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## YACHTING

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JEANNEAU 36i  
ALFA ROMEO 3 – FIRST LOOK

NEW SAFETY RULES  
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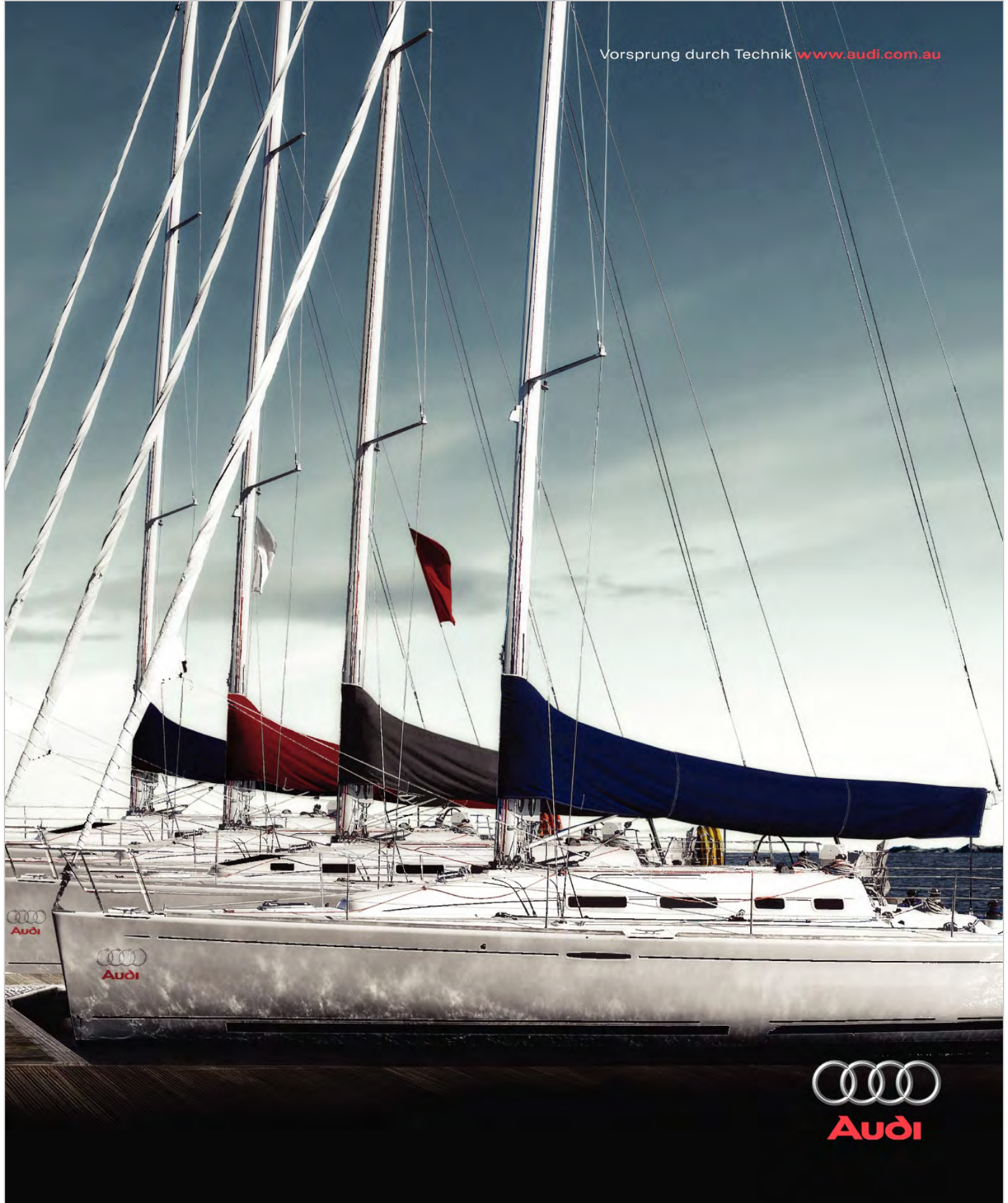
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# AT THE HELM

**MATT ALLEN, COMMODORE  
CRUISING YACHT CLUB OF AUSTRALIA**

A BIG THANK-YOU TO THE OUTGOING BOARD MEMBERS FOR THEIR CONSIDERABLE CONTRIBUTIONS. THE BOARD'S NEW MEMBERS HAVE PLENTY TO DO WITH THE CLUB'S LATEST PROJECTS, WHICH INCLUDE THE DEVELOPMENT OF THE CLUB'S PREMISES, THE NEW CONSTITUTION, THE NEW LOA LIMIT FOR THE ROLEX SYDNEY HOBART AND THE CLUB'S RELATIONSHIP WITH YNSW

**A**s I conclude my first term as Commodore, I wish to thank a number of people for their assistance to the CYCA.

Rod Skellet has decided not to stand this year as a director. Rod has been a director since 1997 and has been instrumental in the writing of the book *From Ratbags to Respectability* in his capacity as chairman of the Archives Committee. The book's recent launch was a proud achievement for the whole club. The feedback regarding the contents of the book has been extremely positive. Thank you to Rod for his perseverance in getting the book finished and his 10 years on the Board.

Graeme Wood has also decided not to stand this year due to time constraints. I wish to thank him for his time and hope to draw upon his considerable expertise in the future.

I wish to welcome Geoff Bonus and John Markos to the Board. Geoff brings a wealth of experience from his background as an architect and this is being put to good use in the work we are doing in planning for the redevelopment of the club's premises, as well as his sailing background including being president of the Sydney 38 Class. John Markos also brings a valuable asset to the Board, namely his legal background. I wish to extend a warm welcome to both and thank them for their time.

I would also like to thank John Christie, our chairman of the Emergency Management Team. John has been on call during our Category 1 and 2 races over the last few years and has contributed to the evolution of our emergency procedures during our races. Donald Graham has agreed to fulfil this function going forward and I wish to thank him for accepting to take on this important role going forward starting after the conclusion of the Audi Sydney Gold Coast Yacht Race.

Looking into the 2008-09 year for the Board, we will be focusing on the development of a long-term plan for our marinas and premises. This will be presented to members during the coming year for their comment and feedback. Also, Alan Green and his team are hard at work on the rewriting of the constitution. When they have finished their draft, it will be reviewed by the board and in turn by members.

Earlier this year, YNSW proposed what would have resulted in a drastic membership fee increase to the CYCA, with no proposed increase or change to their services. This proposal was rejected and prompted a number of clubs to focus on what YNSW actually does for sailors and what services we as

members could benefit from. It has also brought the structure of yachting administration in this country to our attention, and whether we might be better served by something more efficient.

One of the issues is that the YNSW is receiving less funding from many clubs as their members opt out of being associated with the YNSW. This could be attributable to the fact that they no longer crew in races or that they do not renew. If this is the case and members continue to race they may be in contravention of the Racing Rules of Sailing – Rule 55. Can I remind everyone who races they are required to comply with RRS 55 and be a member of YNSW or another Member Yachting Association (MYA).

Congratulations to all those who competed and won in the recent Audi Winter Series. The series continues to be a great success. We have continued to make improvements this year and these have been well received. We will again be seeking your feedback in a few months' time. Thank you to Audi Australia for their continued support, and for the Audi A6 and on behalf of those who won the Audi A6 for a week. They all came back with smiles on their faces after driving it!

I wish to announce that for 2009, we will extend the LOA limit for the Rolex Sydney Hobart Race to 30.48 metres (or 100 feet) from the current 30.00 metres. This brings most of the great races around the world into line in terms of their LOA limits. This is effective for 2009 as we intend to give owners of yachts ample time to modify their yachts if they wish to do so.

I recently came back from doing my first Newport to Bermuda Race with Andrew Short on *Shockwave 5*. It was interesting to see how the offshore fleet in the USA has grown very quickly in the last two years. It is in stark contrast to the situation only a few years ago where it seemed that virtually no yachts were being built to race offshore on handicap. The TP52, STP65, IRC and the newer ORR rule seem to have reinvigorated the scene over there, which is good for our sport worldwide, especially due to the lack of activity in the America's Cup.

I had the opportunity to present our book *From Ratbags to Respectability* to Commodore Ross Sherbrooke of the Cruising Yacht Club of America only to find out that he sailed on *Online* in the 1962 Sydney Hobart Yacht Race and remembered the invitation "issued" by Huey Long to his onboard party at the end of the race. Please see page 89 of the book.

I look forward to seeing you on the water or at the club in the near future. **O**

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## Polishing the silver

This issue of *Offshore Yachting* brings the silverware to life with the 25<sup>th</sup> Anniversary of Hamilton Island Race Week being held the last week of August in Queensland's favourite yachting destination. Up to 250 yachts are expected to line up for the battles to be fought across the Whitsunday passage, some in fierce tactical combat and others in divisions of friendly 'beer and bundy' rivalry. But whatever the division, no doubt all will share in the celebrations to be enjoyed back on the dock throughout the week of racing with a plethora of entertainment to celebrate a quarter century of Australia's most popular 'fun in the sun' yacht racing event.

It is hard to believe that 25 years have passed since Queensland property developer and then Hamilton Island owner Keith Williams started the first 'Hammo' with a bare handful of racing yachts competing. In 1983 whilst in Newport, Rhode Island as witness to Australia's greatest yachting – possibly greatest sporting – victory with *Australia II*, Williams reportedly remarked that he should have a yacht racing regatta at his newly developed Hamilton Island in the Whitsundays. The rest is history ... a quarter century of results boards under the palms, and tales of old salts from the Barefoot Bar on Front Street, now long gone...

Hamilton has now moved on and is a thriving resort under the enthusiastic current owners the Oatley family, most famous of all in yacht racing circles for their triple line-honours Rolex Sydney Hobart winner *Wild Oats XI*.

Trophy cabinets full of gleaming silver, polished from time to time when the occasion dictates, are one thing; milestones such as 25 or even 40 Rolex Sydney Hobarts are quite another. So, we raise a glass to Hamilton Island's 25<sup>th</sup> Race Week and

wish them many more. And to commemorate that occasion you will find a copy of the Audi Hamilton Island Race Week Official Program accompanying this edition of *Offshore Yachting* for every reader.

This edition also previews the Airlie Beach Race Week, the summer racing season in Sydney, and the Olympics almost upon us in Qingdao, China. We look further ahead to the next Rolex Sydney Hobart. We review the Audi Winter Series so far, the Etchells Worlds in Chicago (coming to Melbourne in 2009), the Rolex Giraglia Cup in the Med and the Newport Bermuda Race, where we had a couple of local heroes participating.

It's boat show season, so we preview some of the yachts on show at the Sydney International Boat Show this month. Yacht reviews in this issue include Jeanneau's Sun Odyssey 36i Performance Cruiser/Racer and the Bavaria 40.

Also covered are special features on safety equipment with a focus on the change in EPIRB frequency from 121 MHz to 406 coming in the new year, as well as a secure look at anchors. We have the next instalment of our Crew Positions feature on the pit and mast, and we chat with 'Shorty', just back from competing in the US, in our Skipper profile.

So, enjoy the read and we look forward to joining you on the start line.

Anthony Twibill  
Publisher/Director

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PUBLISHED BI-MONTHLY  
AUGUST/SEPTEMBER 2008

PHOTO: ANDREA FRANCOLINI

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**PRINTED IN AUSTRALIA BY**

SOS PRINT GROUP

**DISTRIBUTORS**

NDD DISTRIBUTION

ISSN 1446-1170

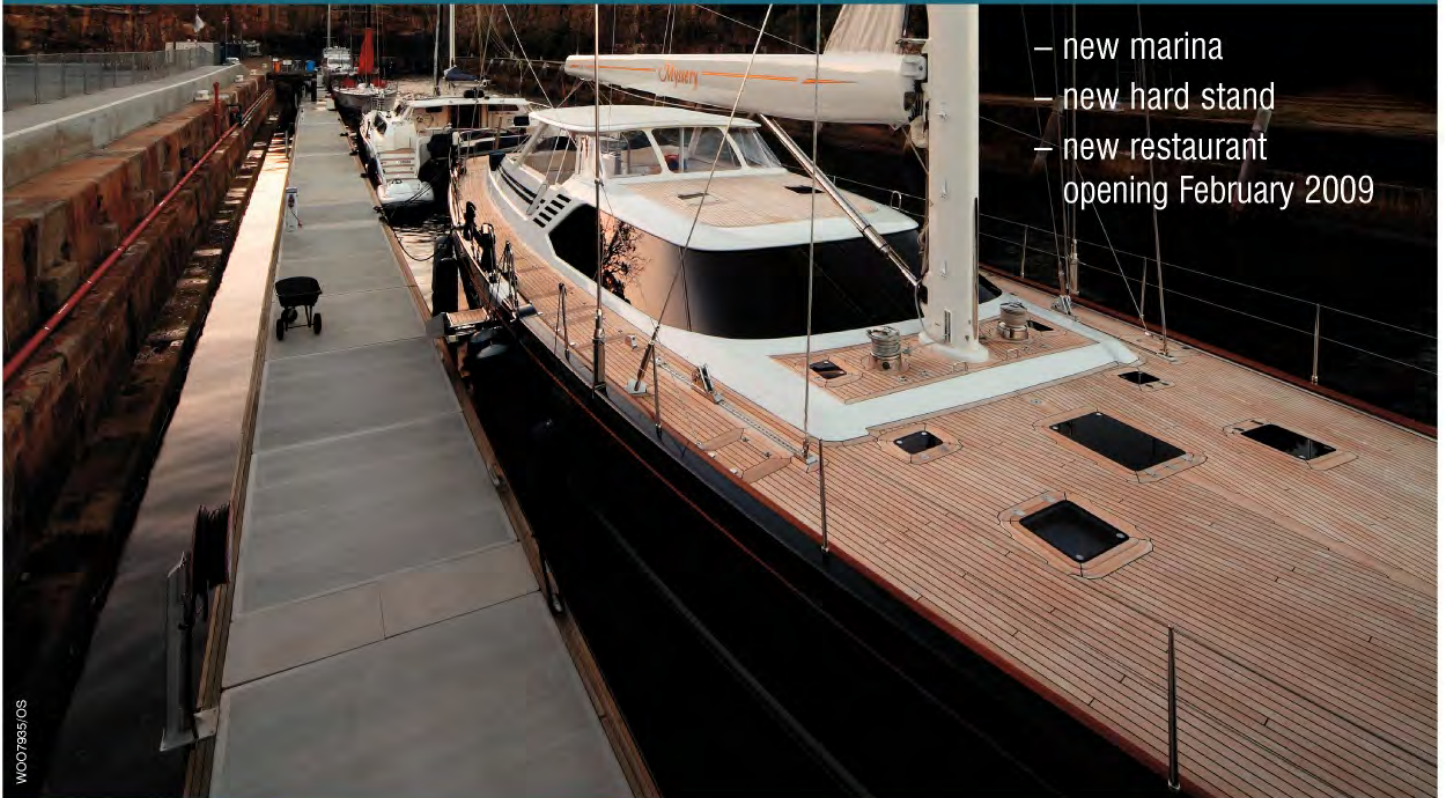


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Photo: Courtesy of Yachting Developments

## Yachting Developments launches *Bristolian*

In May, Kiwi yard Yachting Developments launched the 36.7-metre Philippe Briand design *Bristolian*. After many manoeuvres from the shed to the barge, she was put in the water where her 51-metre mast was stepped by Southern Spars and 2,684 square metres of sail wardrobe from Doyle Sails New Zealand were loaded. She has a beam of 8.17 metres and draws 5.25 metres with the keel fully lowered and 3.5 metres with keel lifted and a displacement of 140 tonnes. The previous *Bristolian* was a Frers 92 that was prominent on Mediterranean racing scenes. After 10 years, the English owner decided that it was time to upgrade. The owner had always enjoyed the sailing performance of his Frers 92 and was keen for his next boat to be equally sensitive and to provide him with a similar sense of excitement under sail. He was also mindful of the comfort of his guests, both when sailing and when anchored or in port, and did not want a Spartan racing machine. With these criteria in mind, he arranged to meet French designer Phillip aboard the old *Bristolian* off Dubrovnik, Croatia and it was there that the specification for the new boat was conceived.

## ICAP *Leopard* smashes Transatlantic speed record

In June, *ICAP Leopard*, the 100-foot super maxi yacht owned by Mike Slade, broke the Transatlantic speed record for a monohull yacht with power-assisted winches held by luxury yacht *Phoebe*. Finishing the 2,925 nautical mile crossing from New York to the Lizard, Cornwall, UK, in seven days, 19 hours and 21 minutes, *ICAP Leopard* shaved eight hours off the existing record, to claim her second world record in two years.

Mike Slade, chief executive of London-based property company Helical Bar plc, said, "We are absolutely thrilled to get this Transatlantic record. Having only had a three-day weather window in New York during which to leave, the weather Gods have been kind. This was a delivery without a full sail wardrobe and we almost lost a full day avoiding southerly icebergs in the mid Atlantic, as well as experiencing a full on collision with a

monstrous sunfish. We always knew it would be close, but that is the beauty of yacht racing, as you rely entirely on forces beyond your control to get you there. If it was easy everyone would be doing it!"

*ICAP Leopard* boat captain Chris Sherlock said, "It was a nail-biting sail right to the finish. After a good final night, the wind dropped on Tuesday morning, slowing us a little. With full sails up we kept our foot down all the way in to the Lizard, and made it with time to spare even against the tide. As I predicted, it was an incredibly close run to the finish, but that's the exact reason records are records and therefore difficult to beat. I'd like to thank Roger Badham our weather router, as well as our shore crew, for all of their support."

*ICAP Leopard* holds the record for the biennial Rolex Fastnet Race, which she broke in August 2007 by nine hours.



Photo: Rick Tomlinson

news

## CYCA Monday Twilight Series sailors still sipping Mount Gay Rum

Mount Gay Rum has confirmed it will continue as naming rights sponsor of the CYCA's Mount Gay Monday Twilight Series for a further three years.

"As an integral part of this very exciting series, Mount Gay is widely recognised around the world as the preferred tippie of sailors, which certainly makes the brand very much at home here at the CYCA", said Mount Gay Rum distributor Maxxium's brand manager Cristy O'Sullivan. Mount Gay Rum, which dates back to 1703, has long enjoyed a first-class reputation amongst sailors; the brand also sponsors the annual Mount Gay Rum Top Jocks Regatta sailed aboard the CYCA's Elliott 6s.

"With such world-class sponsors on board for its key sailing activities, the CYCA and its members are looking forward to a fantastic summer of sailing, particularly as this year represents the first year of the longer daylight saving period", said CYCA Commodore Matt Allen. "In addition to the twilight series, the CYCA conducts an extensive summer sailing program that includes its flagship Bluewater Championship (which is a series of seven ocean races including the Rolex Sydney Hobart Yacht Race), the Rolex Trophy Series and a number of short haul races".

The Mount Gay Monday Twilight Series will commence on Monday 13 October 2008 and run for 17 weeks, concluding on 16 March 2009.

Applications to enter the series are available from the CYCA Sailing Office or online at [www.cyca.com.au](http://www.cyca.com.au) under 'Sailing' from August.

## Sailors Radio Show switches station

For the past six years, Australia's only sailing show to grace the airwaves has been broadcast around Australia from the Sydney station 107.3FM. Now the entire broadcasting crew has jumped ship to 1224 on the AM band. The show has a new format built on the shaky foundations it established while on FM. Described by many as 'that cult radio show' and often accused of bringing the sport into disrepute, the crew of Andrew Powell, Neville Wittey and John Sturrock are more 'Yacht Club bar' than the BBC world service. In spite of the show's cavalier disregard for the truth, the finest sailing experts in the world continue to front up as guests. Dangerously, the new format includes a talkback segment. The new network is the national RPH network, and the show is being broadcast on Sundays between 8:30 and 10am. Sailors Radio is the official broadcasters of the Rolex Sydney to Hobart Yacht Race start (three hours live on the day) in conjunction with the CYCA. This will continue with a globally syndicated race call scheduled for this year. The show will continue to be archived at [www.sailorsradio.com](http://www.sailorsradio.com) and will be available as a podcast.

—Max Trim

## Harken Australia extend their CYCA sponsorship

CYCA Vice Commodore and Chairman of the Training and Development Committee Garry Linacre announced that Harken Australia have extended their sponsorship of the CYCA Youth Sailing Academy for a further two years. Additionally, Harken Australia have also reaffirmed their support of women's match racing by extending their sponsorship of the Harken International Womens Match Racing Regatta for a further three years.

Commenting on Harken's sponsorship, Vice Commodore Garry Linacre said, "Harken was built by sailors and is managed by sailors and it is just wonderful to see Harken supporting sailors in this way. Harken's help in maintaining our Youth Sailing Academy equipment to world high standards together with the targeted support to women's match racing is greatly appreciated. To Carl Watson and his team, we thank you for your past involvement and continuing commitment. Your efforts are appreciated and we look forward to your presence around the club to witness the product of your support."

Carl Watson, managing director of Harken Australia, said, "It is Harken's commitment to assisting the talents of up-and-coming sailors that led to the association with the CYCA. The Women's International Match Racing Regatta is a great showcase for up and coming talent, with the continued growth and increasing international recognition of the event, we are pleased to continue our relationship with the CYCA and the CYCA Youth Sailing Academy."

