470 team to the Gold Coast?**

We have some big plans with the Southport Yacht Club (SYC) and the team. We were training up at the club regularly prior to Rio 2016 because with my family, domestic travel was quite difficult on top of our international schedules.

The club's facilities, community environment and sailing conditions are unique, and really helped with our preparations coming into Rio 2016. The hardest part for our AUS 470 squad is that Will and I were consistently travelling and couldn't be around to help the teams coming up.

After Rio 2016, I suggested rebuilding the AUS 470 squad on the Gold Coast; it's the perfect place for it. The Australian Sailing Team (AST) have been very supportive and we're doing some great things to re-create the 470 legacy of Australian sailing. It has been a significant amount of work, but I'm very happy with the team's progress.

### **What attracted you here and how will it benefit the team?**

I grew up on the Broadwater, and first learned to sail at the Southport Yacht Club. I know the area and what it offers our sailors. There are challenging conditions, especially offshore, but most importantly, there is so much support for us. People are helping and pushing for us to succeed. It's a great environment for us to be in.

### **What events are you currently training for?**

We are starting to build up towards the worlds in mid-July.

### **You will be watching the 35th America's Cup (AC35) with interest, I presume. What do you think of the foiling cats and some of the lengths that teams have gone to in order to get a competitive edge, for example the Kiwis with their cycle-grinders?**

I will definitely be watching the cup. I love the boats and am really looking forward to seeing them in action and racing. It will be great for our sport.

I wasn't overly surprised by the Kiwi's move to go cycle-grinding. I'm sure all the teams have their reasons, but it's important to place this decision in context – they were behind and had to overcome a lot of steps post-AC34. They needed to take the risk and think outside the box. Good on them! I can't wait to see a crash-tack or nosedive, but they have some amazing guys sailing the boat so I'm sure they have already figured it out.

### **How does the evolution of sailing technology impact on everyday sailors?**

It's been an interesting journey since AC34. Many kids now want to foil, not just in sailing, but in anything water-related. As a sport, sailing has helped this transition. The classic boats are still extremely popular because without a solid platform to build your racing abilities, it makes foiling difficult (at least at the top end).

### **Is it still your ambition to skipper an Australian entry in the America's Cup?**

It's hard to comment on this one. A lot of Australian sailors have always wanted to get an Australian team to the cup and win. We have too many talented sailors on other teams not to have our own team. We'll have to wait and see what happens after AC35.

### **How do those skills differ from what you do now?**

If you have a solid racing platform, the transition to foiling boats is relatively smooth. It takes some time to get used to the speed, but the good sailors will also adapt quickly. I was cross-training between an AC45 and 470 on the same days, which made the training days enjoyable and different. The same decision-making and boat skills are still required on both; the priorities are the only things that change.

### **What would it contribute to sailing and the broader Australian community if we had an Australian America's Cup team, and/or world series event in Australia?**

It would be massive! There are many people supporting this concept and to be honest, it will happen at some point. Sailing needs this profile and recognition within Australia and it's the right time, so I hope there will be enough momentum to make it happen. ⚓



# J BOATS



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J/112e



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**J/70** – World's fastest growing one-design sports boat class with over 1,200 J/70's sold in 4 years. Chosen by 300+ sailing clubs in 14 European countries for the Sailing Champions League, chosen for International Sailing League Association, USA Premiere League, US Youth Championships and much more. Come and join the Australian fleet and enjoy world class competition

**J/88** – Not only comfortable and easy to handle, but her sweet balance, effortless speed and comfort will maximize your sailing fun. J/88 is great for offshore racing (winning 330nm races) as well as for one-design and local beer can racing.

**J/111** – A sleek, speedy, one-design 36 footer that is the ultimate day sailing, racing and weekend cruising sailboat. J/111 accelerates quickly, slices to windward at 7+ knots and hits double-digit speeds downwind.

**J/121** – New for 2017 – a 40ft offshore speedster that can be day raced or distance sailed by just five or less crew... the best short-handed J ever.

### Dual Purpose 'E' Series – The "E" is for elegance and evolution in performance cruising design

**J/97e** – Combines headroom and family cruising accommodations in a high performance, easily driven hull.

**J/112e** – 2017 Best Performance Boat over 30ft. Upwind is a breeze and downwind is a blast. A sumptuous and spacious two cabin/aff head layout with 6'3" headroom that is as comfortable in port as she is at sea.

**J/122e** – An IRC-friendly cruiser/racer, with a completely furnished interior, simple to manage balanced sail plan, head turning performance and great looks – perhaps the ultimate 40-foot day sailing, weekend, racing and cruising sailboat.



Contact **Yachtspot** – the distributor for **J/Boats, C&C30, Alerion Yachts** and **Catalina Yachts**  
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**AGREE THE LIMITS**

"You only get to trim if the rig is pointing skywards." Modern rigs are big, light, high-tech and highly adjustable, so understanding and agreeing the load ranges that can be applied to each control is critical before you even think about hoisting a sail. Sit down with the rig designers, hydraulics experts and the grey hairs, and go over each detail of the safe and maximum rig loads for every sail and wind combination. Print them on cards, display them somewhere highly visible on deck, and don't go outside the ranges when sailing. And put guide marks on the mainsheet, runners, halyards and other controls so you know the safe settings, even when you can't see the displays. **Above all else, keep an eye on loads for runners, and check the stays, including the combined load on all active forestays.**

**EYES UP**

Within eyesight of a main trimmer are typically over 40 numbers on display: on the back of the mast, on the hatchway and on the mainsheet pod, and more if you decide to switch pages. So it's very easy to get too technical and distracted. Talk to the experts around you on the helm and traveller and agree what targets to really care about. Typically, boat speed is up there, so make sure someone is providing regular updates on target speeds. Apparent wind angle is a great guide when reaching, and rudder angle is also a really good sign that you're in or out of balance. **Once you've simplified life a bit, get your head up and watch the sail. It's amazing how close you can get to optimum performance just by getting depth and twist looking about right without staring at the numbers.**



# Tactical weapon

**CHRIS HARMSEN**

*In the second of our Seamanship Series, we focus on the role of the mainsheet trimmer: the person in charge of one the biggest "engines" on any racing yacht. CHRIS HARMSEN wrangles one of the largest and most complicated mains on the water, onboard WILD OATS XI. To give some context: OATS' North 3Di at 374 square metres, is roughly the size of seven-and-a-half Farr 40 mains. Here he gives us his valuable insights into what is sometimes referred to as the dark art of trimming.*

**SAILING BIO**

Chris Harmsen grew up in Tasmania, and loved sailing at the Sandy Bay Sailing Club in Hobart. His racing achievements speak for his skill, attitude and preparation:

- competed in two America's Cup Challenges as sail trimmer (1983 - Challenge 12, Newport RI; 1987 - Kookaburra, Perth)
- achieved two world championship titles (12m for main trimming; maxis as tactician)
- been ranked #1 world match racing team three years in a row with Peter Gilmour, mainly as main trimmer
- won 14 international event titles and four Australian titles (including 18' skiffs on Prudential, Laser Youths, Match Racing, Dragons)
- competed in a total of 18 Rolex Sydney Hobart Yacht Races, and won line honours on Tasmania in 1995 and Wild Oats seven times (2005-13), including two race records (no longer) and two handicap wins (mostly as main trimmer).

**BE A TEAM**

In busy manoeuvres on a big boat, you may have up to four people working around the main alone, with separate people responsible for the mainsheet, traveller, main winch and hydraulic settings. In addition, you need to coordinate with the afterguard for runner load, and with the pit/foredeck as sails change. These manoeuvres go well when you talk through them in advance, everyone is in position, and you focus on doing your job rather than trying to tell others how to do theirs. In straight-line sailing, you're faced with different challenges.

**As a main trimmer facing inwards and protected from the bad waves (a benefit), you don't get to see the wind pressure changing or the waves coming (a disadvantage), so make sure there's always a loud voice on the rail providing you with this intel.**





**POWER TRAIN**

Her massive mainsail poised to be eased; *Wild Oats XI* reels in her rivals.

**MATCH MODES**

The flow around the mainsail is shaped by the flow coming off the front sails – headsails upwind, and the bigger gear downwind. On high-performance boats the apparent wind is always forward, so the mainsail is always loaded up and rarely outside the rail. Using this power well means getting the front and back sails coordinated, and requires clear and frequent communication. A really simple way to do this is to agree with the helmsman and tactician what mode you need to sail. Upwind use “high”, “VMG” or “fast” mode, and downwind use “VMG” or a compass heading. **Make sure you regularly check in with the helmsman and tactician to confirm the mode, and once agreed, give regular “mode” updates to the headsail trimmer who typically can’t hear the afterguard conversation, being much further up the boat and often to leeward in the noisy wind slot.**

**TRUST THE LUFF**

A great opportunity to repeat the “eyes up” message. Keeping the mast in column in both straight-line sailing and in manoeuvres is critical for performance and to keep you in the race. A big rig typically shouldn’t bend more than one fore-aft length of the mast section, but equally, must never invert. If your mainsail is built well, the luff round will fit the optimum mast bend, so while people around you may be busy adjusting check-stays, tack loads, runners or other settings, the person hanging onto the mainsheet must be looking up. If the main looks too flat, it’s run out of luff round and the mast is too bent. **If the main is way too full, stop any adjustments immediately because you’ve just inverted the mast. Back off the loads, work out what went wrong and start again.**