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25th Anniversary AUSTRALIA II  
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Photo: Christy White Fairbairn

## SLAM 18ft skiff wins European Championship

Six-Fours, France: Winning with two races to spare, the crew of SLAM 18ft skiff completed an emphatic victory at the 18ft Skiff 2008 European Championships held at the delightful seaside town of Six-Fours on the French Riviera in early July.

The SLAM team of Grant Rollerson, Jack Young and Tom Partington slowly ground to the top of the pile over the week, and came into the final day of racing with a six-point break. Several skiffs were within striking distance at that point, however the team held their nerve and ran away with three victories and a sixth to close out the regatta.

Helmsman Grant Rollerson noted, "We have been lucky to have come out ahead after a fantastic week of close racing against top flight skiff sailors from Europe, US and Australia, including two previous JJ Giltinan unofficial World Champions."

Commenting on the win, Andrea Laura of SLAM, noted "We are delighted to welcome Grant, Jack and the 18ft skiff team as the most recent members of our SLAM Sailing Team. The result is outstanding and we look forward to seeing them doing well in the San Francisco International in August and thereafter. 18ft skiffs are part of the history of SLAM and it's good to be back."

For further information on 18ft skiffs visit [www.18footers.com.au](http://www.18footers.com.au)

For further information on SLAM, visit [www.slam.com](http://www.slam.com)

## Southern Spars invests in South Africa

On July 1, Southern Spars announced the acquisition of Southern Spars Cape Town and Sparcraft Cape Town, manufacturers of carbon fibre and aluminium masts in South Africa. Southern Spars has a close association with the South African spar operation, and four years ago formed a separate entity called Southern Spars Cape Town to manufacture carbon fibre masts for the production market under a license agreement for Southern Spars. With increasing demand for carbon fibre spars worldwide, the acquisition will increase production capabilities, enabling Southern Spars to manufacture a full range of production type rigs and in particular, for low volume production and One Design yachts.

"It's an exciting time as we can fully integrate the expertise of two companies under one banner and start fulfilling the market's demand for production type carbon fibre masts," comments John Clinton, general manager of Southern Spars One Design.

Plans are in place to expand Cape Town's new 4,800 square metre purpose-built production factory that currently has a staff of 80. The facility will continue operating under its current management, and production of aluminium masts will continue to be marketed under the Sparcraft brand. Some of the hottest one-design class rigs are currently produced by Southern Spars Cape Town, including Melges 24, Mumm 30s, Farr 40s and the recently successful GP42 rigs and Open 40 rigs.

For further information visit: [www.southernspars.com](http://www.southernspars.com)

## CYCA AGM – John Messenger elected Life Member; new Board

Members of the Cruising Yacht Club of Australia elected Past Commodore John Messenger a Life Member at the club's annual general meeting in July. The honour, bestowed at the CYCA clubhouse, recognises a lifetime association with the site in Rushcutters Bay, for it was here he began life in his father's waterfront marine business, his family living over the now long-gone boatshed. A club member since 1982, Messenger has played a key role in the CYCA's development over the past two decades, serving on many committees before joining the Board and becoming a Flag Officer and, ultimately, Commodore in 2002 and 2003. Over that quarter of a century, 'Messo' has also been an active ocean-racing yachtsman, in demand as a helmsman on many notable maxi yachts. Immediate Past Commodore Geoff Lavis said that the main reason for proposing John Messenger for Life Membership was in recognition for the untiring role he had played during the redevelopment of the marina, including planning of the new marina and the complex demolition of the old and installation of the new marina arms. Members at the AGM unanimously elected John Messenger as a

Life Member, with Commodore Matt Allen presenting him with a Life Member's burgee.

No ballot was required this year for any of the Flag Officers or Directors with Commodore Allen and Vice Commodore Gary Linacre being elected unopposed, as was Honorary Treasurer Phil Billingham. Two new Rear Commodores, John Cameron and Howard Piggott, were also elected unopposed taking over from the previous Flag Officers, Michael Cranitch and Alan Green, who had completed their two-year terms but return to the Board of Directors. Two directors, Rod Skellet and Graeme Wood, did not seek election, with Geoff Bonus and John Marcus being elected unopposed as new members of the Board. Treasurer Paul Billingham, and fellow directors Richard Cawse and Geoff Cropley retained their positions on the board.

Commodore Matt Allen said, "I wish to thank Rod Skellet and Graeme Wood for their contributions to the Board. Rod has been a board member for over 11 years, and as his role as Chairman of the Archives Committee saw the successful completion and launch of *From Ratbags to Respectability*, the book on the history of the CYCA. Graeme has been involved with



the CYCA for a number of years serving on the Training and Development Committee and has served on the board for one year. I thank him for the business acumen he has demonstrated over the year and his passion for the sport, particularly his encouragement of youth to become more involved in ocean yacht racing. I would also like to thank all members of 2008/9 Board of Directors in advance for the dedication and time it takes to fulfil the responsibilities of being a member of the board and look forward to another productive year serving the members of the club".

—Peter Campbell and Jennifer Crooks

Sir Jack Brabham at the launch of *Black Jack*

## Black Jack relaunched

Sir Jack Brabham officially launched *Black Jack* on Saturday 12th July 2008 in glorious weather at Rivergate Marina and Shipyard on the Gold Coast. The 66-foot Reichel/Pugh had just completed a refit and stepping of her new mast before the traditional blessing and impressive relaunch. Recently purchased by Australian businessman, Peter Harburg, and captained by America's Cup crewman, Mark Bradford, *Black Jack* takes the name and racing pedigree of Sir Jack. She is the sister design to *Wild Oats X*. "My first sailing experience was onboard a catamaran. It wasn't the best day on the water, so I can't wait to get onboard this one, just once", said Sir Jack during his speech at the launch. "I think this boat might go a little faster than that catamaran though", he laughed. The launch of *Black Jack* also heralded the start of the H4 Youth Foundation. This charitable organisation provides sailing tuition for under-privileged children and the opportunity to sail on the elite racing yacht. Rivergate



made the first donation to this worthwhile cause, which is providing not only a positive course for the youth as well as a strong future for Australian Yachting. *Black Jack's* racing schedule will take in the Brisbane to Keppel Island Tropical Yacht Race, Hamilton Island Race Week and the Rolex Sydney Hobart.

"We are going up against some of the best sailors in world, so it's important that we focus on the job at hand and get *Black Jack* over the line", said skipper Bradford. "We made a promise to Sir Jack to perform in honour of his nickname. Now it's time to give it a shot."



## Yacht Club de Monaco to host inaugural World Yacht Racing Forum

In December 2008, Monaco will be the venue for the first dedicated yacht racing business forum. The Grimaldi Conference Forum will be a global meeting place for the best-known sailing events, racing teams, race management and finest sailing venues, from all over the world. In addition, many of Europe's highest sports sponsorship spenders will be in attendance to assess the great opportunities that our sport can deliver. The forum will create the platform for delegates to debate the key issues that are critical to the

future of yacht racing. Topics will include Television Coverage, America's Cup, Race Management, Composite Technology, Event Management, Safety, Telecommunications, Sponsorship Value and Media Exposure.

"We are very happy to welcome the whole yachting fraternity in the Principality, for the World Yacht Racing Forum", says Bernard d'Alessandri, General Secretary of the Yacht Club de Monaco. "Beyond race results, we believe it is also very important to promote essential

values, notably by encouraging solidarity, respect for others, naval etiquette and respect for the environment. That was our objective when we created the 'La Belle Classe' label. The Principality of Monaco has always been very active within the world of sports. I hope this forum will become an annual rendezvous, which will enable the yachting world to meet every year to reinforce the links between the different activities and actors thus contributing to the development of sailing. It is about the future of our sport."

## Aussie management for Santa Cruz Yachts

Santa Cruz Yachts, founded by Californian Bill Lee, has a 35-year history building ultra-light displacement high performance racing sleds. Not built to a handicap rule, just built to go fast, there will soon be a new series of American-built Santa Cruz fliers and, if you listen carefully, you might hear their Aussie accents. In January 2008, Santa Cruz acquired new ownership and management. The company has relocated to Green Cove Springs, Florida. While Santa Cruz' new ownership is based in Florida, the senior management comes from half a world away. VP and director of operations Darren (Baz) Williams is a highly experienced

Australian boat builder, who has raced boats big and small around the world. Williams has been building both production and custom racing boats all his life, most recently for Australia's Sydney Yachts, where he was the CEO for seven years. The new production foreman Rod Gill was for ten years the factory foreman at Sydney Yachts. The sales manager Dave Tomlinson has been 20 years on the West Coast of America selling boats, but is also Australian. "My background is ocean racing, nine Hobarts, Southports, all sorts of maxi racing, and building one design boats", says Williams.

## New sailors emerge

Noakes managing director Sean Langman and police officer Paul Lees, community liaison officer for Hobsons Bay in Victoria, met while conducting their respective youth programs aboard the tall ship *Young Endeavour* as it shadowed the Rolex Sydney Hobart fleet to Tasmania last December. On July 20, their combined foresight culminated in the fourth Noakes Youth Regatta. The most challenging so far of the series, Noakes sponsored Lees and two fellow police officers to bring five members of the Burmese ethnic groups Karen and Chin, who have been living in the Hobsons Bay area for less than five years, to Sydney for the one-day regatta held off Woolwich Dock.

It was a weekend of firsts for the unlikely newcomers to sailing, who range in age from 16 to 25. The weekend marked their first trip to Sydney and their first time aboard a sailing boat. Three of the five had the added pressure of being non-swimmers but with only a whisper of wind to kick start the regatta plus a sprinkling of trusty hands on board each of the three Magic 25s, including Noakes managers and apprentice shipwrights from Woolwich and North Sydney yards, they eased into the day's racing with no issues.

The highlight of the day for nineteen-year-old Tha Lay Paw Cho, who was born in a refugee camp in Thailand and first tasted freedom when she arrived in Australia just over two years ago, was helming the Magic 25, a role each crewmember willingly took on with confidence. Once the light nor'wester started to build and the boats began to heel over, hiking out became the favoured crew position. After eight races and a final gold medal race, Aaron's Aztecs, named after Noakes North Sydney operations manager Aaron Harpham, were

declared regatta winners. Harpham's lucky charm was Noakes apprentice shipwright Tom Denahy who has the perfect scorecard with four wins from four Noakes Youth Regattas. The five young Victorian sailors who took part in today's Noakes Youth Regatta were selected for their commitment to the New and Emerging Communities Youth Leadership Program, a local initiative developed by the Migrant Resource Council in conjunction with police, fire brigade and ambulance service in the Hobsons Bay area following a report by the Council that identified new and emerging communities weren't part of the community engagement process. The program aims to introduce these communities to the vital services while for the police officers at Hobsons Bay, it gives the force a face and allows them to connect and communicate their role to those recently arrived refugees who may be suspicious of those in uniform.

Senior Sergeant Craig Matters from Altona North Police Station said, "Once the kids get to know the local police officers they are more likely to approach them. Potentially this concept could be expanded to other new and emerging groups in our area, and possibly to youth who are getting into trouble."

Langman also plans to expand his Noakes Youth program by linking up with like-minded organisations, such as the Altona North Police Station, and running Noakes Youth regattas in each state.

"It's about opportunity and choice as well as social gatherings such as last night's dinner. The program is designed to bring together people who wouldn't normally mix through sailing and that includes introducing my apprentices to people from different backgrounds", said Langman.

## News in Brief

### Giant yacht carrier reaches Brisbane

Dockwise Yacht Transports' (DYT) newest ship, the 209 metre *Yacht Express*, arrived in Brisbane in mid-June, marking its official debut in Australia. The largest vessel of its kind in the world, *Yacht Express* was purpose-built with a semi-submersible dock bay that allows yachts of any size to be safely floated on and off as cargo.

"Having *Yacht Express* calling on the South Pacific, now on a regular basis, greatly increases our ability to carry more yachts", said Jason Roberts of Aurora Global Logistics, the agent for DYT in Australia.

For further information visit [www.yacht-transport.com.au](http://www.yacht-transport.com.au)

### Two heads better than one

Southport Yacht Club has a new two-pronged management team, with Gold Coasters Dale Chapman filling the role of house manager and Brian Dawson taking on the role of finance and marine manager. Prior to his appointment with Southport Yacht Club, Mr Chapman was general manager of the Southport Surf Life Saving Club for 10 years. Brian Dawson has been finance manager of Southport Yacht Club for the past three years.

### RFD appoints new manager for southern states

Safety and marine leisure product specialist RFD has appointed Fenton Long to manage the company in Victoria, South Australia and Tasmania. Fenton Long will manage marine sales, life-raft servicing/certification and improvement of the RFD lifejacket manufacturing cell. Along with managing regional RFD sales growth throughout the southern states of Australia, Fenton will also focus his attention on new business development.

For further information visit [www.rfd.com.au](http://www.rfd.com.au)





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## Seaquest RP36 at Sydney International Boat Show

Seaquest Yachts will be displaying the latest yacht in its range for the first time at a marine expo in Australia at the Sydney International Boat Show from July 31st.

"We are expecting a lot of interest in this yacht, which I see as an exciting alternative for owners searching in this size and style category of yachts available in Australia", explained Chris Pomfret, national sales and marketing manager.

"Our Seaquest RP36 is a cruiser racer with an outstanding pedigree from world renowned Reichel-Pugh Yacht Design combined with a comfy interior at a very palatable price. This yacht is becoming very popular with boat owners looking for a performance-orientated yacht in the 32 to 42 foot market.

"Three Seaquest RP36s are already sailing in Melbourne, Sydney and in North Queensland with

tremendous results that are hard to believe for a yacht of this size."

The Reichel-Pugh designed yacht is very fast for its length due to its powerful sail plan and stiff characteristics brought about by its generous T-bulb fin keel, which has a ballast of 2,500 kilograms.

"The interior and deck is a little more traditional in its layout as comfort was definitely in mind", says Pomfret. "I have found that for a yacht of this size and design, the accommodation is surprisingly large. We know that there are many owners also want to cruise in comfort and this is just as important to them as winning their club pointscore."

Sheik Mana Bin Khalifa Al Maktoum, a member of the Dubai Royal Family, and the founding owner of Seaquest Yachts, Mike Eaton, purchased Seaquest Yachts in late 2005 in a joint venture. Eaton remains an

## TECHNICAL SPECIFICATIONS

|              |                 |
|--------------|-----------------|
| LOA          | 11.0m           |
| LWL          | 10.0m           |
| Beam (Max)   | 3.30m           |
| Beam (WL)    | 2.49m           |
| Draft        | 2.20m           |
| Displacement | 5,100kg         |
| Ballast      | 2,500kg         |
| Sail Area    | 70.5 sq.m       |
| Fuel         | 80l             |
| Water        | 200l            |
| Engine       | 20hp / 30hp     |
| IRC Rating   | 1.058           |
| Steering     | Wheel or Tiller |
| Designer     | Reichel-Pugh    |
| Price        | From \$259,000  |

active part owner of the business and has overseen the factory move from the UK to a brand-new, purpose-built facility in Dubai. The facility features climate control to aid in the quality of the building and finishing processes. The Seaquest Yachts philosophy is to provide the market the opportunity to purchase a leading-edge design from the hottest designers that will incorporate the dual purpose of racing and cruising for a price that is very competitive with other production boats of similar size. Available in Australia from A\$259,000 excluding instruments and sails, this boat is the perfect opportunity to own a yacht designed by the world's leading yacht designers at a fraction of the price.

For further information contact Seaquest Yachts Australia Tel: +61 (0)2 9997 2244, email Chris Pomfret: [chris@seaquestyachts.com.au](mailto:chris@seaquestyachts.com.au) or visit [www.seaquestyachts.com.au](http://www.seaquestyachts.com.au)

## Hybrid Hunter

America's largest sailboat producer, Hunter Marine Corporation, has now completed prototype testing of its latest model – the Hunter 27 Edge. It may seem strange, in today's energy-focused environment, that Hunter would develop a sailing craft with a powerboat twist. However, in recognition that its customers are requesting more flexibility in a small package, Hunter has responded with a multi-purpose family sport. The new Hunter 27 Edge offers boaters a new level of integrated design. The Edge blends the freedom of sailing with the flexibility of a powerboat – combined in a trailable package. You choose whether to raise the sails or lower the engine.

The hull shape allows for excellent sailing characteristics, plus provides a stable platform for planing under power. There's a swing keel, water ballast and a simple mast raising system to make transport by trailer relatively easy. The interior features two double berths, a generous galley and large saloon, with 1.8 metres of headroom. The new Hunter 27 Edge will be available for



factory completions beginning in August 2008. For further information contact Matt Hayes on

+61(0)2 9281 4422, email [matthayes@usyachts.com.au](mailto:matthayes@usyachts.com.au) or visit [www.hunteryachts.com.au](http://www.hunteryachts.com.au)

## English like new Moody 45 DS

The first of a completely new generation of Moody yachts was formally unveiled in July. Several hundred sailors from all across Europe made their way to the Moody headquarters in Swanwick, UK.

"Moody is an old, traditional English brand. Members of the English Royalty have had their vessels built here. Today, we have injected new life into the Moody brand. Thus, [we are ensuring] the continuation of a 150-year-old yacht-building tradition with a completely new generation of vessels. The Moody brand has always been synonymous with innovation, quality and solid craft – and it shall continue like that in the future. Today's chosen design for the Moody will be tomorrow's design for yachting", said Michael Schmidt of HanseYachts AG, the German builder that took over the brand last year.

New ideas from throughout yacht construction industry were considered in the design of this deck saloon yacht. The saloon is on the same level as the cockpit – creating a feeling of space, which is usually only experienced on large motor yachts. Clear lines, a tidy deck and thought-through operating elements allow a small crew to sail this sailing yacht safely in high seas. In addition there are several variations for the interior. The significant long roof provides for good protection against the weather without impeding the view. And as the hull is made of epoxy, osmosis is no longer a concern for this vessel; the 45 DS also has particularly good sailing characteristics. The vessel will be on display at the Sydney International Boat Show.

For further information contact Windcraft Tel +61(0)2 9979 1709 or visit [www.windcraft.com.au](http://www.windcraft.com.au)



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## Holmatro Marine Equipment comes Down Under

RIGGTECH rigging company based at the Royal Prince Alfred Yacht Club in Sydney have been appointed sole Australian agents for sales and service of Holmatro products in Australia. Holmatro is a Dutch-based multinational that offers a wide range of yacht rigging hydraulics and winches such as hydraulic backstay adjusters with integral two-speed pumps, hydraulic boom vang systems and hydraulic mast jacks that will fit any size yacht. Holmatro hydraulic cylinders are suitable for

any tensioning application on board, from tensioning backstays and forestays to outhauls, travellers and mast rotation. For emergencies, Holmatro also manufacture rod and wire cutters that can be operated by hand, hydraulics or battery powered pumps. Custom-built rigging solutions are available on request.

For further information contact RIGGTECH on +61(0)2 9997 8100 or email [sales@riggtech.com.au](mailto:sales@riggtech.com.au)



## McMurdo PLB gains FCC approval in USA

McMurdo's Fastfind MAX PLB range has been awarded FCC Type Approval certification, signaling the go-ahead for the PLBs to be sold in the USA. The PLBs feature a maximum 48-hour operational battery life from activation, operating at temperatures as low as -20°C. The MAX and MAX G are registered by the individual user as a safeguard against life threatening incidents that could occur anywhere in the world. Once activated, the MAX and MAX G transmit a unique identification signal along with the user's current position via the COSPAS SARSAT international search and rescue satellite system on 406 MHz. The signal is passed to regional SAR authorities, who can rapidly get to the scene. The FASTFIND MAX range has already been COSPAS SARSAT approved and has had European approval since January of this year. This additional approval now enables McMurdo and US distributor

Revere to benefit from sales from the US market.

Easily user-replaceable battery packs have a five-year storage life. FASTFIND MAX G's integral 12-channel GPS navigation receiver gives a typical positional accuracy of +/- 62 metres and new position updates every 20 minutes, significantly reducing the normal search area down from a 28 square nautical mile area, with a clear view skyward. It also has a visual indication of GPS position acquisition.

## New compass from B&G

The new B&G Gimballed Rate Compass (GRC) offers a solution to the problem of eliminating the effects of heel and pitch from the compass read-out. The result feeds through into greater accuracy for a number of instrument measurements, including wind speed and angle. By adding gimbals to the rate sensor, B&G has created a compass that gives the true rate of turn whatever the angle of heel or sea state – a major advantage for both accurate autopilot steering performance and for race boats looking for real time data on course changes and wind shifts. In addition to heading data, the GRC brings to navigators and helmspeople the bonus of integrated heel and trim sensors, which provides a complete picture of the boat's set-up in any given conditions via a single sensor package.

For Further information contact Mainstay Marine +61 (0)2 9979 6702 or visit [www.bandg.com](http://www.bandg.com)



## New VHF device to improve man overboard rescue time

Australian marine technology company Mobilarm launched its new marine safety product into Australia and New Zealand at the Sanctuary Cove International Boat Show in May. The Mobilarm V100 VPIRB automatically sends out the initial 'Mayday, Man Overboard' alarm via DSC data using VHF DSC channel 70. As soon as the integrated 24-channel GPS receiver obtains a GPS lock, usually within 30 seconds, the device transmits the distress call again, complete with position coordinates. The message is repeated at regular intervals to update the rescuers on the current position of the person in the water, which continues until the device is deactivated; the Mobilarm V100 battery will support transmission for at least 18 hours in normal conditions.

The device also incorporates a strobe light to assist in visual homing of the casualty. To ensure that as many vessels as possible receive the distress message, the same 'Man Overboard' alert is simultaneously broadcast in a synthesized voice on VHF marine radio channel 16. The key benefit to the Mobilarm V100 is that as long as a VHF radio is onboard, no other equipment need be installed. The product became available through selected dealers throughout the world from July 2008.

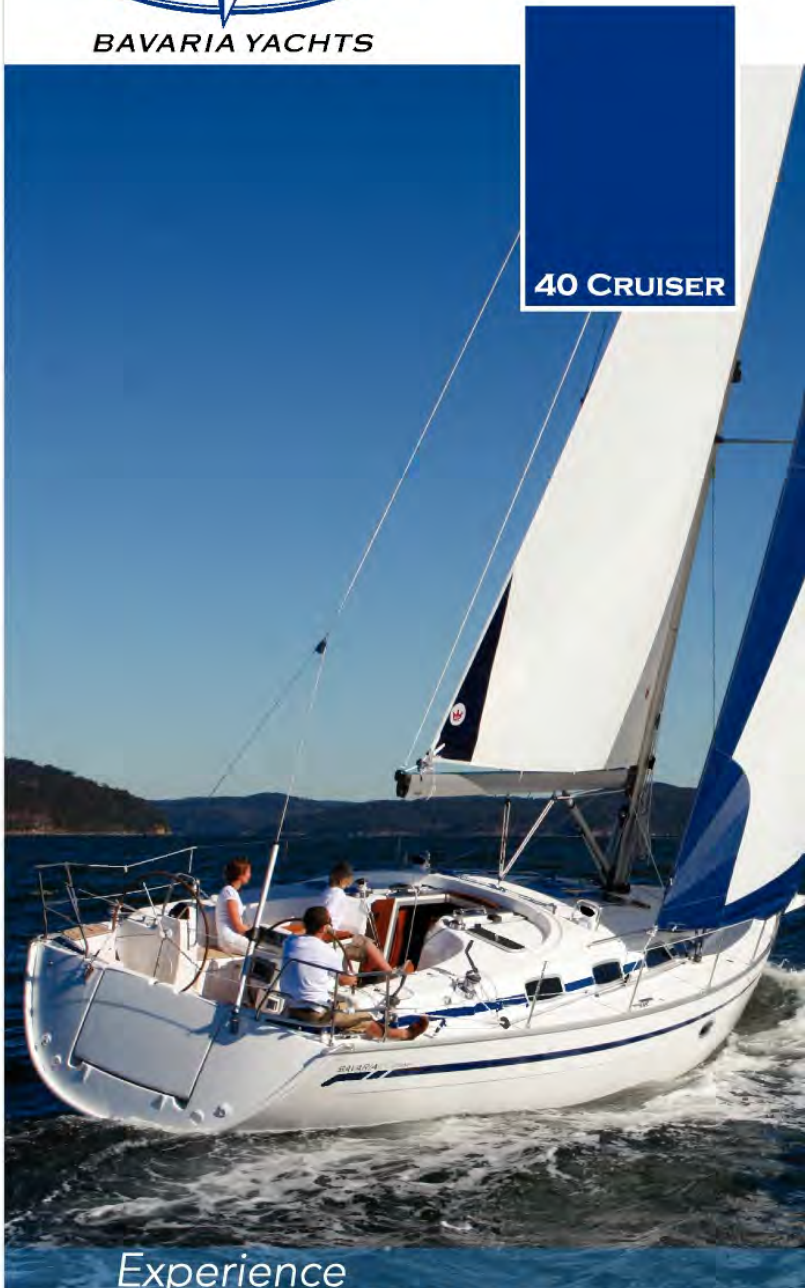
For further information visit [www.mobilarm.com](http://www.mobilarm.com)





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## Simrad releases new autopilots

Simrad have introduced two new autopilots, the AP24 and AP28. Engineered for both power and sail boats ranging from 7.5 to 24 metres, with advanced steering functions and reliable operation, these new models feature Virtual Rudder Feedback (VRF™), SimNet compatibility and more.

The compact AP24 was developed for a wide range of vessels, especially boats with limited space at the helm. With a 10.2 centimetre digital display, the AP24 fits just about any boat and budget.

The AP28 features a larger 11.4 centimetre digital LCD screen and rotary knob control, along with the power to handle the steering needs of mid- to large-sized power and sail boats under most conditions.

Both units harness the power of SimNet, Simrad's NMEA 2000®-based data bus, which simplifies installation and integration with other marine electronics. For example, SimNet makes the AP24 and AP28 an ideal performance match with Simrad's latest IS20 Series instruments.

Both the AP24 and AP28 also share a user-friendly interface, as well as a wealth of other innovative features, including:

- Depth Contour Tracking (DCT) – which enables the vessel to follow a specific ledge. Integrated with a depth sounder, once a depth to follow is set the autopilot will take care of the rest.
- Integrated Turn Patterns – turn pattern steering, which enables the autopilot to steer to a selection of different turn patterns such as U-turn, zigzag, lazy S and more. This feature is particularly useful when fishing and prefer a different pattern to DCT.
- Advanced Wind Steering (AWS) – which is a new mode for sailboat steering. This innovative system allows auto steering to compass, steering to wind, or even steering to wind and GPS at the same time.
- No Drift Course – which maintains a vessel's Course Over Ground, even in severe wind and/or current conditions, saving the navigator time and fuel on long passages.

Simrad also offers several control options for the AP24 and AP28, including multi-station and wireless remote control.

For further information contact Navico Australia Tel: +61(0)2 9936 1000 or visit: [www.simrad-yachting.com](http://www.simrad-yachting.com)

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Tired of the America's Cup shenanigans? Then get yourself to Newport, Rhode Island and hire a classic AC 12-metre yacht. Better still, take a foe to race against.

Photo: Orinne van der Wal

## THE LATEST ON THE AMERICA'S CUP WITH SEBASTIEN DESTREMAU

A few weeks ago, the New York Supreme Court ruled in favour of the Defender Alinghi by determining a 'tolling period'. The judge effectively started the clock and set the beginning of the 10-month notice period from mid-May 2008, pushing the 33rd America's Cup Match to mid-March 2009 at the earliest. A second blow to the BMW Oracle strategy came a couple of days later when Alinghi was successful in consolidating its appeal on the date issue with its previously filed appeal, contesting the validity of the Challenger of Record. All issues were heard by the Appellate Division on 5 June 2008 with a decision expected towards the end of July. The likely outcome is a further delay for the 33rd America's Cup. The Challenger BMW Oracle started to build a boat with an October 2008 regatta in mind while Alinghi took the risk of waiting for the court's final decision. Should the judge have ruled for an October 2008 Match, BMW Oracle would have won the race with virtually no competitor.

### CUSTOM HOUSE REGISTRY CERTIFICATE

The founding donor of the America's Cup, George Shuyler, made it clear in the Deed of Gift (in 1887) that the challenged party has a right to know what the yacht challenging is like, so it can meet her with a yacht of her own type. The Deed of Gift adds that the Challenger should send the 'Custom House Registry Certificate' of their competing vessel 'as soon as possible' to the Defender. BMW Oracle's Notice of Challenge was sent on 11 July 2007 and they are yet to provide the Defender with the Custom House Registry Certificate. Alinghi claims that BMW Oracle should have provided this certificate before Christmas. It is believed this delay is solely for competitive reasons and in clear contradiction to the deed. Furthermore, Alinghi claims contradictions between the information made public on

the American vessel and the boat certificate presented in the appeal filed with the Appellate Division. Everyone thinks BMW Oracle's boat is a trimaran, but no one is sure. The Custom House Registry Certificate would reveal this. Alinghi should have started building their boat by now. However, they maintain that they don't have enough information about BMW Oracle's vessel to know exactly what to build to match them.

Still, the Custom House Registry Certificate could become a self-made trap for the Americans; if their argument is that they can build as many boats as they like so long as these match their (very broad) challenge certificate and only when they decide which one they want to use will they give the Defender the Customs House Registry Certificate, then they could be in trouble. The extended legal process has given Alinghi the chance to explore different designs. What's more, Alinghi may itself build more than one vessel since the Defender is not required to designate its vessel until the start of the first race. Had BMW Oracle known that it had over a year to design, build and train on its challenge vessel, they would more than likely had a different design and construction strategy which would have resulted in a more powerful, faster yacht for the races. But the Americans are extremely experienced and you can be certain they planned for multiple scenarios. Apart from the general concept of their boat they will have designed a boat with a range of rig sizes to adapt to different venues and they will have much more time to learn about their boat by launching early.

### MUTUAL CONSENT?

The Deed of Gift states that both competitors can try to reach mutual consent. But the long and painful legal battle has set the tone for a hostile DoG Match and

## ABOUT THE AUTHOR

Sebastien Destremau has written for most of the world's major yachting magazines and is now editor-in-chief of the English-language edition of [www.adonnante.com](http://www.adonnante.com). Since 2001, Sebastien's focus has been on the America's Cup. He was part of the OzBoyz Challenge for the 2007 America's Cup before becoming tactician aboard the first-ever Chinese America's Cup challenger at the same event. He was tactician aboard Le Défi Areva from 2001 to 2003. He also participated in the 1995 America's Cup as tactician with Le Défi d'Antibes. Having spent most of his life sailing, Sebastien's record includes five world titles, three European titles, numerous national titles and a world match-racing ranking of 12th when he was actively competing on the circuit. He has been tactician for some of the great

racing skippers, including Russell Coutts, Paul Cayard, Syd Fischer, Knut Frostad, Richard Perini, Grant Simmer, Thomas Friese, Thomas Coville, Luc Gellusseau and Pierre Mas. He is known as a tenacious opponent on the international sailing circuit. For all the latest on the America's Cup and other sailing news, visit Sebastien's blog.

[www.destremausailing.blogspot.com](http://www.destremausailing.blogspot.com)



the communication between Alinghi and BMW Oracle is in tatters. And the team that suffers most from the stand-off is BMW Oracle. How can I say this when until recently the Challenger seemed to have the edge over the Defender? Because the Deed of Gift favours the Defender so much: the Defender selects the venue; they know well in advance what sort of 'weapon' the Challenger is coming with; the Defender names the judges and run the races; they write the sailing rules; they govern pretty much anything and everything and might even be allowed to change boats between races.

For the Challenger, a hostile DoG Match is like climbing Everest with no oxygen – and don't expect Alinghi to give an inch of breathing space to the BMW Oracle team.

### ALINGHI'S OPTIONS

Alinghi has options. Let's assume that the American boat is a trimaran weighing 10 to 12 tons and optimized for 12 to 15 knots of wind – a vessel with a range of rig sizes adaptable to different venues and wind conditions. The Defender could design a catamaran weighing seven to eight tons, a multihull perfectly optimised for a five to eight knot range. Bearing in mind that the Swiss team is the world specialist in sailing catamarans on Lake Geneva, they know how to design and built an extremely lightweight multihull for light conditions. Alinghi could then choose a location where the wind is light or even select Valencia as the venue and decide the races will start at 8am, when there is virtually no wind in the hot season – as was the case during the last America's Cup. Even with several rig sizes in their artillery, how could the Challenger's much heavier boat out-perform the super light Swiss boat?

Anyone can see that the Deed of Gift was written to favour the Defender. A Challenger has never won a DoG match in the history of the America's Cup and, given the very specific rules of this trophy, it is no wonder the New York Yacht Club defended the Cup successfully for 132 years. Unless the Challenger has a head start on technology, he has virtually no chance of winning an America's Cup DoG match. BMW Oracle has just lost that edge and their situation is becoming desperate. A hostile DoG match with the Defender holding all the

cards is the worst-case scenario for a Challenger.

BMW Oracle also has options. Will they carry on with their DoG Match even though they have virtually no chance of winning? Will they pull the pin and negotiate a new protocol with the Defender? Or are we going to witness another mismatch for the 33rd America's Cup in 2009?

It'll be a crying shame if it is the latter. ○



### THE AMERICA'S CUP OF YESTERYEAR

Though the America's Cup is in disarray, at least one US-based company is carrying on the event's earlier, more noble tradition – America's Cup Charters in Newport, Rhode Island, is celebrating 50 years of 12-metre racing. The company has added *Easterner* and *Enterprise* to its already impressive fleet of thoroughbred 12-metre yachts, which includes *Weatherly*, *Nefertiti*, *American Eagle*, *Intrepid* and *Freedom*. To AC enthusiasts, these names are synonymous with the Cup's finer days, when yachtsmen battled not in the courtroom but on the water in the 12-metre boats that made their debut in AC competition in 1958.

For further information email [julie@AmericasCupCharters.com](mailto:julie@AmericasCupCharters.com) or visit [www.AmericasCupCharters.com](http://www.AmericasCupCharters.com)

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## LAST RANI CREWMAN RAY RICHMOND DIES AT 88

**L**t Ray Richmond RN (ret), the last surviving member of the winning crew of *Rani*, the line and handicap winner of the inaugural Sydney Hobart Yacht Race in 1945, has died at the age of 88.

Richmond was born at Gateshead, County Durham, England in 1920 and after graduating from Cambridge University joined the Royal Navy during World War II as an engineer lieutenant. He became an ocean-racing yachtsman by default in 1945 when he was transferred at short notice from the British Pacific Fleet in Tokyo Bay to the Royal Naval Maintenance and Repair Base at Garden Island in Sydney. His commanding officer was Captain John Illingworth RN, the British Fleet Engineer Officer at Garden Island and a noted English yachtsman and yacht designer in peace time. Illingworth had already convinced the fledgling Cruising Yacht Club (of Australia) to turn a planned cruise to Hobart into a race.

In 2004, along with other first race veterans Geoff Ruggles and John Gordon, Richmond was member of the official starting team that fired the cannons for the 60<sup>th</sup> event. In an interview with *Offshore Yachting's* editor-at-large Peter Campbell before that race, Richmond vividly recalled the start of the 1945 race, the subsequent voyage south battling galeforce winds and wild seas in the Tasman Sea, and the crew's surprise at discovering they were the first boat to reach Hobart.

"Illingworth was a master tactician; a keen ocean racer", Richmond recalled. "We plotted every mile of the way. Every half hour of every watch we had to put down our estimated position, which Illingworth or the navigator checked on the course."

Radios were not compulsory in those days. *Rani* had one on loan from a Royal Navy aircraft carrier but two valves burned out before the start. "So we set sail with no ship-to-shore communications whatsoever", Richard said. "No one on board cared anyway ... no life rafts, rescue ships, no helicopters to take you off or guide you if you got lost."

On the afternoon of the second day of the race, a southerly buster hit the fleet, developing into a force 9 gale. All yachts except *Rani* hove to or ran for shelter. One retired, with the storm lasting for 36 hours.

When neither race officials nor the RAAF were able to make contact by radio or in search sweeps off the NSW south coast, grave fears were held for *Rani*, the smallest boat in the fleet.

"Of the storm, I can only say it was force 9, according to the RAAF", Richmond recalled. "The waves were reported as being 50 feet high. We were pooped ... I was on the helm at the time. We had been heading just ahead of the wave and we went down vertically, straight down and popped up again."

*Rani* ripped her mainsail, but Australian crew-member Norman Hudson repaired it and *Rani* continued on across eastern Bass Strait and to the Tasmanian east coast.

The storm was inevitably followed by a calm and the voyage south dragged on and on. "Coming into Storm Bay, we were very despondent", Richmond recalled. "Six days



The crew of *Rani* in Hobart in 1945. Lt Ray Richmond RN is second from right in striped jacket, his skipper Captain John Illingworth RN is in suit.

it had taken us ... we were the smallest boat in the fleet."

An RAAF Catalina eventually sighted *Rani* in Storm Bay, but the crew of the yacht were still convinced that they were the 'Tail-end Charlie' in the fleet.

Later that night, as they sailed up the Derwent River the crew sighted the headlights of a car flashing out in Morse code: "Are you *Rani*?" "Yes, we're *Rani*", they replied. Then a further message flashed from ashore: "Thank God you're safe."

Long afterwards a launch came alongside *Rani*, "greeting us fervently", as Richmond recalled. When Captain Illingworth asked: "How are we doing?" his question was followed by "raucous laughter" from the launch crew who apparently had been celebrating New Year at the Royal Yacht Club of Tasmania.

Illingworth had then asked: "How many boats are in?" He was answered with more raucous laughter and told: "You're the first!" and handed a bottle of whiskey. "We didn't pull the cork until we had cross the line and berthed in Sullivan's Cove", claimed Richmond, where *Rani* and her crew were given a hero's welcome by hundreds of Hobartians lining the waterfront near historic Constitution Dock.

Ray Richmond returned to civilian life as an engineer with Burma Oil, working back in Britain and at various overseas postings, including Karachi, Hong Kong and in the USA, before returning to Australia and retiring to the Southern Highlands of NSW. Whilst he continued sailing, it was mainly in dinghies and small keelboats. The 1945 Hobart Race was his one and only ocean race.

He is survived by his wife Alison Gwendoline and also by his first wife, Dorothy and their two children, David and Gillian.

*Peter Campbell*

Ray Richmond, right, with fellow *Rani* crewmember, Australian Norman Hudson, taken before the 50<sup>th</sup> Sydney Hobart Race.



Photo: Peter Campbell



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## 20-Year-Plus Member Dinner

On Friday 20 June at the 20-Year-Plus Member Dinner, guest speaker Sir James Hardy lovingly told the story of the restoration of *Nerida* after her unfortunate sinking in June 2007. *Blackwattle* crew members Nancy Knudsen and Ted Nobbs were presented with the CYCA Cruising Trophy by Cruising Captain John Keelty. *Blackwattle* is a 46-foot Peterson-designed yacht that successfully completed a cruising circumnavigation of the world from March 2003 to November 2007. Their journey is captured in a magnificent log that is one of the best John Keelty has ever seen “and, in my personal opinion, would make a stunning publication”, said John as he presented the trophy.

This is the sixth time that the CYCA Cruising Trophy has been presented for a circumnavigation and in recognition of a significant voyage being completed. Previous recipients of the cruising trophy for a circumnavigation include Jack Earl onboard *Kathleen Gillett* (1948), Ted King onboard *Sarong* (1960 – and the smallest boat thus far to receive the trophy), Solo Vicmyer (1966), Ron and Marion Burchell on *SeaD* (1999), and Alex Whittworth on *Berrimilla* (2005).

–Jennifer Crooks



Sir James Hardy told the story of *Nerida*'s sinking in June 2007 and her subsequent restoration.

## Launch of 'From Ratbags to Respectability'

On a wet and windy winter's evening on 11 June, the CYCA officially launched its book on the history of the club *From Ratbags to Respectability*. More than 130 guests enjoyed some of the 'ratbags' tales from the early years of the Club's foundation to the iconic story of *Freya*, which won three consecutive Sydney Hobart Yacht Races from 1963-1965.

Gordon Bray conducted an interview-style presentation with a panel consisting of the book's author David Colfelt, Trygve Halvorsen, Don Mickleborough and Tony Cable.

"After years of painstaking research, countless interviews and just a few manuscripts, it gives me immense pride to see the book come to fruition in such a high quality publication", said Colfelt.



The panel of speakers L-R: Tony Cable, Don Mickleborough, Jaqui Lane, FOCUS Chairman & CEO, David Colfelt, Gordon Bray (MC), Trygve Halvorsen and Commodore Matt Allen.



Geoff Ruggles having his copy of *From Ratbags to Respectability* signed by author David Colfelt.



Don Mickleborough with MC Gordon Bray.



Christina Del Conte, Geoff Ruggles (crew member of *Wayfarer* one of the first boats that competed in the first Sydney Hobart) and Trygve Halvorsen.



Bill Psaltis, Trygve Halvorsen and Commodore Matt Allen.



Denise van Ewijk and Pam Brinsmead.



Jeanette and Michael York with Gordon Ingate and partner



Presentation of the Cruising Trophy (L-R): John Keelty, Nancy Knudsen and Ted Nobbs.



Alex and Kerry Roxburgh

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# AUDI WINTER SERIES 2008

photos: Andrea Francolini





The TP52 *Shortwave*



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*Ophir's* clean bottom



A smiling crewman on *Quest*



Sydney 38s on the startline

Second day start, view from La Citadella

# TARTARUGA AND ALFA ROMEO PREVAIL AT THE 56TH GIRAGLIA ROLEX CUP

Marco Paolucci's *Comet 45*, *Tartaruga*, won the 56th edition of the Giraglia Rolex Cup in the Mediterranean. The skipper of *Tartaruga* received the Rolex Challenge Trophy and the Bellon Challenge Trophy for being the first yacht overall on corrected time in the division with the most number of entries.

Marco Paolucci was a happy man indeed.

"The joy of winning this historic regatta, a symbol of international yachting, is incredible", he said. "It is a special moment, most of all for someone like me who only started sailing in 2002."

Paolucci and his crew's unyielding concentration certainly paid off, as on ORC handicap they won the Giraglia Race from the Canard 41, *Aurora*, by just 57 seconds on corrected time. "It goes to show how important it is not to lose concentration in this race, not even for a moment. That's not easy in such a long race, when the wind drops. For me, it is particularly sweet to win such a prestigious race on a boat that I also take cruising with my family."