**WORK HARD**

Regardless of the result, finish each race knowing you have done everything possible to succeed. Ashore, be responsible for everything that moves and doesn’t move around your area. Go inside the boat and check the structures under the winches, blocks and traveller, and follow each control line from end to end, including under the floorboards to check the blocks, rams and string-pods. It may be someone else who’s managing maintenance on the boat, but it’s the main trimmer who’s responsible if things don’t work. Afloat, view each watch as a sprint. Concentrate, communicate and work as a team. Take a mid-watch break if you can to freshen up. **There are likely to be many others capable of doing your job as well as you so ask them to fill in for a few minutes. Their fresh perspective often identifies a one-percenter that improves performance.**

**SUMMARY**

Being a mainsheet trimmer is a privilege. You’re in the middle of the action, right next to the helmsman and part of a team responsible for a pretty big power plant. **Prepare well and enjoy.**







**A** core member of the Doyle Sails New Zealand grand prix sales and support team, Stu Bannatyne will compete as part of *Dongfeng* Race Team in the 2017/2018 Volvo Ocean Race (VOR). Named New Zealand Yachtsman of the Year 2009, Bannatyne is an experienced offshore sailor and seven-time veteran of the VOR, having won three.

Describing his upcoming eighth VOR, Bannatyne says "I am looking forward to the challenge, and am excited that *Dongfeng* have put together a programme that, on paper, should be well placed for a good chance of success in the race."

Bannatyne's involvement in the 2017/2018 VOR will generate important insight into the demands of offshore yachting, experience that will translate directly into Doyle's product range. The additional time spent in Europe working with the

**VETERAN AFFAIR**  
Stu Bannatyne is expected to inject a dose of experience to the *Dongfeng* team, as he returns to the Volvo Ocean Race as a three-time winner in seven attempts.

## DONGFENG SNAGS A LEGEND

Veteran Bannatyne joins *Dongfeng* Race Team for the Volvo Ocean Race.

*Dongfeng* team will enable Bannatyne to capitalise on Doyle's potential and existing international customers in the European market.

"The Volvo Ocean Race is the world's leading grand-prix-crewed, around-the-world race, and my further participation will only increase the experience and advice I can offer to our customers in support of their own racing campaigns," Bannatyne said.

The Doyle Sails New Zealand team has had an historic connection to the VOR, including Richard Bouzaid's win on *Yamaha* in the 1993/1994 edition, Justin Ferris with three Volvo race campaigns, and Mike Sanderson, CEO of Doyle Sails New Zealand, a two-time winner of the race and recipient of the ISAF World Sailor of the Year Award following his first place in the 2005/2006 race as skipper of *ABN Amro 1*. ↓ [doylesails.co.nz](http://doylesails.co.nz)



## Routing revamped

*B&G's software update adds weather integration and planning to Zeus and Vulcan chartplotter range.*

New software updates from B&G® will bring PredictWind weather services to the Zeus and Vulcan chartplotter range. This online-based weather forecasting service will enable sailors with PredictWind accounts to plan routes in seconds, utilising up-to-date information on wind, swell, rain, cloud isobar and air temperature, directly from their B&G chartplotter. The new software also enables sailors to enter a normal route and receive a number of suggested optimum routes based on weather models, times and days.

In addition to PredictWind, this software update includes Navionics Dock-to-Dock Autorouting, which creates intelligent, detailed routes for navigating through cramped, narrow passageways, as well as SonarChart Live,



which raises awareness of shallow areas and reveals uncharted bottom features. The new software suite also includes Navionics Plotter Sync for greater synchronisation and a host of integration enhancements for connecting with third-party audio equipment.

Leif Ottosson, CEO of B&G's parent company Navico, said, "this free update with direct PredictWind access adds a significant functionality to the already feature-packed Vulcan and Zeus chartplotter range."

This latest update comes in the wake of a range of software updates released this year, including Start Line and Race Panel functionality for the Vulcan and Zeus Range.

The new software is available to download from B&G. [bandg.com](http://bandg.com)



## Fresh Coats

*An award-winning, anti-fouling paint comes to our shores.*

The latest development from International Paint – the award-winning Micron Extra 2 anti-fouling paint – is now available in Australia.

Micron Extra 2 is a premium, high-performing, anti-fouling paint suitable for power and sailing boats in both salt and fresh water. It has been developed to meet Australian legislation while also satisfying the diverse requirements of boat owners.

The paint includes Biolux technology, a system of organic boosting biocides incorporated into a controlled-release film. It has been designed to provide improved slime and weed control when compared to copper-only products.

Micron Extra 2 is suitable for use on fibreglass, wood and primed underwater steel. Easy to apply and quick drying, Micron Extra 2 ensures less maintenance along with cost efficiencies when anti-fouling. [yachtpaint.com](http://yachtpaint.com)



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# MASSIVE MARINA

New 188-berth Trinity Point Marina to open on Lake Macquarie.

**P**ontoons on the Johnson Property Group's Trinity Point marina on the shores of Lake Macquarie have been completed in the first stage of what will be one of the largest marinas in NSW.