This also was a race to remember for Neville Crichton, whose powerful 100-foot *Alfa Romeo* finally broke the Giraglia Race course record at its third attempt. When the sleek, canting-keeled maxi swept into Genoa on June 12, it took line honours with a new time of 18 hours, 3 minutes, 15 seconds. The New Zealand skipper had sliced 4 hours, 10 minutes and 33 seconds off his own record, which he set in 2003 with his previous *Alfa Romeo*, a much less powerful, fixed-keel 90-foot maxi. The Sydney-based businessman now has a third *Alfa Romeo*, which *Offshore Yachting* reviews on page 68.

The Giraglia Rolex Cup is organised by the Yacht Club Italiano with the collaboration of the Yacht Club de France and the Société Nautique de St. Tropez.



Neville Crichton's *Alfa Romeo* smashed his own record at the Rolex Giraglia Race in June

# CYCA Summer Series

## 2008 - 2009



Photos: Andrea Francolini / Audi and Ace Marine Photography

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## 2008 NEW PORT BERMUDA RACE MARKED BY LIGHT AIR

After a race that featured light air for the biggest, fastest boats – and a long, hard, upwind slog for the rest of the fleet – the winners of the 2008 Newport Bermuda Race were determined. The Cal 40 *Sinn Fein* cleaned house, winning the race-signature St. David's Lighthouse trophy for the second race in a row. In the professional Gibbs Hill Lighthouse Division, the Beneteau First 36.7 *Tenacious* beat a highly-competitive field that included the newest, fast offshore racing boats in the country, taking home the race's other Lighthouse trophy. *Sinn Fein* also won the new North Rock Beacon Trophy, scored under IRC. Veteran short-handed sailor Rich duMoulin and his crew Chris Rayling took home the silver for the Double-Handed Division aboard *Lora Ann*. In the Cruiser Division, *Bermuda Oyster* was overall winner, bringing a sweet victory to hometown fans in the island nation. The showdown in the canting-keel Open Division saw the Cookson 50 *Privateer* edge out the Volvo 70 *Il Mostro*. Sydney's own Andrew Short (with CYCA Commodore Matt Allen aboard), took his recently purchased *Shockwave* over the line for line honours in the big St David's Lighthouse division (see Offshore Yachting's exclusive interview with Andrew Short on page 52). The 100-foot *Speedboat*, designed by Argentina's Juan Kouyoumdjian and built by Cookson Boats, was first to finish.

### US SAILORS DOMINATE ETHELLS WORLDS IN CHICAGO

Americans Bill Hardesty, Erik Shampain, Steve Hunt, and Jennifer Wilson from San Diego have scored their first Etchells World Championship, taking out the 2008 title on Lake Michigan, Chicago, in late June. Hardesty, the pre-event favourite, won with 31 points after



Photo: Barry Pickthall / PPL

Photo: Barry Pickthall / PPL

Photo: Barry Pickthall / PPL



discarding a worse race 39<sup>th</sup>.

In a regatta dominated by Americans, Chris Busch, Chad Hough, Chuck Sinks and Peter Burton, also from San Diego, came in second with 38 points followed by Jud Smith, Henry Frazer, and James Porter with 41. With the exclusion of their 39 point drop race, the winning team never scored below 13<sup>th</sup> in the racing this week. On how the team managed to stay consistent in the tricky conditions Hardesty explained, "We sailed conservatively. Once we figured out what was working for us, we stuck with that strategy".

Ten Australian teams contested the World Championship, including three from the Sydney fleet. Top scoring Australian was former World Champion Peter McNeill from the Lake Macquarie fleet who placed 28<sup>th</sup> in the 84-boat fleet with placings of 58-15-2-46-13-OCS for 134 points. From the Sydney fleet, Matt Whitnall placed 45<sup>th</sup>, Jan Muysken 78<sup>th</sup> and Stephen Ingate 82<sup>nd</sup>. Steve O'Rourke from the Botany Bay fleet placed 46<sup>th</sup>. The next Etchells World Championship will be held in March 2009 on Melbourne's Port Phillip, with the host club being Royal Brighton Yacht Club. In 2012, the Royal Sydney Yacht Squadron will host the World Championship.

### RECORD FLEET AT MOOLOOLABA

The 12<sup>th</sup> annual Australian Winter Championship at Mooloolaba over the June long weekend attracted a record fleet of 54 boats from fleets in Queensland, New South Wales, Victoria, South Australia, the Northern

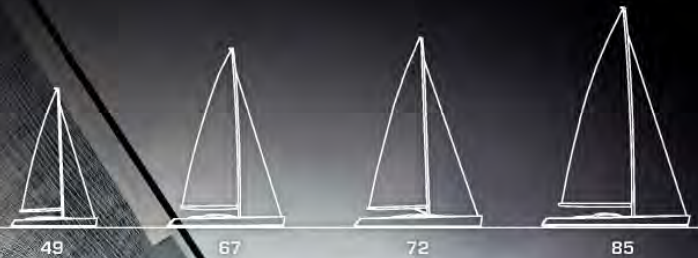
Territory, Western Australia and Japan. Not only was it the biggest, but one of the best championships, with deadly-close competition at the front of the fleet, a good spread of wind conditions and sound race management. Conditions ranged from six knots from the northeast for the opening race on Friday, through a 12-18 knot sou'easter for three races on Saturday; 16-18 knots for race five on Sunday morning and then a blood-curdling 18-20 freshening to 22-25 knots for the last race on Sunday afternoon. The wind strength towards the end of race six was on-edge for racing on offshore coastal waters in the open-boat Etchells and sent some into out-of-control broaches on the two running legs of the twice around windward-leeward course. The confused wave pattern was punishing on boats and bodies, with steep wind chop on top of the regular ocean swell. Eleven boats retired with damage and plain crew exhaustion. Among them was the sole Japanese crew skippered by Wataru Sakamoto aboard *Siesta Phantom*, which finished a creditable mid-fleet position of 27<sup>th</sup>. The 2008 Winter Championship went to *Magpie* (Graeme Taylor) from the Mornington fleet on 15 points in a close fought series with *Critical Balance* (Mark Bulka) from the Melbourne fleet and Brisbane fleet's *Racer X*, skippered by Jason Muir who both finished with 19 points. Best placed Etchells from NSW was *Black Snake*, skippered by Cameron Miles from the Pittwater fleet who placed fourth overall on 23 points.

For full results go to [www.moetchells.yachting.org.au](http://www.moetchells.yachting.org.au) ○

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Navionics Match Racing Regatta third placegetters – Keiran Searle and his team of Jono English and Rob Scrivenor



Kellett Shield winners (L-R): Will Ryan, Jay Griffin & Ted Hackney with Brad Kellett representing the Kellett Family



The placegetters in the Navionics Match Racing Regatta with Vice Commodore Garry Linacre (also representing Navionics)

# YOUTH SAILING ACADEMY

words: Jennifer Crooks, Justine Kirkjian and Debbie Wilson

## SYDNEY AQUARIUM

In July, Vice Commodore Linacre thanked Sydney Aquarium for its sponsorship of one of the YSA's Elliott 6s. This represents the second Elliott sponsorship from the Village Roadshow parent company; Triple M has sponsored an Elliott 6 since 2002.

## YSA CAPTAINS

The Training and Development Committee identified leadership as a key quality developed by squad members. The Committee resolved to appoint annually both a male and female captain of the YSA. These appointments are made in recognition of the display of leadership qualities, and they represent an office that carries a high level of responsibility within the YSA. The first two YSA captains are Amanda Scrivenor and Will Ryan.

Vice Commodore Garry Linacre said, "The YSA Captains will be the spokespersons for the youth members and participants. We expect to see an improvement in communication between the youth members, the Training and Development Committee and management".

## KELLETT SHIELD

The 2008 Kellett Shield was held on Saturday 31 May. The format for the event is six races with the crew of three rotating all roles, including steering two races each. This resulted in amazingly tight racing and on-water umpire Andrew Baglin was called upon many times to adjudicate close incidents. Racing started with a north-west breeze of five to eight knots, which dropped out in the third race. The race committee decided to AP the race, until the course was reset as a southerly breeze set in. The

final three races were completed quickly in a freshening SE breeze. Racing was tight with each crew alternating roles enabling all squad members to experience each position on the boat under racing conditions. Line 7, crewed by Will Ryan, Ted Hackney and Jay Griffin had a convincing win in the regatta placing first in four of the six races. In second place was Bavaria Yachts crewed by Evan Walker, Josie Roper and Daniel Watterson. Third place went to Club Marine crewed by Olivia Price, Cat Trew and David Mitchell.

"With only 24 points the difference between first and seventh place, the standard of racing is very competitive and we look forward to tight match racing in the regattas through the winter season", said sailing manager Justine Kirkjian. The Kellett Shield, donated by the Kellett Family, marks the end of the fleet racing component of the CYCA Advanced Squad program and the beginning of the phase of six weeks match racing training. Brad Kellett, a founding member of the YSA, joined the squad at the barbecue and presented the Kellett Shield to the winners.

## NAVIONICS MATCH RACING REGATTA

This year's Navionics Match Racing Regatta took place on Saturday 21st June. A moderate 10-15 knot sou'westerly greeted the competitors at the start instead of the forecast 30 - 40 knot southerly. Jay Griffin and his crew of Will Parker and David Thackray did not lose a match all day and won the match convincingly. The umpires and Race Committee found themselves with an unbreakable tie for places second to fourth and reverted to a draw to finalise the positions. Amanda Scrivenor and her team of Catherine Trew, Alexandra Paton and Natalie Greentree, the only

all-girl team competing, drew 2<sup>nd</sup> place with Keiran Searle and his team of Jono English and Rob Scrivenor picking 3<sup>rd</sup> place out and Will Ryan and his team of Sean O'Rourke and Ted Hackney left with 4<sup>th</sup> position. Will and his team did remarkably well given that they missed the first two flights in the morning because they were all sitting a maths exam.

### CYCA RETAINS INTERCLUB CHALLENGE CUP

The Interclub Challenge consists of three regattas held at Royal Prince Alfred Yacht Club (RPAYC), the Royal Sydney Yacht Squadron (RSYS) and the CYCA. Each club submits two teams for each regatta. The regatta consists of six races and each team is allowed to discard their worst result. The overall winner of each regatta is determined by the tally of both teams scores together.

Race 1 – On Sunday 25 May, two teams from the CYCA YSA's Development Match Racing Squad took on teams from the RPAYC and the RSYS in a day of fleet racing hosted by RPAYC at Pittwater. Light breezes greeted the competitors and the Race Committee was keen to start racing in order to complete as many of the scheduled six races as possible. CYCA started strongly with Hamish Hardy, Lachlan Fraser, Arvind Hughes and Alex Wyatt placing 2<sup>nd</sup> in the first race of the day followed closely by Kurtis Poole, Samantha Nugent, Natalie Greentree and Oliver Hartas in 3<sup>rd</sup>. The teams continued to sail impressively throughout a day of very tough and variable conditions with multiple delays throughout.

The young sailors' concentration and determination payed off and by the end of the five completed races Poole, Nugent, Greentree and Hartas finished in second place overall on seven points – only one point behind RPAYC 1. The other CYCA team also had a fantastic day, finishing 4<sup>th</sup> overall after a count-back was required between them and 3<sup>rd</sup> placed RSYS 1. These results were consistent and allowed CYCA to dominate the overall team series pointscore finishing the day's racing on a combined score of 19 points, with RPAYC on 27 and RSYS on 28.

Race 2 was held at the CYCA on Sunday 13 June. Conditions were very trying for the Race Committee with the breeze swinging 180 degrees at times throughout the day. Each race, the PRO Steve Ward called for the windward mark to be moved because of shifts in the breeze. The overall team winner was the CYCA team of Ethan Atkins, William Beckwith, Lucy Roper, Jack Hubbard, Ashlen Rooklyn, Prue Ward, Adam Watterson, and Alex Paton.

RSYS teams finished second overall in the regatta just finishing 3.5 points behind the CYCA teams. RPAYC teams finished in third place overall.

Sunday 22 June marked the third and final regatta in the Interclub Challenge and although the CYCA teams were beaten by the RPAYC teams on the day, the CYCA combined points from the two previous regattas ensured that we retained the cup for another year. The teams for this final regatta were: Team 1: Natalie Greentree, Andrew Lee, Matt Stobo and Oliver Hartas; and Team 2: Ed McWilliam-Kerry, Amanda Stern, Gabrielle McClymont and Lucy Roper. The Interclub Challenge has given all of the CYCA's Development Match Racing Squad valuable regatta experience over the three weekends. "It has given the sailors a chance to apply their trimming techniques on different rigs and adjust to different conditions", commented Evan Walker, their coach for this regatta. Conditions for each regatta have been perfectly planned with RPAYC being very light, the CYCA a medium day and the final day at RSYS testing everyone's knowledge and technique. ○

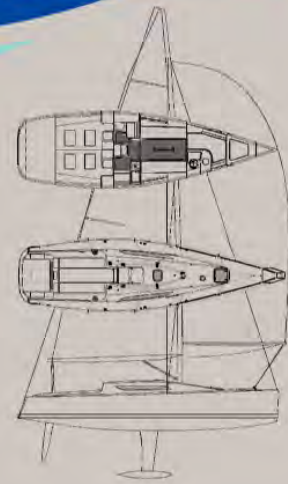
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A sports boat in action at Airlie Beach Race Week '06.

This August marks the 18th running of the annual Airlie Beach Race Week, with Meridien Marinas continuing their sponsorship and organisers expecting a fleet of up to 120 boats, including more than 30 sports boats. Meridien Marinas Abel Point, the regatta headquarters for Airlie Beach Race Week, has undertaken a major landscaping of the environs of the marina and surrounds in time for this year's regatta, which runs from August 14-21. There has also been some limited dredging at the marina to help boats with deep draft.

The competitor's marquee will be located alongside the administration building, looking out over the marina.

"We are anticipating another great fleet will line up for racing on Pioneer Bay", says race director Denis Thompson. "Last year, we expanded the course to take the fleet to new areas of the Whitsunday Islands, and we're doing the same this year."

Sports boats head the list of entries for the six divisions, competing under the new Sports Measurement System (SMS – see our feature on page 56). Entries include boats from Queensland, New South, Victoria and Western Australia and include Melges 24s, Thompson 8s, Stealth 8s and Elliott 7.8s. The IRC Racing division is shaping up as a contest between top racing yachts from Queensland, Victoria, New South Wales and New Zealand. Early entries included *Flirt*, Chris Dare's latest Corby IRC 49 from Melbourne, Bernie Van't Hof's Swan 45 *Tulip* and Ray Roberts' Cookson 50 *Quantum Racing*, both from Sydney, and Queenslanders' Graham Jones' Beneteau First 45 *Bluewater* and Russell McCart's Farr 40 *Night Nurse*.

The two New Zealand contenders are the Cookson 50 *Pussy Galore* (Anatole Masfen) and the Bakewell White 52 *Wired* (Rob Bassett).

The other divisions are Premier Cruising, Performance Racing, Cruising and Non-Spinnaker.

–Peter Campbell

#### SPOTS STILL AVAILABLE FOR LORD HOWE RACE

Participation in the annual Hempel Gosford to Lord Howe Island Yacht Race is strictly limited but a few slots for smaller craft are still available for this year's event. The 414 nautical mile dash into the Tasman starts in Broken Bay on October 25. Moorings in the Lord Howe Island lagoon for deep-draft yachts are already over-subscribed, but some places remain for boats that draw 2.2 metres or less.

"We're very keen to have a full fleet again this year and would be pleased to hear from any skipper interested in joining the event", says race director, Mark Greenwood.

"There's still plenty of time to prepare a yacht for the passage and well-priced accommodation on the Island is available. All the details are on our website and I'm happy to respond to any enquiries personally."

Among the entries confirmed so far is the legendary Tasman Seabird *Maris*. Previously owned by solo circumnavigator and 'Clean Up Australia' founder Ian Kiernan, the classic Alan Payne yawl is now campaigned by a partnership including Island identity John Green. *Maris* will battle for handicap honours alongside rivals *Polaris* of Belmont, *Inner Circle* and *Time Out*. The deep-draft fleet includes such Gosford Lord Howe Race stalwarts as *Kioni*, *Getaway Sailing*, *Occasional Coarse Language* and *Pacha*. They'll be challenged by first-time entry *More Witchcraft*, the slick Dibley 46. Mark Greenwood has also confirmed that Hempel Yacht Paints have signed a three-year deal to sponsor the race until 2010.



Tranquility between Lord Howe Island's Mounts Lidbird and Gower - Azzurro at anchor after the 2006 race.

Photo: Sean Kelly

"Hempel have supported us very generously over the past two years. We're delighted they've now given us such a strong vote of confidence. Securing this sponsorship guarantees the future of the race."

Interested skippers and crew should visit the Gosford Sailing Club's website: [www.gosfordsailingclub.com.au](http://www.gosfordsailingclub.com.au) or email [lbi@gosfordsailingclub.com.au](mailto:lbi@gosfordsailingclub.com.au) or call race director Mark Greenwood on +61(0)408 417 095

-David Salter

### 64TH ROLEX SYDNEY HOBART YACHT RACE

The Cruising Yacht Club of Australia, the organising authority for the 64th Rolex Sydney Hobart Yacht Race and Rolex SA of Geneva, the naming rights sponsor of the race, have announced the release of the Notice of Race and invite interested parties to apply for entry. Yachts who have indicated their interest in the contesting the race for overall winner include Syd Fischer's *Ragamuffin* (who will also be vying for his tenth CYCA Blue Water Championship), Geoff Boettcher's *Secret Mens Business III*, Nicholas Bartel's *Terra Firma* and the historic 50-year-old yacht *Sanya Maris*, which will be skippered by Ian Kiernan AO, founder of Clean Up Australia Day. The CYCA also anticipates the application for entry of *Wild Oats XI* who will this year be trying to create history by becoming the first yacht to take line honours in four consecutive years.

The Notice of Race and Applications for Entry are available online at [www.rolexsydneyhobart.com](http://www.rolexsydneyhobart.com) or through the CYCA Sailing Office. The closing date for application for entries is 1700hrs Monday 3 November 2008.

### SAILING SOUTH AND KING OF THE DERWENT LINK UP AGAIN

The opening race of the 2009 United Financial Services Sailing South Regatta will be sailed in conjunction with the Wrest Point King of the Derwent Race, with the four-day Regatta running from Friday, 2 January through to Monday, 5 January. The Royal Yacht Club of Tasmania is distributing copies of the Notice of Race and Entry Form to all past competitors for what will be the eighth annual Sailing South Regatta on the waters of southeastern Tasmania and the River Derwent.

"We are pleased to announce a new sponsor for Sailing South Regatta in United Financial Services and also the co-operation of the Derwent Sailing Squadron in returning to the format where the King of the Derwent Yacht

Race will be the opening event of our Regatta", Commodore Alastair Douglas said. "The King of the Derwent is a traditional event for local and visiting yachts in Hobart following the ocean races from Sydney, Melbourne and now, also from Launceston."

"We hope that many visiting yachts and their crews will continue to enjoy sailing on our waters over the following three days by competing in the United Financial Services Sailing South Regatta, with local yachts joining in to give them plenty of competition", Commodore Douglas added.

The Sailing South Regatta 2009 will have divisions for boats racing under IRC and PHS handicaps as well as a One Design Class, Cruising, Cruising Non-Spinnaker, Nine-Metre, Sports Boats and Trailable Yacht Divisions. The racing classes will sail six races, the first race being in conjunction with the King of the Derwent on Friday 2 January, followed by two harbour races on Saturday 3 January, a distance race on Sunday 4 January, and two more harbour races on Monday 5 January. The Cruising classes will sail five races, also starting their regatta in conjunction with the King of the Derwent on 2 January, followed by a distance race on 3 January, two harbour races on 4 January and a distance race on 5 January.

"We already have an indication that the 2009 Regatta will attract stronger local support with keen competition expected from the expanded Farr 40 fleet now racing on the Derwent as well as from yachts in the Nine-Metre Class, which continues to be an active area of racing in Hobart", said newly appointed RYCT sailing manager Nick Corkhill.

"We hope that clubs down the d'Entrecasteaux Channel may consider running a feeder race to the RYCT to finish on the afternoon of Thursday 1 January", Corkhill added.

-Peter Campbell



Photo: John Jeremy

### GAFFER'S DAY 2008 - A RALLY FOR CLASSIC YACHTS

The Sydney Amateur Sailing Club is again hosting Gaffer's Day, to be held on Sunday 19th October. This is the premier event in Australia for

vessels that hoist a spar and classic Bermudan-rigged yachts. It brings together a collection of vintage and veteran craft under sail on Sydney Harbour. SASC members and friends are invited to join the crews of participating yachts to experience the thrill of traditional sailing. For those who wish to follow the event rather than sail, the Club has chartered the ferry Radar. It will leave from Old Cremorne Wharf. Food and refreshments are available on board and a running commentary on the fascinating stories behind many of the yachts will be provided. The fleet participates in six divisions, from historic skiffs and gaff-riggers to classic Bermudan. There will be a timed start in Athol Bight to make it easier for the less manoeuvrable craft. Please mark down October 19 in your diary and sailing calendar to join us that day for great sailing, great company, fine food and to learn more about Sydney's wonderful yachting history. The festivities will be based at the picturesque Sydney Amateur Sailing Club, 1 Green Street, Cremorne. The program of events is as follows:

|          |  |
|----------|--|
| 0800 hrs | Breakfast on wharf                                 |
| 0900 hrs | Yachts gather at SASC                              |
| 1000 hrs | Rum tent opens                                     |
| 1200 hrs | Firing of the cannon – yachts set sail             |
| 1215 hrs | Spectator ferry leaves Old Cremorne Wharf          |
| 1300 hrs | Rally start in Athol Bight                         |
| 1430 hrs | First yachts return to SASC                        |
| 1430 hrs | Jazz on the Wharf – sausage sizzle for hungry crew |
| 1500 hrs | Ferry returns to Old Cremorne Wharf                |
| 1600 hrs | Presentation of prizes at SASC                     |
| 1800 hrs | Official close of event                            |

A final Notice of Regatta and Entry Form will be posted nearer the event date. Please note that the Balmain Sailing Club is hosting the Balmain Regatta on the following Sunday, 25th October.

*For further information on Gaffer's Day contact the SASC on 9953 1433, or the BSC on 9818 1581 for the Balmain Regatta.*

**VOLVO OCEAN RACE TO BE TELEVISED GLOBALLY**

Television coverage of the 2008-09 Volvo Ocean Race will ensure exposure in more than 180 countries following agreement on a number of distribution deals, including a tie-up with Gillette World Sport, a program carried by 200 broadcasters worldwide.

"Part of the Volvo Ocean Race's deal with our production and distribution partner Sunset + Vine is their commitment to screen regular feature stories on the 2008-09 race in their weekly magazine program Gillette World Sport, which reaches 180 countries", said executive editor Harold Anderson.

These programs will provide unprecedented coverage of the race in a format that will expose the event to a large general audience.

Race organisers are confident of surpassing the 1.8 billion cumulative television audience achieved in the 2005-06 race. Coverage will be distributed from the start of the race in Alicante, Spain in October.

*You can watch some race video for free at [www.VolvoOceanRace.tv](http://www.VolvoOceanRace.tv)*

**RORC AND ANTIGUA YACHT CLUB ORGANISE NEW CARIBBEAN RACE**

The Royal Ocean Racing Club (RORC) and Antigua Yacht Club will run the first offshore race to circumnavigate the Caribbean Islands. The race will be called the RORC Caribbean 600. Conceived by a group of RORC members living in the Caribbean, the race starts on the 23rd February 2009 off Fort Charlotte outside English Harbour, Antigua. The course takes the fleet to the north passing a mark off Barbuda, the islands of Nevis, Saba and St Barths, to circle St Martin before heading down to Guadeloupe as the most southerly point, then back up to a mark off Barbuda before returning to finish in Antigua, a total of 605 nautical miles.

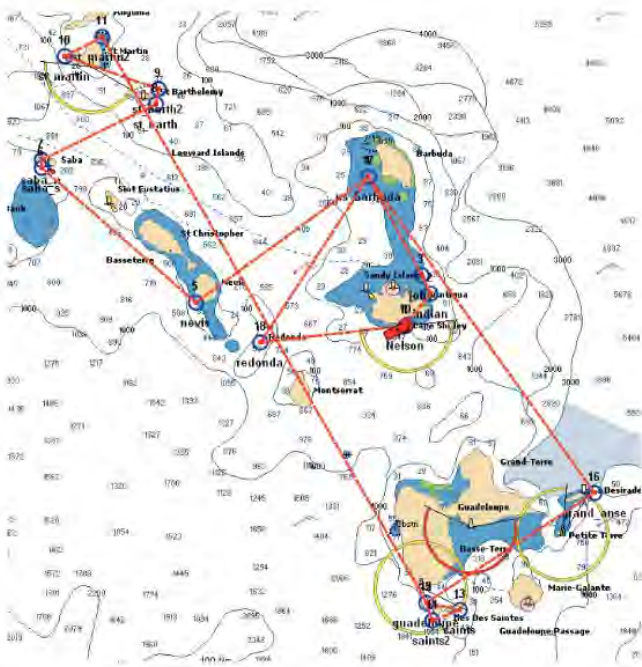
RORC Commodore David Aisher said, "We are pleased that RORC members approached us with the idea to start the first offshore race in Caribbean waters. Preliminary discussion with likely competitors has had a very enthusiastic response. I can see this race joining the Bermuda Race, Rolex Sydney Hobart Race and Rolex Fastnet Race as one of the 'must do' races on the offshore circuit".

Elizabeth Jordan, Commodore of Antigua Yacht Club, said, "The Antigua Yacht Club is excited at the prospect of working alongside such a

On board the Volvo 70 Ericsson Racing Team between Vigo, Spain and Cape Town, South Africa, during the 2005-06 Volvo Ocean Race

Ericsson Racing Team training off Cape Town before an in-port event during the 2005-06 Volvo Ocean Race.





prestigious yacht club as the RORC. Members of our club used their years of local knowledge to create a course that was sufficiently interesting and challenging to excite the best offshore race boats around the world.”

The date, 23rd February, has been chosen to fit in with the major events in the Caribbean calendar. Peter Harrison’s Farr-designed 115-foot ketch *Sojana* has already agreed to enter the race. *Sojana*’s skipper Marc Fitzgerald was one of the RORC members who conceived the idea.

“This race will appeal to all types of offshore sailors, both monohull and multihull and there will be no upper size limit”, he said. “The conditions in the Caribbean in February are so perfect that the race will attract a wide variety of yachts. Our aim on *Sojana* is to be the first to set the course record.”

Mike Slade’s *ICAP Leopard* will also join the race to try for the course record. Skipper Chris Sherlock thinks this race will provide a very interesting challenge. “For a boat like *ICAP Leopard*, this race with over 13 legs will be the toughest of the 600 milers we have done and I am sure it will appeal to all the top ocean race boats.”

The race is to be run under RORC’s IRC rating rule. The lower size limit of yacht has yet to be set and consideration is being given to have a division run under the local CSA (Caribbean Sailing Association) rule. A Notice of Race will be issued shortly and a detailed study of the race course is available on the RORC website: [www.rorc.org](http://www.rorc.org)

For further information contact RORC Tel: +44 (0) 20 7493 2248 or email [info@rorc.org.uk](mailto:info@rorc.org.uk)

### RECORD NUMBERS FOR 2008 PARALYMPIC SAILING COMPETITION

A record 80 athletes representing 25 nations will contest the 2008 Paralympic Games Sailing Competition in Qingdao, China this September. The International Association for Disabled Sailing (IFDS) has received confirmation of all the national entries for the three sailing events at the 2008 Beijing Paralympic Games. The gold medal winning nations from the Athens Games, France in the single-person keelboat event and Israel in the Three-Person Keelboat event, will both be represented again in those events.

For further information visit [www.sailing.org/paralympics](http://www.sailing.org/paralympics)

### ENTRIES IN FOR QINGDAO

Sailors from 62 nations will take to the world’s greatest sporting stage this August as they battle on the Yellow Sea at the 2008 Beijing Olympic Games Sailing Competition. Confirmation of national places has been received by the International Sailing Federation, along with provisional entry lists detailing the athletes who will compete across the eleven events of the Olympic Sailing Competition. Entries range from multiple medallists looking to expand their entry in Olympic sailing history



to new faces aiming to demonstrate their talent on the world’s greatest sporting stage. Amongst the 62 nations, Luxembourg and the United Arab Emirates enter athletes to the sailing events of the Olympic Games for the first time. In total 400 athletes will compete at the Olympic sailing venue in Qingdao, including four of the gold medal winning teams from Athens, who return to defend their titles. All the competing athletes will face a new challenge in Qingdao with the introduction of the new Medal Race format for all 11 events. Following an initial opening series held over five days of racing, the top 10 crews will progress to a final Medal Race where points scores are doubled and the 2008 Olympic Champions will be decided.

### ENTRIES BY EVENT

| Event                     | Equipment    | Entries                             |
|---------------------------|--------------|-------------------------------------|
| Women’s One Person Dinghy | Laser Radial | 28 entries confirmed, - 28 athletes |
| Men’s One Person Dinghy   | Laser        | 42 entries confirmed, - 42 athletes |
| Men’s Two Person Dinghy   | 470          | 29 entries confirmed, - 58 athletes |
| Women’s Two Person Dinghy | 470          | 19 entries confirmed, - 38 athletes |
| Men’s Keelboat            | Star         | 16 entries confirmed, - 32 athletes |
| Women’s Keelboat          | Yngling      | 15 entries confirmed, - 45 athletes |
| Multihull                 | Tornado      | 15 entries confirmed, - 30 athletes |
| Skiff                     | 49er         | 19 entries confirmed, - 38 athletes |
| Heavyweight Dinghy        | Finn         | 25 entries confirmed, - 25 athletes |
| Men’s Windsurfer          | RS:X         | 35 entries confirmed, - 35 athletes |
| Women’s Windsurfer        | RS:X         | 27 entries confirmed, - 27 athletes |

For further information visit [www.sailing.org/olympics](http://www.sailing.org/olympics)



PHOTO © ROLEX/Kurt Arrigo

Special Feature

# SAFETY AT SEA: TIME TO SWITCH

IT'S TIME TO DITCH YOUR 121.5 MHZ EPIRBs AND PLBS AND BE PREPARED FOR OTHER CHANGES TO SPECIAL REGULATIONS GOVERNING SAFETY AT SEA, ADVISES THE YACHTING ASSOCIATION OF NEW SOUTH WALES SPECIAL REGULATIONS COMMITTEE

words: Peter Campbell

Major changes to safety rules (called Yachting Australia Special Regulations) for offshore and inshore yacht racing are in the wind, along with changes to the Racing Rules of Sailing (RRS).

In New South Wales from July 1 2008, it became mandatory for all vessels 11 metres and longer to be fitted with a new 406 MHz digital distress beacon, also known as an Emergency Position Indicating Radio Beacon (EPIRB) when operating offshore. At the same time, Yachting Australia (YA) has introduced a controversial rule requiring yachts to fit masthead VHF aerials.

Further changes to the YA Special Regulations are in the offing,

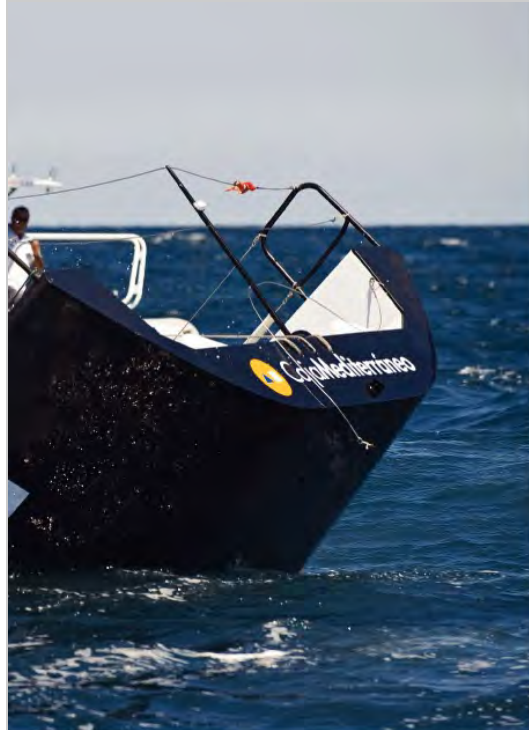
**WHEN OFFSHORE YACHTING WENT TO PRESS, A NUMBER OF CLUBS, INCLUDING THE CRUISING YACHT CLUB OF AUSTRALIA AND ROYAL SYDNEY YACHT SQUADRON, WERE SEEKING DISPENSATION FROM YACHTING AUSTRALIA'S CONTROVERSIAL RULING THAT AS FROM JULY 31, 2008 MASTHEAD VHF AERIALS WILL BE MANDATORY ON YACHTS WITH A MASTHEAD 11 METRES ABOVE THE WATER**

a summer series or regatta that starts in 2008 and continues through to 2009, the existing RRS will apply until the end of the series or regatta.

particularly concerning Personal Floation Devices (PFDs), while the NSW Government has introduced major reforms to marine safety laws covering dangerous navigation (including having insufficient navigation lights), overloading a vessel and endangering public safety. Most of these laws are aimed at powerboats and their operation, but yacht owners should pay particular attention to their navigation lights.

A new 'blue book' is in the process of being published, with changes to the RRS officially coming into effect from January 1 2009. However, in the case of





You never know when you'll need it ... the top of a mast of a TP52 after it sank at the 2008 Trofeo S.M. La Reina Rolex Cup off Valencia

For example, yachts in the Rolex Sydney Hobart Yacht Race that may still be at sea on January 1 2009 will still be bound by the current rules. (More on the new 'blue book' and changes to the RRS in an upcoming edition of *Offshore Yachting*).

The change to EPIRBs has been brought about by the fact that, as from February 1, 2009, satellites will not be able to detect transmissions from units on the 121.5 MHz frequencies. This is a worldwide situation not due

to YA Special Regulations and it applies to all craft that go to sea, racing yachts, cruising boats and commercial craft of over 11 metres LOA.

#### EPIRBs AND PLBs

As the Yachting Association of NSW Special Regulations Committee, headed by prominent ocean racing yachtsman Roger Hickman, points out, it is a wise and cost-saving skipper who re-equips with 406 MHz

# DISTRESS BEACONS

Analogue 121.5 MHz distress beacons will not be detected by satellite after 1 February 2009. Switch to a digital 406 MHz distress beacon NOW.



**Registration** of 406 MHz distress beacons is compulsory. Register online with the Australian Maritime Safety Authority. **Registration is free.**

**Dispose** of unwanted distress beacons free of charge at any  **Battery World** store around Australia. **Be responsible.**

**SWITCH TO 406**

**w** [www.amsa.gov.au/beacons](http://www.amsa.gov.au/beacons)  
**p** 1800 406 406



Australian Government  
Australian Maritime Safety Authority



EPIRBs and PLBs for the upcoming season right now. If a yacht's equipment becomes obsolete during the next racing season, its Audit certificate may lapse. There may also be delay with AMSA registering a new unit due to a rush of applications.

406 MHz EPIRBs must be registered with the Australian Maritime Safety Authority (AMSA) with the boat's details. As from July 1 2009 when the new YA Special Regulations come into operation each unit must have the AMSA registration tag attached to it. As the Yachting Association of NSW website says, lending your registered unit to another boat is a no-no as, if activated, the rescue authorities will be searching for the wrong vessel as 406s transmit a boat specific data burst when activated.

They same changes apply to what used to be called 'Personal EPIRBs' – when they transmitted on 121.5 MHz. As this frequency is about to become obsolete, the unit is now correctly referred to as a Personal Locator Beacon, or PLB. As with a boat EPIRB, all PLBs must now be 406 compatible and must be registered with AMSA in the name of the owner. Also, as from July 1 2009, under YA Special Regulations, each unit must have attached its AMSA registration tag.

You can register on-line at the AMSA website.

### VHF MASTHEAD AERIALS

When *Offshore Yachting* went to press, a number of clubs, including the Cruising Yacht Club of Australia and Royal Sydney Yacht Squadron, were seeking dispensation from Yachting Australia's controversial ruling that as from July 31, 2008 masthead VHF aerials will be mandatory on yachts with a masthead 11 metres above the water.

While acknowledging the better transmission and reception from a masthead aerial, critics have pointed out a number of problems for racing yachts, including the cost of cabling and removing a mast to have it fitted, the heavier weight of masts as a result and even possible changes to IRC ratings.

Yachting NSW's Special Regulations Committee supported it being a 'recommendation' that masthead VHF aerials be masthead fitted. Yachting Australia, however, (presumably at its May 2008 board meeting), went against the recommendation of its own National Safety Committee and has made masthead aerials mandatory.

The YNSW Special Regulations Committee was due to consider the impact of the amendment to the regulation at its July meeting and also consider the requests from clubs for dispensation, particularly in the light of the forthcoming Audi Sydney Gold Coast Race.

### PERSONAL FLOATATION DEVICES

Yachting NSW's Special Regulations Committee also suggests that yacht owners keep a close eye on standards for Personal Floatation Devices (PFDs) to save unnecessary expense in re-equipping their boats.

**IN NEW SOUTH WALES FROM JULY 1 2008, IT BECAME MANDATORY FOR ALL VESSELS 11 METRES AND LONGER TO BE FITTED WITH A NEW 406 MHZ DIGITAL DISTRESS BEACON, ALSO KNOWN AS AN EMERGENCY POSITION INDICATING RADIO BEACON (EPIRB) WHEN OPERATING OFFSHORE. AT THE SAME TIME, YACHTING AUSTRALIA (YA) HAS INTRODUCED A CONTROVERSIAL RULE REQUIRING YACHTS TO FIT MASTHEAD VHF AERIALS**

The current Australian Standards are under review and a draft standard is under discussion. The new standard, to be known as AS4758, will replace current standards AS1512, 1499 and 2260.

Under the new standard, PFDs will no longer be referred to as 'Types', eg, Type 1 or 2 etc, but will be classified by 'Levels'. The Levels will be basically in accordance with international standards related to the buoyancy characteristics. These are designated by 'N', eg, 150N.



The Levels proposed in the standard are:

- Level 275 – Offshore where the person is carrying significant body weight or equipment or clothing
- Level 150 – General offshore and rough weather
- Level 100 – Sheltered waters where rescue is expected
- Level 50 – For competent swimmers close to shore with rescue facilities close at hand.

Yachting NSW suggests that if you intend to purchase PFDs or plan to re-equip, you should give consideration to the proposed standards change and also to Yachting Australia's requirements, as certain PFDs will become obsolete for yacht racing.

YA, as from July 1 2009, will require all *new* PFDs for use in category 1 to 4 races to be branded to level 150 or above. As from July 1 2011, *all* PFDs carried in category 1 to 4 races must be branded to level 150 or above. International Standards such as EN 396 are acceptable provided they are branded to 150N or higher.

YA has not yet determined which Levels will apply under the draft Australian Standard for categories 5 to 7 and for off-the-beach boats. Until YA issues a regulation, AS Types 1 or 2 will continue to be acceptable in categories 5 to 7.

The over-the-head type – also referred to as the ‘Mae West’ type – is not currently permitted in yacht racing for categories 1 to 4 or in the new regulations due to commence on July 1 2009. These types include the USL Coastal and SOLAS PFDs.

Yachting NSW’s website is an excellent source of up-to-date changes, and likely changes in Special Regulations likely to impact on boat owners and crew. It also has a question and answer section. Questions to the YANSW Special Regulations Committee should be emailed to [nsu@yachting.org.au](mailto:nsu@yachting.org.au) while the website is [www.nsw.yachting.org.au](http://www.nsw.yachting.org.au) O

**IT IS A WISE AND COST-SAVING SKIPPER WHO RE-EQUIPS WITH 406 MHZ EPIRBs AND PLBs FOR THE UPCOMING SEASON RIGHT NOW. IF A YACHT’S EQUIPMENT BECOMES OBSOLETE DURING THE NEXT RACING SEASON, ITS AUDIT CERTIFICATE MAY LAPSE. THERE MAY ALSO BE DELAY WITH AMSA REGISTERING A NEW UNIT DUE TO A RUSH OF APPLICATIONS**



Photo: Howard Brier

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Jane Clark works the pit on the Farr 40 Kokomo, pictured here at the 2008 Rolex Farr 40 World Championships in Florida

# DYNAMIC DUO

THERE'S MORE TO WORKING THE MAST THAN MERE GRUNT; PERFECT TIMING AND CLEAR COMMUNICATION WITH THE PERSON IN THE PIT ARE ESSENTIAL

*words: Lisa Ratcliff*

**T**he synchronisation between the mast and pit person and how the pair combines with the for'ard hand makes this working triad pivotal on a boat.

"The person at the mast is often the conduit between the pit and the foredeck. Information is conveyed forward and back, keeping both roles, hopefully, in synch. The mast also provides the horse power to hoist sails and also retrieve them", says twenty-three time Rolex Sydney Hobart veteran Robert Case from

Melbourne, who is only too happy to dispel the misconception that brute strength and bouncing sails constitute the role.

"The mast must be able to anticipate potential manoeuvres and prioritise and the foredeck, mast and pit need to be on the same page all the time. Quiet conversation regarding potential manoeuvres and priorities is required and as things change on the racecourse you need to be prepared for the afterguard's call.

"Where the mast person positions themselves in the pre-start and

**THERE IS NO QUESTION THAT THE MAST PERSON HAS TO BE STRONG. HOWEVER PHYSICAL STRENGTH DOESN'T HAVE TO EQUATE TO A HUGE BUILD. STRENGTH, TECHNIQUE AND A GOOD MAST AND PIT COMBINATION WILL KEEP THE HOIST AS SMOOTH AND CONSTANT AS POSSIBLE**

during racing is also fundamental. Don't be a brick wall stopping the communication flow and be careful not to obstruct the view so the helmsman can't see the bowman's signals.

"Be conscious of where your weight is and try and keep it where it is needed until as late as possible", Case adds.

Sailing offshore, the person at the mast may find themselves backing up the pit or the foredeck, depending on the manoeuvre, so it pays to know the systems on each particular boat. This can be crucial offshore, particularly at night.

"Be in control of your domain and stay focussed on your role and tasks. Work quickly, whilst being mindful of what's happening around you. Launching into a hoist when people aren't ready can be disastrous", says Case.

The person at the mast must be very conscious of their actions as they can potentially create a big problem from a small issue very quickly. Headsail feeders, life lines, jib battens, spreaders and jumper struts can all cause a great deal of damage during a hoist. It takes very little muscle to put a big tear in a jib luff tape or a spinnaker.

Case also encourages leaving the shouting for the bar. "Aim to work quietly and effectively...the less drama the better. There is often a lot to do in a short amount of time but you should go about your business quietly and not be a distraction to the afterguard or trimmers".