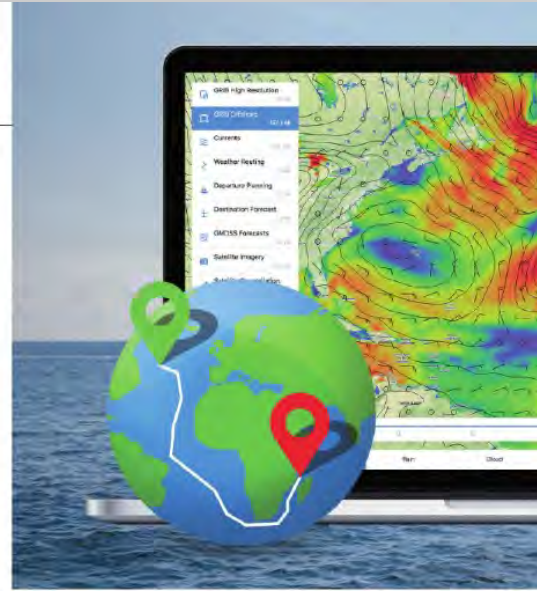
Located at the impressive \$388 million Trinity Point development, the marina is on track to be completed and operational by September 2017, just over a year from the start of construction. Twenty-nine blocks have already been purchased.

Stage one will see the completion of 94 marina berths. Available for a two-year licence period in a range of sizes, they will be able to accommodate boats from 12 metres up to 30 metres (100 feet), including speedboats and yachts. (Licences will only be available to buyers who have secured a

slice of Trinity Point, with a limited number of blocks of land and terraces still available.)

The construction of stage one of the marina will also include amenities and road access at a total cost of \$8 million, which has been financed solely by Trinity Point developer, Johnson Property Group. (Johnson Property Group has also developed and financed the infrastructure surrounding Trinity Point, which is being designed as a short-stay and day-trip holiday destination.)

The new marina will comprise five marina arms and hold vessels up to 100 feet. It will also include a number of state-of-the-art marina facilities such as a marina lounge, ensuite showers and maritime-focused retail. [trinitypoint.com.au](http://trinitypoint.com.au)



## Free Forecast

*The free PredictWind app allows seamless download and viewing of weather information for mobile users.*

**O**ffshore, the new free app from PredictWind, allows the seamless download and viewing of GRIB files for coastal or offshore passages. Its intuitive interface allows the direct download and viewing of GRIB files, weather routes, departure plans, GMDSS text forecasts and satellite imagery. Using PredictWinds world-leading forecast models, the files are highly compressed, making it ideal for downloading over satellite connections or in low-bandwidth situations. The app is available on Mac, PC, iOS and Android. [predictwind.com](http://predictwind.com)



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## Stairway to safety

*Get back in as quickly as you got out with the SWI-TEC Swim and Emergency Ladder.*

A safe boat is a relaxed boat, but an unexpected wake can quickly cause a weekend out to become a far more stressful enterprise. The newly developed and perfected SWI-TEC Swim and Emergency Ladder guarantees peace of mind by ensuring a quickly deployed, effective mechanism for anyone to safely get back on board.

The ladder is made of a robust, water-resistant material, with wide steps made of sturdy GRP that readily sink into the water when deployed. When installing, the package is attached to the toe rail and the exposed handle is adjusted so it can be easily operated by someone in the water.

At 2.5m long, the SWI-TEC Swim and Emergency Ladder allows for some steps to be below water for an easier climb. Loop handles, mounted on both sides, provide stability even in rough seas. Requiring very little storage space, it should not be missing on any boat. RRP AU\$188. ⚓

[swi-tec.com](http://swi-tec.com)

# EMERGENCIES CAN HAPPEN ANYWHERE

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**SQUEAKY CLEAN**  
The Gold Coast City Marina and Shipyard is the first and only facility in Queensland to receive a perfect 100 percent score on their audit.



## KEEPING OUR OCEANS CLEAN

*Gold Coast City Marina and Shipyard sets new standard for clean marinas.*

In early March, the Marina Industries Association (MIA) presented Gold Coast City Marina and Shipyard (GCCM) with an official International Clean Marina Level 3 re-accreditation. In addition, they became the only facility in Queensland to achieve a 100 percent perfect score for the audit process.

"The significant investment by the marina in environmental initiatives that exceed best practice allowed for this outstanding score to be achieved," reported site auditor Jeremy Visser.

"At GCCM we are all passionate boaters, so the last thing we want to see is dirty, polluted water. Protecting the environment is so important to the future sustainability and growth of our industry," said GCCM CEO Trenton Gay.