There is no question that the mast person has to be strong. However physical strength doesn't have to equate to a huge build. Strength, technique and a good mast and pit combination will keep the hoist as smooth and constant as possible.

The mast person must also be mobile. "After hauling up a spinnaker at the top mark you may have to move forward quickly to grab the headsail leach as the jib is dropped then back to the mast to potentially prepare for a gybe or to change over headsails. It's important to keep your balance, which can be difficult on an unstable platform".

Like all roles on a boat, there are perks and pitfalls. A good hoist or drop can be very satisfying and being a half second quicker than the mast person on the boat alongside can offer a slight edge to roll over the top or get a break and maintain clear air.

On the flip side, operating the mast means being in the thick of it and highly visible when all eyes look forward should a situation arise forward of the pit area, and being the caretaker of potentially hundreds of thousands of dollars worth of sails. Case suggests essential equipment for a mast person should include Gerber pliers and, for those special moments when 'stuff happens', a good knife. "Being able to cut a jib sheet at the clew has been useful once or twice. A couple of spare sail ties rolled up and taped in your pocket are handy as well".

Like the famous figure skating pair of Torvill and Dean, a successful mast and pit combination works on the principles of flawless rhythm and timing.

Pit person on Lang Walker's Farr 40 *Kokomo*, Jane Clark, fully appreciates the difference a good mast person can make to her job, "My level of security, and insecurity, can be almost wholly attributed to the mast man". With two decades of sailing and six years racing internationally with Walker and his top-notch one-design crew, Clark is well practised in the peculiarities of the pit area.

During a hoist, Clark's responsibilities include pulling the halyards up through the jammers (while the mast person bounces to take the weight off) until they hit the top of the mast or forestay, and making sure the halyards are at the correct tension.



Robert Case says Gerber pliers, a good knife and spare sail ties are essential equipment for a mast person

Photo: Robert Case

**THE PERSON AT THE MAST MUST BE VERY CONSCIOUS OF THEIR ACTIONS AS THEY CAN POTENTIALLY CREATE A BIG PROBLEM FROM A SMALL ISSUE VERY QUICKLY. HEADSAIL FEEDERS, LIFE LINES, JIB BATTENS, SPREADERS AND JUMPER STRUTS CAN ALL CAUSE A GREAT DEAL OF DAMAGE DURING A HOIST. IT TAKES VERY LITTLE MUSCLE TO PUT A BIG TEAR IN A JIB LUFF TAPE OR A SPINNAKER**

At the end of a downwind leg, Clark hoists the headsail before controlling the release of the spinnaker halyard so the chute doesn't end up in the drink. The pit person also looks after genoa luff tension, outhaul on the main, vang and topping lift and should have a good knowledge of reefing as they will play an important role in reducing sail area once conditions deteriorate.

Clark's personal equipment checklist includes electrical tape, a quality Texta and pencil and a good set of sailing gloves. Before leaving the dock she checks the forecast, which will determine where the sails, fluids and any other equipment are stored for easy retrieval. While motoring to the start line Clark speaks with the tactician about his or her expectations and sets up her halyards to the trimmers' desire.

With halyards marked and other vital information written on sticky back tape on the cabin top, Clark is ready for the really physical aspect of the job. At just 52 kilos, her strength comes from her power to weight ratio, technique and organisational skills.

"Women tend to be more organised ... perhaps more efficient. You've got to know where everything is", says the mother of two.

Roger Hickman, or 'Hicko' as he's most commonly known, is a well-respected sailing master who is a strong advocate of women crewing in the pit role. "Women do well in the pit because they tend to follow standard operating procedures, are good at multi tasking and are often less reactive.

"Mistakes are generated from the back, which puts the pit person under pressure", adds Hicko, slightly tongue in cheek. "That's why the best pit



On the Jones 70 *Ichi Ban*, Doug McGain runs the pit and Rob Case the mast.

people tend to be experienced and mature, and know the boat well enough to take the initiative”.

Doug McGain, a 35-year offshore racing veteran who runs the pit on *Ichi Ban* and at the time of writing was coaching Finn sailor Anthony Nossiter for the Beijing Games, backs up Clark’s solid advice. “Each boat is different so familiarise yourself in advance, mark your halyards and control lines and from then on, keep everything neat and tidy so the ropes are good to run. Listen to the talk at the back of the boat, communicate with the mast and bowman and know where you are on the race track”, he says.

Thanks to electric winches, there isn’t the same physical requirement for McGain on the Jones 70, but with dagger boards to operate it takes two in the pit of this former round the world ocean racer to stay on top of manoeuvres.

“The pit is a very busy area and fitness and strength do help. It’s also about being neat and tidy, a forward thinker and a good communicator, especially above the noise. Essentially my job is translating and making sure both halves of the boat are on the same page”, McGain adds.

ProYachting’s Scott Lawson spent six seasons as pitman on the Farr 40

circuit culminating in a second in the Rolex Farr 40 Worlds on Neville Crichton’s *Shockwave*. “Neville ran a great campaign and he taught me that great preparation makes the job a whole lot easier. On regatta days I’d be down at the boat an hour early to ensure the gear was fully prepped for racing. This included sail packing, stowage, water provisioning and electrics downstairs as well as ensuring my calibrations were all still visible and clearly marked in the pit area.”

As well as playing the role of puppeteer pulling all the strings, pitman Lawson covered wind phasing, short-term wind calls, sail changes and start timing.

Lawson’s final tip?

“On the last tack into a top mark, I would pick up the tails of the vang, topper and spinnaker halyard on the way to the rail. That way, I didn’t have to lean in prior to the rounding. It made a huge difference to timing.” So if you’re interested in becoming the ‘octopus’ of the crew, there is plenty of opportunity but be well prepared and always think about what the next move will be or you may end up on the cabin floor.

*This feature is the second in a series on the different crew positions on a racing yacht. Next issue, read about the fine art of trimming sails.* ○

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# ANCHORS

THERE ARE BETTER ANCHORS AVAILABLE THAN THOSE DEVELOPED IN THE 1930S. YET THE NEWER, BETTER ANCHORS ARE SELDOM SEEN ON NEW YACHTS

*words: J L Neeves*

## FROM OIL RIGS TO YACHTS

The development of anchors for the offshore oil industry – initially for the North Sea oilfields – led to practical and theoretical research on anchor design, which, in the last decade, has been supplemented by testing of anchors for the leisure market. Recently, the US Navy and Coastguard have concluded that weight plays only a contributory role in anchors for vessels smaller than 63 feet, and that the major criterion for success is large surface area. This is a more recent but similar conclusion to that developed by the oil industry, which defines the holding capacity of an anchor by its fluke area and by its ability to penetrate the seabed. Still, high surface area is an insufficient factor in itself to determine anchor design. Strength, streamlining of the flukes and shank, and seabed penetration ability all remain important factors. Though surface area is the primary factor determining a successful anchor, weight obviously plays a role and comparing two anchors of the same surface area, and with other similar design characteristics, then the heavier will have the higher holding power as it will be able to penetrate the seabed further. Oil rig anchors are massive – 40 tonnes – but their design is based on testing 10 kilogram models, a size similar to those used by yachtsmen – and supported by that same US Government research for vessels less than 63 feet.

## TYPES OF ANCHORS

The anchors yachtsmen use are *drag impediment* anchors and are designed to penetrate the seabed in whole (*diving anchors*) or in part (*surfing anchors*). Their holding capacity is generated by the resistance of the wedge of seabed in front of the anchor fluke. The larger the size of the wedge, which will get bigger if an anchor can dive, the greater will be the ability of the wedge to remain a coherent part of the seabed and the higher the holding power.

The categories of anchors are:

### A. Basic yacht anchors:

1. Plough or convex anchors: for example the CQR® and Delta®
2. Concave or Scoop anchors: examples are the Bruce® and Manson Supreme®
3. Flat or plate anchors: credible examples would be the Danforth® and Fortress®

B. There are anchors that 'fall in between' these categories: The SARCA® that have a shallow convex fluke and the Spade® that has a shallow concave fluke. All of these anchors have been tested and holding power data is freely available.

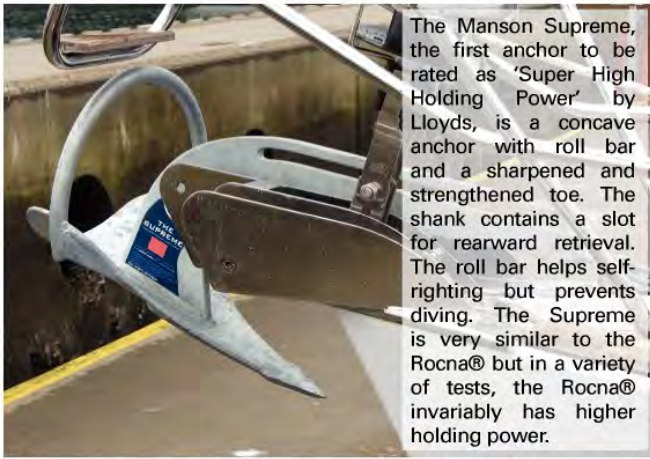
C. There are some new anchors that are unproven, or there is no test data in the public domain: for example the Ultra®, another shallow concave anchor, and the XYZ®, a plate, and these might show potential in the future.

D. There are many copy anchors available. Original anchors are made to precise angles with equally exact weight distributions. Modern anchors are made from steels of different physical properties. Just because it looks like a Bruce®, or a Danforth®, does not mean the steel is the same quality or the design is identical. All testing has found that copy anchors are largely out-performed by the originals.

## ANCHOR TESTS

Over the last 10 years there have been a number of tests conducted on leisure anchors sometime from large motor vessels (they need to be large to generate the loads necessary), sometime from shore and in one case in test tanks. The tests tend to evaluate anchors in the 10 to 20 kilograms range (anything larger would introduce potential safety issues and in any event larger anchors would simply be too large for cheaply





The Manson Supreme, the first anchor to be rated as 'Super High Holding Power' by Lloyds, is a concave anchor with roll bar and a sharpened and strengthened toe. The shank contains a slot for rearward retrieval. The roll bar helps self-righting but prevents diving. The Supreme is very similar to the Rocna® but in a variety of tests, the Rocna® invariably has higher holding power.



A steel Spade®, highly regarded in Europe but uncommon in Australia. The anchor is a flattened, weighted, concave anchor with a shank bolted to the fluke. Alloy versions exist but lack the performance of the steel ones.

The range of anchors evaluated in the Australian tests including SARCAs®, Sarca® Excels, a CQR®, Manson Plough and Supremes, Deltas® and Rocnas®.



available winches and load cells). Tests have been conducted and reported in America, Britain, France, Holland, Germany and Australia. Those tests wholly conducted on land (some of the German testing) and with loads too low to test the anchors to their ultimate holding capacity (many of the tests in America and one German test) are not quoted below. The results

1. When an anchor is initially or lightly set, the holding power is determined by the volume of seabed in front of the fluke [the shaded area]. A lightly set anchor has little holding power and may flip if the wind veers.
2. A well set anchor has higher holding power and this is the typical attitude of a well set convex or concave (with roll bar) anchor.
3. Diving anchors, if sufficiently loaded – by being well dug in by use of reverse engine power, for instance, or in strong winds, can develop very high holding power. Retrieval is easiest by lifting backwards from a buoyed line. A diving anchor too small for the vessel will dive too easily, the windage of the vessel will be too much for the anchor, and it will always be unnecessarily difficult to retrieve. Conversely, a diving anchor too large will never realise its potential as it will not necessarily dive and develop holding power, and might simply sit on the surface waiting for a wind shift so as to flip. Do not step too far outside the anchor manufacturer's recommendations!

**OIL RIG ANCHORS ARE MASSIVE – 40 METRES – BUT THEIR DESIGN IS BASED ON TESTING 10 KILOGRAM MODELS, A SIZE SIMILAR TO THOSE USED BY YACHTSMEN**

of the various tests, with the results converted to average holding power force per kilogram of anchor weight, are provided below. There is a large spread in the results but the anchors are tested in different seabeds, with different anchor rodes and by different techniques (so variations should be expected). The different tests had a different focus of anchor types but all included the CQR® and Delta®, and all tests produced similar holding powers for this group of anchors. The tests also provided overlap of other anchors and there is an interesting agreement of results. There is enough commonality of anchor types and agreement of results of these types to draw some broad conclusions.

AVERAGE HOLDING POWER RATIOS KGF/KG

|                | V et V | WM  | Segeln  | Vryhof  | NMSC      |
|----------------|--------|-----|---------|---------|-----------|
|                | France | USA | Germany | Holland | Australia |
| CQR            | 47     | -   | 50      | 28      | 49        |
| Delta          | 25     | 37  | 60      | 41      | 33        |
| Manson Plough  | -      | -   | -       | -       | 25        |
| Fortress       | 30     | 100 | -       | 400     | -         |
| Guardian       | 28     | -   | -       | -       | -         |
| Bruce          | -      | -   | 50      | 23      | -         |
| Rocna          | -      | 69+ | -       | -       | 88        |
| Manson Supreme | -      | 62+ | 67      | -       | 74        |
| Steel Spade    | 40     | 64  | 100     | -       | -         |
| SARCA          | -      | 45  | -       | -       | 93        |
| SARCA Excel    | -      | -   | -       | -       | 116       |

**Key:** V et V – *Voiles et Voiliers*, May 2003; WM – West Marine, reported variously but in *Yachting Monthly*, Dec 2006; Segeln – *Segeln*, August 2007; Vryhof – Vryhof Anker, tank tests; NMSC – National Marine Safety Committee, trials, Autumn 2008.

Before averaging, convex anchors had holding powers from a minimum of 23kgf/kg to a maximum of 60kgf/kg, concave anchors had holding power from a minimum of 67kgf/kg to a maximum of 91kgf/kg, with the older Bruce® returning holding powers of 23-50kgf/kg. Again, before averaging in the same tests, the plate anchors varied from 4kgf/kg to over 400kgf/kg, perhaps underlining the fact that plate anchors work exceptionally well in some environments – and not at all in others. With less testing bodies, but in a considerable cross-section of taxing seabeds and a large number of independently verified pulls, the flattened convex anchors recorded holding powers, before averaging, from 45kgf/kg to 142kgf/kg, while tests carried out in the UK show the steel Spade® to perform 20 per cent better (which might approximate to 110kgf/kg) than the best of the concave models, the Rocna®. Specifically, though, the flattened convex anchor, the Excel, is returning holding powers in a wide range of seabeds of a minimum of 82kgf/kg to a maximum of 142kgf/kg.

**PROS AND CONS OF DIFFERENT ANCHORS**

From actual observation of these anchors in action, the following can be said:

First, convex anchors never bury themselves. They are surfing anchors that simply plough a furrow. The small wedge of seabed, necessary to develop holding power, is thrown aside. In fact, the surface area is streamlined and the fluke ridge (the interface of the two flukes) simply works like a blunt knife. They work, as the US Navy has found, on the basis of weight rather than surface area – and given windage, weight is not enough. Advantageously, they are applicable in a wide cross-section of seabeds. The drop-forged construction of the CQR® infers considerable strength and these anchors seldom deform. However, they can become irretrievable in rock or coral and occasionally must be abandoned.

Second, concave anchors are also surfing anchors that don't dive below the surface. It is believed the roll bar itself is a sufficient obstruction to diving. The wedge of seabed is compressed into the centre of the scoop and this compressed mass artificially increases anchor weight, thus increasing holding power. This is a clever technique to increase performance, though when you lift the anchor, the compressed clod might need removal and in weedy anchorages, this can be more of a problem, and might even prevent



The downside of the concave anchors is that they can carry seabed when lifted. This can be a major problem in weedy anchorages as this might prevent setting.

the anchor setting. In anchorages with loose rock like bits of coral, these pieces can jam into the scoop and be held by the roll bar and deny the development of any meaningful holding power. The Supreme, and now some Rocnas®, have a slot to allow reverse retrieval, but this may also allow self-tripping. Based on the convex anchors having a performance rating of '1', the concave anchors would rate '2', i.e. having twice the holding power.

Third, provided the seabed is sufficiently soft, plate anchors perform exceptionally well and simply dive deeper when loaded. Yachtsmen who have weathered cyclones often comment that a Fortress® anchor, say, had buried itself up to one metre deep. These anchors can have phenomenal holding power, so great that they can be difficult to retrieve and may deform due to the loads being applied at an angle. However, the major disadvantage of plate anchors is that they do not work in seabeds with any weed, hard bottoms, gravel or rock – which limits their use to mud and soft sands.

Finally, the outstanding anchors today are the shallow concave and convex anchors, particularly the home grown SARCA Excel®, but also the Super SARCA® and the French-made steel Spade®. These anchors work in a wide range of seabeds, though possibly not yet the heavy Tasmanian weed beds. They set exceptionally quickly, develop high holding power and on retrieval come up clean. Were they to be used under strong and sustained winds, it might be advantageous to buoy the anchor to allow retrieval backwards. Based on the convex performance rating of '1', then the Excel would enjoy a '3', with the Spade® and Super SARCA® falling between '2' and '3'.

The holding power data of the 142kgf/kg of the Excel suggests that a 20 kilogram anchor could withstand a load of 2,820 kilograms, but it would be best to simply use these as values relative to the holding powers of other anchors. There has been no accepted practical work yet on the loads imposed on a yacht under defined conditions of wind, depth, wave height, etc. Furthermore, holding power data, is acquired under 'ideal' conditions and no-one has found a way yet of developing data from the deck of a leisure yacht with all the variables of yawing and pitching and so on. We have come a long way in 10 years in quantifying anchor performance, but there is still much scope for further testing.

On our yacht *Josepheline*, a 38-foot Lightwave catamaran, we carried a 22 kilograms Manson Plough, a 10 kilogram CQR®, a small Danforth® and a grapnel. We have replaced the Plough with a 16kg Excel and intend replacing the CQR® with a 13 kilogram Excel. We have used the larger Excel in Tasmania, where it proved its tenacity (where a plough would have dragged) in a couple of gales, one in exposed Perkins Bay, the other in Schooner Cove, while it also held us through a storm in bullet-prone Refuge Cove. ○



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# SHORT ODDS

HOW ANDREW SHORT WENT FROM SAILING SABOTS IN PORT PHILLIP BAY TO TAKING LINE HONOURS IN HIS DIVISION AT THE 2008 NEWPORT BERMUDA RACE

words: Alexander Gilly

Everyone in Sydney's ocean racing scene knows Andrew Short; for twenty-odd years, he has been competing in all the major inshore and offshore races in and around Sydney, including 15 Rolex Sydney Hobarts. So many may be surprised to learn that the quietly spoken and affable yachtsman is a native not of the harbour city, but of Melbourne.

"I started ocean racing with my father, who was commodore of the Ocean Racing Club of Victoria", says Andrew. "We did a lot of ocean racing out on Port Phillip Bay, and down to Tassie and Portland. My father shoved sailing down [my brothers' and my] necks. Living in Melbourne, unless you liked Aussie rules, there's nothing else to do.

"But you had to be dedicated. In winter, you try attaching a shackle to something, you can hardly move your fingers it's so cold. Sydney is a lot better for sailing all year round."

With warmer weather in mind, Andrew left the cold south in 1978 and sailed to Sydney in the *Mary Blair*, a Hood 42 and the first of a series of boats that he would either own, crew on or skipper in races up and down the east coast.

One of those was *Nokia* during the fateful '98 Sydney Hobart, which he remembers as his scariest moment aboard an ocean racing yacht.

"We had about 28 crew and of those probably about 20 were crook as a dog and didn't surface for the whole race. So eight of us were running the boat. Two of our good crew were Neal and Lisa McDonald, from the Volvo 70s. My brother Ian was there too. He spent most of the race sewing up sails.

"*Brindabella* and *Sayonara* got through on the right side of the low, crossed Bass Strait and had the wind on the beam. But the rest of us were on the wrong side of it. We really got smashed. We had the wind right on the nose.



Andrew Short back in Sydney after success in the Newport Bermuda Race

Photo: Miguel Trinitiy

"On the radio we heard first that *Infinity 3* broke its mast, then that *Winston Churchill* was sinking, but it wasn't broadcast that guys were dying. It was until we were coming up the Derwent that we heard reports that people had been killed. It was real shock. I think the organisers did a good job protecting everyone from that. A lot of crews might have panicked if they'd known that was going on behind us. I mean the seas were mountainous. There were reports from the helicopters that there were 100-foot high waves. Our mast was 100-foot high but we looked like a little toy in the water. I was on one of the biggest boats and I thought, 'this is bad', so you can imagine what it was on the smaller boats. If a big wave comes in, you head into it. The guys who tried to turn around were heading into trouble."

The lethal '98 race didn't discourage Andrew from racing, however, and he would've competed in the '99 event had it not been for the only event that, for an offshore yachtsman, trumps the Rolex Sydney Hobart Yacht Race – marriage. "In '99, I could've gone on *Nokia* but wasn't allowed because I was getting married on the 1<sup>st</sup> of January," rues Andrew, "which was a pity because that was the year they got line honours with the Volvo 60 and broke the record."

Yacht racing has always been a huge part of life in the Short family.

"There're four brothers in the family and we all sail", explains Andrew. "There's always been a rivalry between us. One of my brothers has a TP52 [called *Shortwave*] and my brother Ian – the sailmaker – is sailing with him at the moment and making some gear for him. He probably got that boat and thought, 'Now I can beat Andrew on *Brindabella*'. But the day after he got his TP52, I got *Shockwave*."



Shockwave at the start of this year's Newport Bermuda Race.

Photo: Fran Grenon

The love of yachting is carrying on into the next generation, too.

“Ryan, my eldest son, runs the travel lift [at Ferguson’s Boatshed Marina]. He was more into football but now he’s starting to get into sailing. My youngest son used to come sailing and think it was boring. But he did the sail training course at MHYC in the Optimists, then he did the state championships at Woollahra – they’ve got a green fleet for novices who’ve been sailing less than 12 months – and won. There were the east coast championships at Middle Harbour and he won those as well, so I bought him a boat and he keeps it at the marina and whenever he has a chance he goes out practicing. My daughter just did the sail training course too and enjoyed it.”

While sailing is Andrew’s passion, powerboats are his livelihood. A few years after arriving in Sydney in the *Mary Blair*, Andrew established an eponymous dealership just south of Sydney. The company grew, acquiring the dealership franchises for a number of major makes – including Sea Ray, Mercury and Mariner outboards, MerCruiser and Boston Whaler – along the way, and Andrew now employs 50 people across four locations (Taren Point, Birkenhead Point and Yowie Bay and the Spit). Last year, his dealership sold more Sea Rays outside the United States than anyone else in the world, an achievement that led the US-based builder to name Andrew Short Marine its International Dealer of the Year.

That was quite an achievement, but it’s the yachting successes that Andrew most covets. In 2007, he bought one of the most famous boats in Australian yachting – *Brindabella*. The 79-foot Jutson is a former line honours winner of the Rolex Sydney Hobart and the record holder for a conventionally ballasted boat. Andrew made some modifications before racing her in the 2007 Rolex Sydney Hobart.

“She’s been a good boat”, he says, “though she’s 15 years old and in light airs she’s been a bit slow, so I thought I’d spend some money to try and make her go faster. I put the bow pole on and the bigger spinnakers without any penalty rating because of the bow pole, and we got rid of some internal ballast, which made it better in light weather and better at running, but it was still off the pace compared to the more modern boats.

We were struggling with the TP52s and these new 65-footers. *Rosebud*, for instance, gave us a good hiding in the 2008 Rolex Sydney Hobart.

“So I thought, rather than spend good money after bad to try and make *Brindabella* go faster, why not just get a faster boat? Then one of my crew who’d been looking around let me know that *Shockwave 5*, which at the time was called *Bonbon*, was on the market at a reasonably good price. So we negotiated with the owner over in the States for about three months before settling.

“At first, we thought we’d sail it down to Ft Lauderdale and send it back on the Dockwise ship. But then Mothy – Steve Jarvin – said, ‘look, you’ve got the boat over there, the Newport Bermuda Race is on in a couple of month’s time, why don’t you do that? It’s only on every two years and it’s one of the big three, along with the Rolex Sydney Hobart and Rolex Fastnet Race.

“So I said, ‘yeah, okay’, and started asking around if there was anyone keen to do it. I told them ‘I can’t pay you, I’m running an amateur program, I haven’t got any sponsors at this stage’, but everyone was really keen to do it. We got some really good people. We pulled Bob Fraser out of retirement and he paid his way and came along and he was a great asset to us and had great time. I spoke to Matt Allen about it, he liked the idea and came along as well. Carl Crawford from Lewmar, he’s a good navigator so we signed him up as navigator, he was already going to be over there, and he’s had a guy working for him, a bowman called Grant Pellew, so we took him along, then there was Craig Malouf from SLAM and some other regulars from my crew, so it didn’t take long to get a full complement.”

Given that he was running a last-minute campaign on an unfamiliar boat in his first ever Newport Bermuda Race, Andrew was delighted with the result: *Shockwave* took line honours in the St David’s lighthouse division, by far the largest division in the race, and was fourth over the line in any division. In fact, it was the first time any of the crew bar Carl Crawford had sailed the 635-nautical mile classic.

“I got there about month before to check the boat and we saw all these



Toyota Aurion V6, aka Brindabella, (pictured here in the 2007 Rolex Sydney Hobart); set a record for conventionally ballasted yachts in 1999...

Photo: Andrea Frenco



...the same year that Nokia set an open race record.

Photo: Mainsbridge

new boats being launched”, says Andrew. “We saw *Bella Mente*, the new Reichel Pugh 69, the sistership to the boat Neville Crichton launched in June [see our feature on *Alfa Romeo 3* on page 68]. We had a good race with *Bella Mente* – he was in front of us most of the race but we got in front of him just before the finish so we ended up beating him over the line, which was good because on IRC he owed us time as well!

“There was *Money Penny* too [see the June/July issue of *Offshore Yachting*]. We could see him from the start to the finish, day and night. Our navigators must have had the same idea, because we were always within three or four miles of him. We ended up beating him over the line too, which was good.

“*Rosebud* was there. We were in front of her all race and I really wanted to beat her over the line because I’d told my son, if we beat *Rosebud*, then if we’d had this boat in the [2007] Hobart there’s a good chance we might’ve won it. But he beat us over the line by about five minutes.

“For 70-75 per cent of the race we were leading on handicap. Then we got becalmed for six hours and the fleet caught us up and the race started again, but we owed them too much time.” The question those yachtsmen who have completed two or more of the ‘big three’ ocean classics are inevitably asked is, how do the races compare?

“The Hobart is a lot tougher race than the Newport”, says Andrew. “In the Hobart, you start in nice conditions and it gets worse and worse and colder and colder, whereas the Newport race it’s the opposite: you start in reasonably cool conditions, then the further down you get, the more layers you peel off. Then you get to Bermuda, which is a beautiful place. Not that Hobart’s not pretty, but Bermuda is stunning.

“The races are organised differently, too. In the Bermuda race, there are a bunch of different divisions and the starts are all staggered, whereas in the Hobart race everyone starts at the same time on two lines. On top of that, there’s much less crowd control in Newport. We had a run-in with a couple of little yachts before the start.

“There’s more aerial action in Sydney too, with all the helicopters and planes. There’s a lot more press. Matt Allen was talking to the race director of the Newport race and they’ve been very anti-sponsorship. Apparently Rolex is keen to do something with them but they’re scared that they’ll take over the running of the race. But Matt was reassuring them, saying ‘No, no, Rolex are very good to deal with.’

Andrew also noted the differences in the clubs’ attitude towards technology. In both events, yachts can log onto the Internet and see where their competitors are. But in the Rolex Sydney Hobart Yacht Race, yachts’ positions are updated every 10 minutes, whereas in the Newport Bermuda Race, there’s a four-hour delay. That’s because the Cruising Yacht Club of America wants to discourage

competitors watching one another on the Internet the whole time. They want yachtsmen to make their own tactical decisions.

Still, the Cruising Yacht Club of Australia has a good reason for the short lag it allows on the Rolex Sydney Hobart website: a huge number of people log on to follow the race, all of whom want to follow it live. You get a much bigger audience following the race if you let them follow it live rather than four hours after the fact.

Another difference Andrew noted between the two races is the attitude towards professionals. In the Newport race, there are two main big boat divisions. Boats competing in the Gibbs Hill Lighthouse Division are allowed unlimited professionals aboard. In 2008, there were a dozen or so yachts competing in this division. Boats competing in the St David’s Lighthouse Division, on the other hand, which in 2008 had around 180 boats in it, are allowed only 20 per cent professional crew. What’s more, the pros aren’t allowed to touch the helm.

“I know a lot of professional sailors don’t like me because I’m against what they do for a living”, says Andrew, “But I sail for the fun of it and the sport of it. There’s no prize money in sailing, so you get all these professionals coming along and saying, ‘I want \$300 a day’ or ‘I want this or that’ and I think to myself, ‘Well, where’s the money going to come from?’

“Sponsorship helps a lot, obviously. But I’m competing against guys who are multi-millionaires and billionaires, and I’m a long way short of that.

“[CYCA Commodore] Matt Allen was sailing with us, and we were saying maybe there is some merit in having a division to make sailing affordable for everybody, something like they do in the Newport where they limit the number of pros on the boats.

“Some pros are worth their money and that’s great. You spend a bit of money to have a pro on board and the pro might save you money on damage, for instance. But then there are still a lot of amateurs out there that are good hands.”

Because she competed in the Newport Bermuda Race, *Shockwave* missed the Dockwise ship, so Andrew put some crew on her and told them to sail it to Hamilton Island in time for race week. After that, it’ll be the 2008 Rolex Sydney Hobart Yacht Race, and smart punters will want to take a good long look at *Shockwave* before the odds get too short.

“*Shockwave* is competitive on handicap now, because of the way the rule changes have gone favouring conventionally ballasted boats”, says Andrew, “and it was ahead of its time when it was first launched anyway. It should be a chance on handicap for the next Hobart. And if it’s a tough one, it’ll do okay. We spoke to the people at McConaghy’s and they reckon of the big boats they’ve built, it’s a solid one. So I’m hoping for a windier Hobart to make us competitive against those 100-footers.” ○

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Max Power at the Hogs Breath Race Week 2004

## SPORTS BOAT SAILING IS BOOMING IN AUSTRALIA – BOOSTED BY THEIR EXCITING PERFORMANCE, AND NOW BY CLASS ORGANISATION AND A NEW NATIONAL SINGLE RATING SYSTEM OF HANDICAPPING

words: Peter Campbell

photos: Andrea Francolini

Sports boat sailing is all about speed – 20 knots plus is the norm downwind with the latest creations from designers – but the regatta concept has moved up a notch since the formation of the Australian Sports Boat Association and the introduction of a Sports Measurement System (SMS), a national single rating system of handicapping these high-performance racing yachts.

The reaction among sports boat owners and their crews throughout Australia has been demonstratively positive with more than 50 boats already measured to SMS and a record fleet of more than 30 expected at this year's Meridien Marinas Airlie Beach Race Week in mid-August.

Airlie Beach Race Week has always been popular with sports boat enthusiasts because of its combination of tropical shirt and shorts weather in the depths of the Australian winter, steady trade winds, flat water on Pioneer Bay and interesting island courses in the Whitsundays of Far North Queensland.

However, there is no question that interest this year has been stimulated

by the decision of Regatta Director Denis Thompson to use SMS as the handicap system. Thompson was impressed with the results when SMS

was used for the Australian Sports Boat National Championships sailed as part of the 2008 Skandia Geelong Week.

SMS is a modified version of the successful Australian Measurement System (AMS) used for club and interclub events in Victoria, where Yachting Victoria administers it. Some 200 to 300 keelboats have been measured to AMS.

ASBA secretary Cam Rae explained to *Offshore Yachting* that sports boat owners had been looking for a more methodical system of handicapping their boats rather

than an arbitrary system that had developed around the old Trailable Yacht system. "The concept of SMS is to measure and correctly handicap the latest lightweight sports boats but also attract the older boats back into the fleets", he said.

"The Australian Sports Boat Association approached Yachting Victoria and asked could we use a modified version of AMS. They have been helpful and it means boats can get a rating certificate for just \$40, but

**"SPORTS BOATS ARE THE MOST EXCITING RACING BOATS AROUND. THEY DELIVER MORE BANG FOR YOUR BUCK THAN ANY OTHER RACING KEELBOATS AND THE FORMATION OF OUR OWN CLASS ASSOCIATION WITH A SINGLE RATING CERTIFICATE HAS ENCOURAGED MANY MORE SAILORS TO JOIN THE REGATTA CIRCUIT."**





more importantly, Yachting Victoria said they would be happy to make further modifications if considered necessary.

“SMS proved most satisfactory in the Nationals at the 2008 Skandia Geelong Week with only a couple of minutes, sometimes just seconds, between the top seven in the fleet of 22.

“SMS has also been used at the Geographe Bay Regatta in Western Australia and we hope to see it used for sports boat club and regatta racing in all States”, Rae added.

He explained that SMS was a simple weigh and measure system. Each boat is weighed, with accurate measuring undertaken of the length overall, maximum beam and draft along with the sail plan, including the large asymmetric spinnakers favoured by most sports boats. “Gone is the debate over variations in hull weight of similar sports boats”, said Rae.

The ASBA is looking at crew weight rules. Other changes in the wind in talks with Yachting Victoria are high roaches and larger asymmetric spinnakers.

The rules of the ASBA for sports boats set a maximum LOA of 8.5 metres and a maximum beam of 3.5 metres, and that they must be trailable to an event.

“We expect a wide range of boats from Queensland, Victoria and

New South Wales to enter Airlie Beach Race Week, including Bethwaite 8s, Thompson 8s, Melges 24s, Thompson 7s, Elliott 7s, Sports 8s (a production version of the original Bethwaite 8) along with some new one-off boats”, added Rae, who will be trailing his own Thompson 8 *Weapon of Choice* north to Airlie Beach in August.

“Sports boats are the most exciting racing boats around”, Rae said. “They deliver more bang for your buck than any other racing keelboats and the formation of our own class association with a single rating certificate has encouraged many more sailors to join the regatta circuit.

“Yachting Victoria has been very supportive of our efforts to get a uniform national rating system, which is now being used in every Australian state. We would love to see it spread to Asia and New Zealand, so we can run Asia-Pacific Championships in years to come.”

For further information visit [www.asba.org.au](http://www.asba.org.au) O





## A STRONG FLEET OF SUPER 30s IS APPEARING WITHIN THE CYCA RANKS

words: Justin Graham

**S**ports boats – low displacement, high-performance keelboats – have become the fastest growing group of sailboats on Sydney Harbour over the last three years. What is a sports boat? Traditionally, they have been defined as lightweight trailerable keelboats with retractable keels and deck mounted masts. However, in Sydney over the last couple of years, boats known as Super 30s have merged fleets with the sport boat ranks in most events on the Harbour.

While Super 30s are larger and feature fixed keels, they are all relatively light displacement boats and run exclusively asymmetric spinnakers off bowsprits. They enjoy sailing on inner harbour courses designed to make the most of their down wind speed and manoeuvrability.

Common sports boat classes include Thompson 7s, 8s along with Young 780s and Magic 25s. The Super 30s are made up of a variety of Hicks, Mumm 30s, Flying Tigers and even Sydney's only JS9000.

These styles of boats have been on the Harbour for many years with most clubs featuring two or three sports boats or low displacement downwind flying 30 footers amongst their fleet, but what brought together was the Sydney Amateur Sailing Club's inaugural Super 30 Series sailed out of Mosman in 2005. With 21 races scheduled from mid spring through to early autumn, 28 boats signed up to compete in its first year. With races being run most Saturdays starting at 1pm, the appeal of racing inshore around the Harbour in Sydney's summer sea breezes was an obvious attraction. The central location of the course made it viable for boats from Balmain to Middle Harbour to attend each week.

The cementing of the fleet's popularity came with the inaugural Audi Sydney Harbour Regatta in 2006 where Sports Boats/Super 30s were granted their own division. With 17 participants, it was the second biggest division at the regatta. By the 2008 event the division had grown to a staggering 33 entrants requiring the fleet to be broken into two starts.

Many sailing districts around the world have tried to get such a concept off the ground with little success. SASC's Sailing Secretary Guy Irwin puts the success he has had in Sydney to the following: "Firstly, we realised that there were a number of these boats spread across Sydney that were sailing in fleets against boats much larger than them and we knew that they weren't happy with that situation.

"After meeting with a few of the skippers and discussing their needs and aspirations we soon realised that these sailors were of a slightly different mind-set to your normal keel boat sailors as most had come from a background of small fast boats like skiffs.

"Super 30-type boats was the next progression for them, but most clubs did not recognise their individuality and couldn't come to grips with the performance of the boats. Subsequently, they just put them into their bigger boat divisions."

The CYCA has supported the owners of these boats division by making Division E of their very popular Audi Winter Series exclusively for sports boats and Super 30s. This has allowed the longstanding rivalries that have now developed amongst this class to continue in the light winds and occasional southerly buster.

Most of CYCA's fleet of sports boats live on the Olympic hardstand that sits on Rushcutters Bay between the CYCA clubhouse and RANSA. Justin Graham's *Jet* (formerly *Arrow*), Nathan Smith's *Froth & Bubble* (reigning SASC Super 30 Champion), Matt Fisher's *Greengate* and Vaughn Stibbard's *The Business* all reside on the great facility that has two five-ton cranes and is only a 200 metre walk back to the club.

Other CYCA boats to represent the club are Don Young's *Knakatoa* and Bill Ure's *Hickup*. This summer is shaping up to be an even bigger with the boom of the Flying Tiger class on Sydney Harbour. Already the CYCA has seen five Tigers compete in Division E at this year's Audi Winter Series. ○

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# BY NAME, *by nature*

BAVARIA'S 40 CRUISER IS A BIG-HULLED,  
GENEROUS BOAT THAT PROVIDES  
COMFORT AND EASY SAILING

*words: Barry Tranter*







The inboard dinette bench is close to the galley, so you can lean against it when the boat heels.

Photo: Courtesy Bavaria Yachts Australia



The straight-line galley leaves room for two cabins.

Photo: Courtesy Bavaria Yachts Australia

**THIS BOAT HAS ALL THE SPACE THE AVERAGE USER COULD POSSIBLY NEED. IT IS ROOMY AND COMFORTABLE WITH ENOUGH STORAGE ROOM TO BE A PROPER CRUISER, NOT JUST A PRETEND CRUISER WHOSE MAIN ROLE IS REALLY THAT OF WEEKEND SOCIAL PLATFORM. YOU COULD GO PLACES ON THIS BOAT**

It is good to meet a boat that has an uncompromised label; the Bavaria 40 is a cruiser, pure and simple. Freed of the constraints of trying to produce a cruiser/racer (some of which are neither fish nor fowl), the designers were free to produce a boat whose *raison d'être* is to take its human cargo places in a civilised fashion. The consequence of this brief is that the 40 is a supremely logical boat in design, layout and equipment. It is as roomy as a 40-footer of conventional profile can be, it sails well and it is easy to handle.

The first thing we all do when we go on a new boat is to go below. Why? In my case, habit. Below on this boat is worth a visit. This is a big, big 40-footer. The three-cabin layout has the owner's cabin forward with an ensuite, and there are two mirror-image cabins aft. To the rear of the saloon is the boat head, a large bathroom with a separate shower area.

This arrangement – two cabins and two heads, one aft – is made possible because the designers bit the bullet and opted for a straight-line galley on the portside in the saloon. The straight-line galley is often a compromise because it can be difficult to use at sea. The Bavaria designers overcame that by placing the inboard dinette seat close enough to the work area for the cook to lean against. You can rustle up food even if you're heeled on port tack.

The forecabin on this particular boat was modified to match later specifications, where the bunk is asymmetric and is two metres long on the starboard side, shorter to port. Both occupants should be able to get in and out without disturbing the other. All cabins are big and feature room to stand, headroom when in bed, and each has a bench where you can sit to put on your socks or simply contemplate the universe.

Storage throughout is remarkable, perhaps the best I have seen. There are lockers everywhere, in cabins, galley and saloon. And there are no less than eight opening deck hatches with blinds, six opening ports with curtains and six fixed hull ports. You can get fresh air into the cabins, vital in the Aussie climate.

The hull is cored above the waterline, solid fibreglass below, with Kevlar



reinforcing in the bow area. The keel is cast-iron, a low-aspect fin with bulb. A lead keel, slightly deeper, is an option.

The cockpit, a boat's real living area, is also very logical. The twin wheels enable people to move easily from the transom through the cockpit. The helm positions are excellent; each side there are foot braces and you can sit on the sidedeck and wedge yourself into the corner of the pushpit.

The helmsman can also handle the mainsheet. Bavaria have adopted the so-called German system which grew out of racing practice where the mainsheet is split and led down each sidedeck to a winch right in front of the helmsman. This means that, when sailing short-handed, the skipper can winch on or dump the mainsheet as needed.

Dan Jones from Bavaria Yachting spent a day single-handing this boat and reports that the optional extras – autopilot, chart plotter and in-mast furling – made her easy to sail solo.

There's a compass on each steering binnacle and the instruments are mounted in the aft face of the cockpit table pedestal.

You can have a 55hp Volvo Penta but this boat had the standard 40hp. Bavaria's Jamie Millar, who has motored the 40 up the coast on delivery trips in quiet weather, reckons the 40 cruises happily at seven knots at 2500 rpm, more than adequate. The Volvo has a three-blade folding prop, part of company's sailaway package.

Dan reports that buyers have come back to the optional mast-furling system during the past two years as the engineering has improved over

The asymmetric bunk is two metres long on the starboard side.

older systems, which could be unreliable. The mainsail has vertical full-depth battens, running from leech to boom, and rolls and unrolls easily. Dan estimates the straight-line roach costs eight to ten per cent of sail area over the now-traditional battened main with lazyjacks and boom bag.

This is a cruising boat, so of course we took her in a race, Division 2 of the Royal Prince Alfred Wednesday event on a cold afternoon in July. We did not have a great start, then had good reaching speed to pick up the leaders, but we were the most leeward boat and those to windward caught the SW gusts before we did and got away. It was great to watch two 11-Metre One Designs match-race each other throughout, wriggling all over Pittwater in the search for pressure.

Without a spinnaker pole, we struggled on the light-air square runs. There was no pole because this boat was fitted with an optional Selden prodder, which bolts to the foredeck and services the MPS (multi-purpose spinnaker) that cruising sailors prefer to a conventional kite as it's so easy to control.