Since opening in early 2000, GCCM has demonstrated a strong commitment to environmental improvement, setting the benchmark for marinas worldwide with trailblazing initiatives including water treatment and recycling, rainwater harvesting, and solar facilities. They remain the largest solar power marine facility in the world, having invested approximately AU\$500,000 in 2015 to install more than 1,500 solar panels onsite. [gcm.com.au](http://gcm.com.au)



## New wireless gateway

*Raymarine's new i60 Wireless Wind transducer provides high levels of accuracy and is easy to both install and retrofit on existing vessels.*

**T**he new i60 Wireless Wind offers improved response times and greater accuracy than conventional wired transducers. Its rugged reliability is combined with less weight aloft while the wireless remote enables skipper and crew to view yacht and race data anywhere onboard.

When combined with a Raymarine EV1 9 Axis heading sensor, the new i60 Wireless Wind will also provide air-flow corrections. Here, Raymarine's patented algorithms automatically compensate for wind speed and direction, eliminating inaccuracy from the sail updraft and mast heel angle caused by pitch and yaw.

The i60 Wireless Wind is super-easy to retrofit as no mast cable is required, which is especially useful when mast cabling conduits are already full, and comes with Raymarine's new Micro-Talk Wireless Performance Sailing Gateway.



This seamlessly combines both wired and wireless instrument systems (including sensors such as Raymarine's wireless Mast Rotation Sensor) to deliver better-than-ever, high-performance wind monitoring.

Both the i60 Wireless Wind and the Micro-Talk Wireless Performance Sailing Gateway work incredibly well with the

LightHouse II operating system for Raymarine Multi-Function Displays (MFDs) with their Advanced Sail Features and Grib View global weather app.

Raymarine's new i60 Wireless Wind and Micro-Talk Wireless Performance Sailing Gateway will be available through Lusty and Blundell's nationwide network of leading marine dealers. [lusty-blundell.co.nz](http://lusty-blundell.co.nz)

## Swift reflexes

*Introducing the Harken Reflex Furling System with one drive unit for all free-flying headsails*

**W**ith the new Harken Reflex Furling System, sailors can now confidently furl free-flying spinnakers and gennakers with speed and control. Pull the furling line and the drive unit reacts reflexively to rotate the Harken Reflex torsion cable, transferring torque to turn the head swivel immediately for a fast, smooth roll-up and super-tight furl.

"If 'top down' furling was as easy as traditional headsail furling, you'd see them on more boats. It's a real design challenge," said Peter Harken, Chairman of the Board. "For a free-flying sail to furl evenly and completely when you pull the furling line on deck, the head swivel at the top of the rig needs to start turning now! Everything in the Harken Reflex system is designed to achieve now."

The patent-pending Reflex Furling System's quick-release modular T-fitting allows a single drive unit to handle multiple sails. Bottom attachment options allow soft loop/2:1 tack line, snap shackle, or D-shackle attachment to the bow or sprit.

The Reflex Furler is also available in a code zero kit with a fixed tack that is easily interchangeable with the swivel tack for your asymmetric sails. [harken.com](http://harken.com)





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## Inshore Upgrade

*The BR1 Inshore Jacket is a breathable, sleek garment for coast and inshore sailing.*

**M**usto's definitive inshore jacket, the BR1, has been upgraded for 2017 after taking on feedback from some of the most advanced sailors in the world.

Designed with rollaway hood, adjustable hem and velcro-fastened cuffs, the re-designed BR1 Inshore Jacket provides the wind and waterproof protection needed for a day's coastal sailing. A mesh lining and fleece-lined collar provides comfort and warmth, while reflective detailing provides much needed visibility in low light conditions. Smart, understated styling then means the jacket can be carried seamlessly from the deck to the city.

The new Musto range provides a definitive foul weather solution and is a must for any sailor. [musto.com.au](http://musto.com.au)



## Shine a light

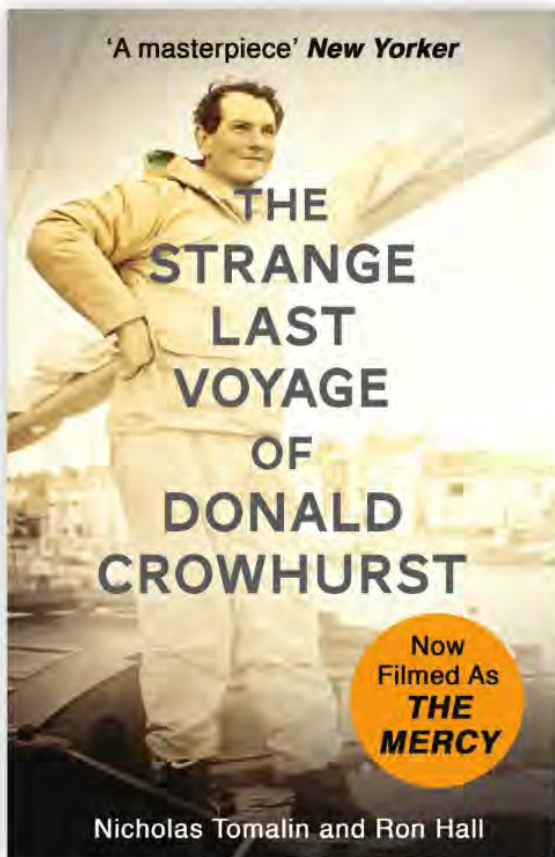
*The Waterproof LED Lamp and Powerbank from Whitworths.*

Since the smartphone revolution, it seems unthinkable that anyone would go anywhere without their clutch of chargers and tangle of cords, but what do you do if you don't have something to plug into? The Waterproof LED Lamp & Powerbank from Whitworths takes a seafaring mainstay in the torch and adapts it, adding a 2600mAh powerbank with USB-port for portable charging, no matter where you are.

Charging in about five hours, the lamp provides approximately sixty hours of illumination at low brightness and eight hours at full tilt. The torch functionality includes strobe and SOS functions, as well as a redlight mode. The device is waterproof up to two metres, appropriate for use on board; and the LED has a lifetime of about 36,000 active hours.

Usually priced at \$59.95, it's \$29.95 until 12th July 2017. Get in fast! [whitworths.com.au](http://whitworths.com.au)





### The Strange Last Voyage of Donald Crowhurst

Author: Nicholas Tomalin and Ron Hall

Publisher: Hachette Australia

320 pages

Price: \$19.99

Investigative journalists Nicholas Tomalin and Ron Hall reconstruct perhaps the greatest hoax in sailing history. In 1968, Donald Crowhurst was trying to market a nautical navigation device he had developed and saw the *Sunday Times* Golden Globe Race—a single-handed, round-the-world sailing race—as the perfect opportunity to showcase his product.

But, he wasn't an experienced deep-water sailor. When he encountered difficulty early in the voyage, he short-cut the journey while falsifying his location through radio messages from his supposed course.

Everyone following the race thought that he was winning, and a hero's welcome awaited him at home in Britain. But on 10 July 1968, eight months after he set off, his boat was discovered drifting in the mid-Atlantic. Crowhurst was missing and presumed dead.

From in-depth interviews with Crowhurst's family and friends and telling excerpts from his logbooks, Tomalin and Hall develop a tale of tragic self-delusion and public deception.

[hachette.com.au](http://hachette.com.au)



### Into the Southern Ocean

Author: Andrew Halcrow

Publisher: The Shetland Times

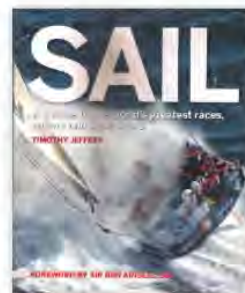
264 pages

Price: \$26.00

After building the bluewater yacht *Elsi Arrub*, experienced skipper Andrew Halcrow successfully circumnavigates the world on a five-year voyage with his brother. But he dreams of a much harsher challenge – to sail the world single-handed and follow the infamous “clipper way” through the roaring forties.

He made two attempts at this feat. The first was in 2006, where he was struck down with a burst appendix and blood poisoning. He was lucky to survive. In 2013, he tried again. But this time he was caught in a huge gale off the rugged coast of Patagonia and a huge sea hit his little ship. The dismasting is also the undoing of his hopes of fulfilling his lifelong dream. *Into the Southern Ocean* is a recount of Halcrow's tale of courage and endurance in his two round-the-world attempts.

[shetlandtimes.co.uk](http://shetlandtimes.co.uk)



### SAIL

Author: Timothy Jeffery

Publisher: Aurum Press

288 pages

Price: \$49.96

Whether it is to test the high seas on around-the-world events in the glory of 49er yachts, to cut through choppy coastal waters on a Laser racing for Olympic Gold, or to set team against team in the great cup challenges, *Sail – A tribute to the world's greatest races, sailors and their boats* is a celebration of the adventure and skill of one of mankind's oldest sports.

Giving a complete account of the world of sailing competition, the book also includes expert technical analysis and intricate illustrations of each classification of race boat.

[boatbooks-aust.com.au](http://boatbooks-aust.com.au)



# RACE & REGATTA DATES

KEEP TRACK OF THIS SEASON'S IMPORTANT EVENTS.

AUSTRALIA	DATE	CLUB	INTERNATIONAL	DATE	COUNTRY
<b>APRIL</b>			<b>APRIL</b>		
Opening Ladies Day Race 1 – Land Rover Winter Series	23 Apr	CYCA	ASAF Youth Cup Final	4 Apr	UAE
Great Veterans Race	23 Apr	CYCA	Eurolaser Master Cup	6 Apr	Spain
Land Rover Winter Series Race 1	30 Apr	CYCA	International Optimist Spring Cup	7 Apr	Croatia
Top Jocks Regatta	22 Apr	CYCA	Europe & Zoom 8 International Regatta	8 Apr	Italy
Young 88 Class NSW Championship	22 Apr	RPAYC	Laser Europa Cup – Hyères	8 Apr	France
			Les Voiles de St. Barth	10-15 Apr	Caribbean
			Laser 4.7 European Championship	15 Apr	Spain
<b>MAY</b>			International 470 Spring Cup	12 Apr	France
Lion Island Series Race 1	6 May	RPAYC	Portofino International Week	21 Apr	Italy
Fremantle to Bali Ocean Classic	6 May	FSC	5.5.S.1 International Regatta	27 Apr	Italy
Land Rover Winter Series Race 2	7 May	CYCA	Eurocat	28 Apr	France
Two Handed & Womens Winter Series	7 May	RPAYC			
Women's State Keelboat Championships (WA)	13 May	RPYC	<b>MAY</b>		
Lion Island Series Race 2	13 May	RPAYC	Musto Skiff World Championship	1 May	Spain
Land Rover Winter Series Race 3	14 May	CYCA	470 European Championship	6 May	Monaco
S80 Ron Tough Match Racing Regatta (WA)	14 May	RPYC	TP52 World Championship	13 May	Italy
Autumn One Design & Sports Boat Regatta	14-15 May	RPAYC	Soling Italian Championship	19 May	Italy
Port Douglas Race Week	16-20 May	TYC	OK Dinghy World Championship	22 May	Barbados
Lion Island Series Race 3	20 May	RPAYC	Delta Lloyd Regatta	23 May	The Netherlands
Land Rover Winter Series Race 4	21 May	CYCA	Copa Espana	26 May	Spain
Winter Series Dinghies Race 2	21 May	BSC	International 14 European Championship	28 May	Italy
Lion Island Series Race 4	27 May	RPAYC			
Land Rover Winter Series Race 5	28 May	CYCA			
<b>JUNE</b>			<b>JUNE</b>		
Winter Series Race 1	3 Jun	RPAYC	Match Race Germany 2017	1 Jun	Germany
Land Rover Winter Series Race 6	4 Jun	CYCA	J/22 World Championship	2 Jun	The Netherlands
Winter Series Dinghies Race 3	4 Jun	BSC	Soling Austrian Championship	3 Jun	Austria
Two Handed & Women's Winter Series	4 Jun	RPAYC	Sailing World Cup Final - Santander	4 Jun	Spain
Ladies Day Race 2	11 Jun	CYCA	International Dragon World Championship	9 Jun	Portugal
Australian Women's Keelboat Regatta	11 Jun	RMYS	RS: One World Championships	10 Jun	Vietnam
Winter Series Race 2	17 Jun	RPAYC	Laser European Master Championship	10 Jun	France
Land Rover Winter Series Race 7	18 Jun	CYCA	Giraglia Rolex Cup	11 Jun	France
Winter Series Dinghies Race 4	18 Jun	BSC	Women's Match Racing World Championship	16 Jun	Finland
52nd Frostbite Regatta	18 Jun	RMYS	29er Canadian Championship	22 Jun	Canada
RYCT Winter Series – Race 1	18 Jun	RYCT	J/70 Eurocup	23 Jun	Italy
Shelving Systems Regatta	24 Jun	CYCA	Extreme Sailing Series – Act 3	29 Jun	Portugal
Winter Series Race 3	24 Jun	RPAYC	2.4mR World Championship	30 Jun	The Netherlands
Land Rover Winter Series Race 8	25 Jun	CYCA			
<b>JULY</b>			<b>JULY</b>		
Land Rover Winter Series 9	2 Jul	CYCA	Europe World Championship	1 Jul	Spain
Darwin International Youth Match Racing Champs	4 Jul	DSC	470 World Championship	7 Jul	Greece
Great Northern Series (Whitsunday Island)	8 Jul	WSC	Optimist World Championship	11 Jul	Thailand
Land Rover Winter Series 10	9 Jul	CYCA	Rolex Farr 40 World Championship	13 Jul	Italy
Closing Ladies Day Race 3	16 Jul	CYCA	M32 Catamaran World Championships	13 Jul	Sweden
CYCA Annual General Meeting	18 Jul	CYCA	F16 European Championship	16 Jul	Switzerland
Captain John Piper Regatta	22-23 Jul	CYCA	Laser 4.7 Youth World Championship	16 Jul	Belgium
Land Rover Sydney Gold Coast Yacht Race	29 Jul	CYCA/SYC	Paralympic Sailing European Championship	18 Jul	Poland
			Moth World Championship	23 Jul	Italy
			29er World Championship	29 Jul	USA

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



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## Lagoon 560 *Bluewaft*

*Dreaming about sailing a catamaran across the Pacific, through the South Sea Islands and on to Australia?*

Australian-registered and currently lying in St Maarten, *Bluewaft* is a 2013 Lagoon 560 that has been astutely set up by her husband and wife team who used their extensive cruising experience to create a great shorthanded and safe proposition. Her owners sailed extensively around the Mediterranean before competing in the 2016 ARC Race. This easily sailed Lagoon would suit the most fastidious purchaser looking to take her on her next bluewater adventure.

Contact Tim Vine on 0412 38 25 38 for further details.



## Brand New Jeanneau 54

**D**ue to unforeseen circumstances this new, unused 2016 Jeanneau 54 owner's version is available for immediate delivery.

The award-winning collaboration between Briand Naval Architects and superyacht interior designer Andrew Winch has created a yacht that is out of the ordinary with a patented aft terrace, foredeck bimini, forward cockpit snugs and an enormous multi-function cockpit.

The interior is modern, stylish and features a full-width saloon, two very spacious cabins and a unique galley arrangement. With over sixty already sold, this is an opportunity to avoid the lead time.

Contact Performance Boating Sales on (02)9979 9755 for further details.

## PLATINUM

**B**uilt by world-renowned CNB Yachts, the CNB Bordeaux 60 is a high-performance luxury yacht, built to the same exacting standards as a superyacht.

Now, for the first time in Australia, a CNB Bordeaux 60 has come on the brokerage market.

Built in 2015, hull #43 of 45, *Platinum* features a Volvo D4 180 HP engine, a 930-litre fuel capacity and a 1000-litre water capacity, promising exceptional autonomy over longer cruises.

*Platinum* has spacious interiors worthy of a superyacht, while her especially wide side decks, flush deck hatches and direct access from helm station to the aft cleats make movement on deck easier and safer.

Featuring ideal weight distribution for secure performance in heavy seas and a well-equipped yet clear deck layout, *Platinum* sails smoothly whether as a couple or with a crew.

*Platinum* is listed for sale exclusively with Sundance Marine. They can be contacted on 1300 55 00 89, or directly through Mark Tucket on 0488 442 373.



# CNB Bordeaux 60 All the Advantages of a Superyacht



## CNB Bordeaux 60 'Platinum'

Launched in 2015 and one of the latest Bordeaux 60s to be built by world renowned CNB Yachts, hull #43 'Platinum' is the highest specified of all the Bordeaux 60s and is now available for sale at \$1.8m.

The CNB Bordeaux 60 is a league above, built to the same exacting standards as a superyacht. The design, build quality and attention to detail will resonate with those who appreciate understated refinement.

'Platinum' exceeded the owner's brief, being a luxury cruising yacht which could be sailed short-handed, coupled with the performance to be competitive at events such as Hamilton Island Race Week.

'Platinum' presents as new and is available for inspection in Sydney at our Jones Bay Wharf office.



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NEW**



2016 JEANNEAU 54



### 2000 HUNTER 340

A spacious family cruising yacht with comfortable cockpit, good saloon layout, enormous owners cabin with berths for up to 7, Yanmar 3GM with shaft drive, and a short-overlap headsail.

**\$89,000**



### 2000 JEANNEAU SUN ODYSSEY 45.2

An extremely spacious cruising yacht that has spent many years cruising the East coast of Australia. A fantastic passage maker.

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### 1992 FARR 11.6 (FARR38)

Comes with new standing rigging (Dec 2016), freshly painted hull topsides and fresh antifoul (Nov 16). Also an engine replacement in 2008 and a full set of racing sails.

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Nicely optioned for cruising with a good suite of recent Hood sails including a vertically battened in-mast furling mainsail for ease of handling.

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### 2007 JEANNEAU 54 DECK SALOON

A simply stunning lightly used example. Fully air-conditioned with electric furler, all electric winches, water-maker, extra fuel tank and much more.

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HANSE 505 - 2014  
\$545,000



HANSE 495 - 2012  
\$398,000



COOKSON 12 - 2003  
\$259,000



BAKEWELL-WHITE 37 - 2010  
\$335,000



DUFOR 35 CLASSIC - 1998  
\$89,000



WELLBOURN 50 - 2000  
\$355,000



JEANNEAU SUN ODYSSEY 421 - 2007  
\$235,000



CATALINA 400 - 1996  
\$149,000



LAGOON 560 - 2013  
\$1,650,000 [EX TAX; EX CARRIBEAN]



LAGOON 420 - 2008  
\$420,000



LAGOON 43 MOTOR YACHT - 2003  
\$459,000



GRAINGER 50 - 2013  
\$950,000



SYDNEY 380D - 2002  
\$129,000



HANSE 411 - 2004  
\$185,000



BENETEAU FIRST 45 - 2008  
\$309,000



TP52 - 2004  
\$199,000



HANSE 495 - 2011  
\$449,000



ELAN IMPRESSION 444 - 2011  
\$259,000



BAVARIA VISION 44 - 2007  
\$265,000



DEHLER 34 - 1992  
\$78,000



HANSE 400E - 2009  
\$209,999



BENETEAU FIRST 47.7 - 2000  
\$210,000



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\$362,500



BENETEAU FIRST 305 - 1985  
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BENETEAU CYCLADES 43.3 - 2007  
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