We pointed well however, and went much better when the breeze kicked in. This was a relaxed crew; halfway up the long first beat someone realised the mainsheet traveller was well to leeward. The traveller control lines can be led to the coachroof winches. The genoa cars can be adjusted by lines led back to the cockpit, important for performance, and for easy adjustment when the sail is part-furled.

The only handling problem was that the framework for the bimini got in the way for high-speed action with the mainsheet winch. Practice sorted that out.



Photo: Barry Tranter

The cockpit is long and very wide. Beneath the cockpit seats each side is a large locker, which is good to see. I would add one of those fabric winch handle stowage bags. On the Bavaria 40 the life-raft stows on deck. The bigger Bavarias, from the 43 up, have transom lockers.

This boat has all the space the average user could possibly need. It is roomy and comfortable with enough storage room to be a proper cruiser, not just a pretend cruiser whose main role is really that of weekend social platform. You could go places on this boat. Dan reports that she slams very little when offshore as the bow is quite veed.

Like all Bavarias, she is great value for money. Bavaria's sailaway price is \$319,500, which includes anchor and chain, sail cover and lazyjacks, the folding prop and electric anchor winch.

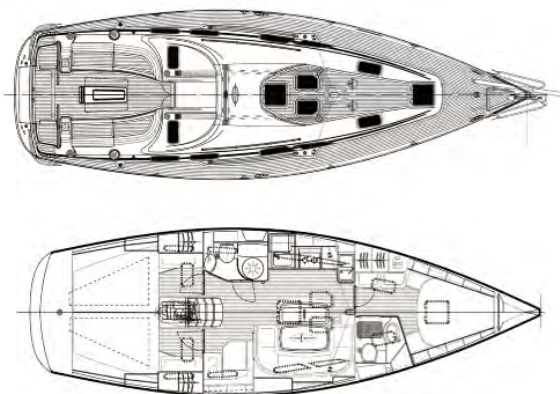
This is a supremely logical boat. By logical I mean it all makes sense, which ultimately leads to comfort both below and in the cockpit. And a boat that makes sense is easy to live with.

For further information phone Bavaria Yachting Australia +61(0)2 9998 9600 or visit [www.bavariayachts.com.au](http://www.bavariayachts.com.au)



Photo: Barry Tranter

## TECHNICAL SPECIFICATIONS



|                                |                    |
|--------------------------------|--------------------|
| 12.35m                         | LENGTH OVERALL     |
| 11.99m                         | LENGTH OF HULL     |
| 3.99m                          | BEAM               |
| 1.90m                          | DRAUGHT (STANDARD) |
| 8,500kg                        | DISPLACEMENT       |
| 2,600kg                        | BALLAST            |
| (Volvo Penta D2-40) 30 KW/40hp | ENGINE             |
| 360l                           | WATER CAPACITY     |
| 210l                           | FUEL CAPACITY      |
| 3                              | CABINS             |
| 88.1 sq m                      | MAINSAIL AND GENOA |
| \$319,500                      | PRICE              |

Jeanneau 36i Performance

PANACHE AND

*performance*



THE JEANNEAU SUN ODYSSEY 36i PERFORMANCE CRUISER/RACER HAS ARRIVED AND WITH CHARACTERISTIC FRENCH FLAIR HAS BEEN SCORING FULL MARKS IN THE LOOKS DEPARTMENT AND ALSO WHERE IT COUNTS OUT ON THE COURSE

words: Anthony Twibill  
photos: Jeanneau

**S**educing ardent admirers with its style and speed through the water, the Sun Odyssey 36i is a surprisingly racy package that is set to change the impression of Jeanneau in the yacht-racing scene.

*Offshore Yachting* hopped onboard Jeanneau's brand new 'baby' cruiser/racer at the CYCA, currently competing in the club's Audi Winter Series. Storm clouds laden with a potential torrent encircled Sydney Harbour, and I truly thought that I would be propping up the club bar rather than test sailing the gleaming new 36i, aptly named *Sports Bar*. But Huey was smiling on us and during the harbour sail to put this lively Gallic thoroughbred through its paces, not a single drop hit the decks as a window of blue followed us, tack by tack. Divine intervention? Perhaps not, but it does wonders for enjoying a

morning sail if you can hang up the wet weather gear. Ron Jacobs of Sydney-based Performance Boating, the local Jeanneau agents, will be looking to those blue skies as a good omen for this simple-to-sail, surprisingly quick and well-rounded balance between a cruising and a club racing yacht.

French production yachts hold a huge market share of new yacht sales on a global basis. Their fresh, contemporary designs, chic interiors, and quality European build standards have been attracting yachtsmen from around the world for some decades now. Where the French have really made their mark is in well-appointed cruising yachts, and catamarans, more so than their racing brothers. The percentage of French yachts dedicated to racing, whether around the buoys on a harbour or lake, or facing the offshore swells, has been a very





small relative number. Despite the clear separation between cruising and racing versions by some French yacht-builders, the price differential and racing options list has tended to discourage rather than motivate people to choose speed over comfort.

The new Sun Odyssey 36i (the 'i' is for injection-moulded) in its 'Performance' variant is a very capable cruiser/racer for yachtsmen seeking a good turn of speed and lively performance, without sacrificing any of the creature comforts below deck. They first arrived on Australian shores in May last year and 15 have been delivered to date, though only five of those are 'Performance' versions.

Although Jeanneau also offer the 36i in a standard cruising configuration, the 'Performance' version is the one to pick if you're considering competitive sailing with your local club, or perhaps taking on the fleets at Airlie Beach, Hamilton Island, Port Stephens, or Geelong.

It is a 'big little boat' for 36 feet with a hull designed by well-known French naval architect Marc Lombard. Carrying the proportionally wide beam of 3.59 metres a very long way aft, in plan form the 36i is shaped as a bullet with virtually no taper in the fat stern section and transom. This great downwind platform provides good buoyancy at sea and gives the yacht impressive reaching and running performance with an SOG of over eight knots achievable in light to medium airs. The wide beam also allows for a very large, comfortable and uncluttered cockpit area that can easily accommodate six to eight, and twin double cabins below decks if required. In more cruising yacht fashion, the traveller and mainsheet are mounted on the cabin roof below the relatively short boom, and while not having the wide traveller run of a typical 'racing' setup on the cockpit floor, it is quite adequate and easily trimmed with all halyards and lines leading to jammers on the cabin roof in a well-labelled, easy setup.

Upwind, the 36i pointed very well despite its beam, due in part to the racing rig adjustments by Performance Boating to close haul the jib sheets to improve sail angle. Acceleration with only the #2 furling headsail was strong and boat speed was regularly above six knots in no more than eight to nine knots of breeze, touching over seven quite regularly as pressure improved with lifts.



The performance version of the 36i differs from its cruising stable-mate in a number of areas, albeit on the same hull and the comfortable and spacious interior for a 36-footer, or 10.69-metre hull length, to be both metric and precise.

The yacht makes the most of its length with a 9.84-metre waterline, thanks to a near plumb bow and stern maximising wetted surface.

The keel of the Performance variant is 2.10 metres, whilst the standard yacht is 1.94 metres, providing improved righting moment, superior performance upwind and a stability curve more than sufficient to see the yacht safely race to Hobart or north to the Whitsundays without an issue.

The Seldon two-spreader mast is also taller at 14.08 metres (compared to the standard 13.75 metres) and includes a spinnaker pole track. The standard sail area is around eight per cent more with 69 square metres versus 63.7 square metres for the cruising yacht. The performance model can also be fitted with a larger masthead spinnaker of 98 square metres. This version also comes factory fitted with spinnaker deck hardware. The rig is Dyform standing rigging with an adjustable 12:1 backstay tackle system to fine-tune the sail shape when working upwind. The performance boat also has the option of a larger wheel, which in practice is a necessity with the wide beam of the yacht, particularly if racing short-handed.

Standard sails specified for on the 36i *Performance* are Mylar Taffeta Quantum tri-radials with a furling Genoa and semi-full battened mainsail but still with lazybag and lazyjacks to make hoisting and dropping sails a snack. There's nothing quite like it after an evening twilight race! When



sails are dropped, it's a quick cruise back indeed with the small 29 hp Yanmar (with folding prop on the performance boat) able to get you back to the marina at a good eight knots when pushed. This in itself is a demonstration of the efficiency of this 5,700-kilogram hull.

As for all yachts with aspirations to race well, the Sun Odyssey 36i needs

**THE NEW SUN ODYSSEY 36i (THE 'I' IS FOR INJECTION-MOULDED) IN ITS 'PERFORMANCE' VARIANT IS A VERY CAPABLE CRUISER/RACER FOR YACHTSMEN SEEKING A GOOD TURN OF SPEED AND LIVELY PERFORMANCE, WITHOUT SACRIFICING ANY OF THE CREATURE COMFORTS BELOW DECK**

to rate well under handicapping. A TCC of 1.012 under IRC for a current racing performance version of the yacht demonstrates its competitiveness, given a good skipper and crew aboard.

Racing aside, this 'big little boat' is as impressive downstairs, with a large double berth forward of a very spacious saloon for a 36-footer, and then a choice of either twin double cabins aft, with small head, or a single larger double cabin aft, with a huge storage area and larger head with shower stall to port. There's up to two metres of headroom, lots of light from the many windows including a large one inset in the hull, and a luxurious ambience to the fit-out. Although not a large cruising yacht, there is more than enough room for a cruising couple or two, to be very comfortable when cruising in the slow lane, rather than racing around the cans. And speaking of cans, this 36-footer has one of the biggest fridges you are likely to come across, so whether for the business of yacht racing or pleasure, this new French offering seems to offer the best of both worlds – and at a price to suit our more temperate times.

For further information Tel: Performance Boating Sales on +61 (0)2 9979 9755, Euroyachts on 1800 989 888 or visit [www.euroyachts.com.au](http://www.euroyachts.com.au) **O**

## TECHNICAL SPECIFICATIONS



|            |                           |
|------------|---------------------------|
| 10.94m     | LOA                       |
| 10.69m     | HULL LENGTH               |
| 9.84m      | LWL                       |
| 3.59m      | BEAM                      |
| 5,700kg    | DISPLACEMENT (LIGHT LOAD) |
| 2.10m      | DRAFT                     |
| 1546kg     | KEEL WEIGHT               |
| A8/B10/C12 | CE CATEGORY               |
| 31 sq.m.   | MAINSAIL                  |
| 38 sq.m.   | GENOA                     |
| 98 sq.m.   | SPINNAKER (OPTIONAL)      |
| \$254,000  | PRICE FROM                |

# CHANGING GEARS

The interior is based on the Alfa Romeo 8C sports car

AFTER SIX YEARS OF SAILING AT THE LEADING EDGE OF INTERNATIONAL MAXI YACHT RACING WITH HIS MAXI AND SUPER-MAXI YACHTS *ALFA ROMEO* AND *ALFA ROMEO 2*, NEVILLE CRICHTON IS DOWNSIZING – BUT STILL RETAINING THE ALFA ROMEO MARQUE

words: Peter Campbell

**T**he Sydney-based New Zealander has dominated maxi boat racing in the Mediterranean with his 90-footer and his 100-footer, both named Alfa Romeo, sailing the latter to line honours in a remarkable 135 races.

In contrast to the super maxi, Crichton's new racing yacht is a 69-foot mini maxi named *Alfa Romeo 3*. His objective is closer racing competition.

*Alfa Romeo 3* will make her racing debut in the new Mini Maxi Division of the Maxi Yacht Rolex Cup at Porto Cervo, Sardinia, from September 1-6.

However, she will be sailed there by the Ericsson Volvo Round the World team, headed by Torben Grael.

Neville Crichton will skipper his 100-footer *Alfa Romeo* in the Maxi Division, but will take command of *Alfa Romeo 3* for the *Les Voiles de Saint-Tropez* regatta in France at the end of September. He plans a full campaign with the smaller boat in the Mediterranean in 2009.

Like her predecessors, *Alfa Romeo 3* in every respect is at the cutting



edge of yacht design, engineering and construction, and in rig and sail design and in sailcloth. With a conventional bulb keel, she is a striking-looking racing boat, with a long bowsprit protruding from a powerful, beamy hull driven by a sweptback spreader rig.

Designed specifically for competition in the Mediterranean, the hull is exceptionally light and the total weight fitted with engine, deck gear and rudder when leaving Sydney was just 3.8 tonnes. Her racing displacement will be about 15 tonnes.

Weight has been saved in every possible way. A new lightweight foam was used in the sandwich foam of the hull, while almost every metal fitting on the boat is titanium, including the pulpit, pushpit and deck stanchions. The weight saving has even been extended to the colour of the hull, which, unlike the silver-painted *Alfa Romeo* maxis, is plain white – saving 15 kilos in the weight of paint.

However, it is below decks that is the real eye-catcher, in style and



Photo: Johan Palsson



Photo: Johan Palsson

**LIKE HER PREDECESSORS, ALFA ROMEO 3 IN EVERY RESPECT IS AT THE CUTTING EDGE OF YACHT DESIGN, ENGINEERING AND CONSTRUCTION, AND IN RIG AND SAIL DESIGN AND IN SAILCLOTH. WITH A CONVENTIONAL BULB KEEL, SHE IS A STRIKING-LOOKING RACING BOAT, WITH A LONG BOWSPRIT PROTRUDING FROM A POWERFUL, BEAMY HULL DRIVEN BY A SWEPTBACK SPREADER RIG**

colour. The engine box, for example, is painted a rich metallic red that appears black from an obtuse angle. The paint appears to be constantly changing colour.

In fact, sitting at the navigation console is like being in the driver's seat of the limited edition Alfa Romeo 8C sports car and it is from the preproduction concept 8C that the engine cover's colour is taken. The Alfa concept can be seen throughout, even to car badges at strategic places on the deck and a companionway that looks like the grille of an Alfa.

Why, after years of campaigning boats among the biggest and fastest racing yachts in the world, is the New Zealand speed enthusiast – in cars and boats – downsizing?

"I would have loved to have built another 100-footer, but the level, quality and quantity of competition in this class is simply not at the level at which I would wish to continue competing", Crichton said in Sydney after returning from successes in the Giraglia Rolex Cup and Super Yacht regattas in the Mediterranean with his 100-footer *Alfa Romeo*.

"There are probably 10 yachts in this class in the world that are competitive, but it has proven very hard to get a reasonable number of them, let alone all of them, together for the same event.

"With mini maxis, there will be more of them built and this means strong, more varied fleets, and that's the sort of racing in which I wish to compete.

"I'm confident that the mini maxi class of yachts between 60 and 79 feet LOA will become very popular, with several yachts in this class being built, making for very some competitive sailing", Crichton added. "At the same time, this class of boat is still large enough, in the right event and under the right conditions to take line honours."

Like its predecessors, *Alfa Romeo 3* is a Reichel/Pugh design built in Sydney by McConaghy Boats. The hull and sails, from North Sails Australia, left Sydney by ship on 2 July for Genoa, Italy, from where it will go to Antibes in France to be fitted with the keel, mast and rigging under the supervision of project manager and boat skipper Wade Morgan. A former America's Cup sailor, Morgan has been a regular crewmember of *Alfa Romeo*. He also crewed on *Rosebud*, the US-owned overall winner of the 2007 Rolex Sydney Hobart Yacht Race, one of three Australians in the crew.

"I have now had four boats designed by Americans Reichel/Pugh and I am extremely pleased with the quality of their designs and the support I have received from them", Crichton commented. "There are only three designers in the world who could produce a yacht of this quality and the success rate we have had with the previous yachts speaks for itself. So they were the obvious choice.

"Likewise, this is the fourth boat built for me by McConaghy Boats, along with sails from North Sails in Sydney, and they have maintained their quality products with *Alfa Romeo 3*", he added.

#### RACING PROGRAM

*Alfa Romeo 3*'s first campaign will be the Mini Maxi Division of the Maxi Yacht Rolex Cup to be sailed out of Porto Cervo, Sardinia, from September 1-6. However, Crichton will skipper the super maxi *Alfa Romeo*, now extended to 100 feet LOA, at Sardinia, while *Alfa Romeo 3* will be sailed by the Ericsson Volvo Round the World Race team with Torben Grael as skipper. Wade Morgan and Michael Coxon Jr, the two-times World 18-footer champion, will also sail on *Alfa Romeo 3*. Crichton and his *Alfa Romeo* crew will race *Alfa Romeo 3* in the *Les Voiles de Saint-Tropez* regatta in France on September 26 and in 2009 will campaign the 69-footer throughout the northern hemisphere summer.

#### DESIGN

Reichel/Pugh designed *Alfa Romeo 3* to comply with the new Mini Maxi Division for the 2008 Maxi Yacht World Cup (basically 60 to 79 feet LOA with conventional fixed keel), electing for a 69-footer as the optimum size under IRC ratings. *Alfa Romeo 3* follows their design of a similar-sized mini maxi, *Bella Mente*, for a US owner, which was launched in May 2008. With a long protruding bowsprit for asymmetric spinnakers, the hull is powerful and beamy with a deep, conventional bulb keel. To achieve stability with the fixed keel, the beam of the 69-footer is almost the same as the 100-footer. The rig is swept back, thus eliminating backstay runners, but adding new challenges in rig set-up before each race.

#### CONSTRUCTION

With High Modulus as the engineers, McConaghy Boats built the hull, their fourth big boat for Crichton and their 14th maxi or mini



Alfa Romeo 3's sistership *Bella Mente*. Note her bowsprit and her beam

Photo: Amory Ross

maxi yacht built in carbon fibre composite. Using a male mould, the hull is carbon fibre over Nomex honeycomb, with Corecell foam in high load areas. Weight has been saved wherever possible, with titanium used in all metal fittings.

#### KEEL AND RUDDER

The keel and bulb for *Alfa Romeo 3* has been built in Italy using Weldox 900 stainless steel for the keel. The bulb weighs about 7,500 kilograms. The rudder, built by McConaghy Boats, is a solid, high modulus blade, with hollow rudder stocks. A French company, JP3, built the titanium rudder bearings.

#### ENGINE

With no hydraulics needed for a canting keel, the engine is a Fiat marine diesel. As they did for *Alfa Romeo 2*, McConaghy Boats have designed a propeller retraction unit, which lifts the four-blade fixed prop back into the hull, leaving a flush surface when under sail.

#### MAST AND RIGGING

Southern Spars built the superbly finished and shaped carbon fibre mast, which will tower 31.5 metres above the deck. They also made the EC6 carbon rigging, which is 30 per cent lighter than the once conventional stainless steel rigging and even lighter than carbon fibre rigging. The rig will be fitted to the yacht in Europe. With sweptback spreaders, no backstay runners are required, but the crew has the ability to adjust mast rake before a race with the use of a shims under the mast step and by adjusting the forestay for tensioning or softening the rig.



Photo: Amory Ross

**"UNLIKE THE 100-FOOT CANTING KEEL ALFA ROMEO, THE APPARENT WIND WILL NOT BE AS FAR FORWARD, SO WE HAVE MADE DEEPER SPINNAKERS", SAID MICHAEL COXON. "IT WILL BE A MUCH DIFFERENT BOAT TO SAIL, A VERY POWERFUL HULL IN WHICH CREW WEIGHT AND THE BEAM OF BOAT WILL BE THE KEY TO STABILITY, RATHER THAN A CANTING KEEL"**

#### SAILS

North Sails Australia have once again provided the 16-sail inventory for *Alfa Romeo 3*, designed by their principal designer Keith Lorenz and project managed under the watchful and experienced eye of Alby Pratt. The 3DL working sails were constructed in the US and downwind panel sails at their company's recently expanded loft in the Sydney suburb of Mona Vale. Lorenz combined his spinnaker design expertise with another North designer, Steve Calder, a member of North International's Performance Resources Group (PRG), who is in charge of sail development for the Ericsson Volvo Race team. Keith and Steve spent



Alfa Romeo 3 leaving Sydney, bound for the Maxi Yacht Rolex Cup in Sardinia

**WEIGHT HAS BEEN SAVED IN EVERY POSSIBLE WAY. A NEW LIGHTWEIGHT FOAM HAS BEEN USED IN THE SANDWICH FOAM OF THE HULL, WHILE ALMOST EVERY METAL FITTING ON THE BOAT IS TITANIUM, INCLUDING THE PULPIT, PUSHFIT AND DECK STANCHIONS. THE WEIGHT SAVING HAS EVEN BEEN EXTENDED TO THE COLOUR OF THE HULL, WHICH, UNLIKE THE SILVER-PAINTED ALFA ROMEO MAXIS, IS PLAIN WHITE – SAVING 15 KILOS IN THE WEIGHT OF PAINT**

a week at Auckland University's wind tunnel, synonymous with America's Cup sail development and testing. The spinnakers for *Alfa Romeo 3* have been made from Cuben Fibre, a hand-made, high-load material developed by a company recently taken over by North Marine Group.

Michael Coxon, managing director of North Sails Australia and also tactician and sailing master aboard *Alfa Romeo*, explained that the sail engineering and design specifications for the beamy fixed keel *Alfa Romeo 3* vary considerably from her larger big sister, the streamline 100 footer, with canting keel.

"Unlike the 100-foot canting keel *Alfa Romeo*, the apparent wind will not be as far forward, so we have made deeper spinnakers", he said. "It will be a much different boat to sail, a very powerful hull in which crew weight and the beam of boat will be the key to stability, rather than a canting keel."

Coxon said that while the sweptback spreader rig eliminated the need for runners, it also meant it would be more complex in tuning the rig for specific conditions.

"Before the race, we will be able to adjust mast rake and rig tensions via hydraulic rams which adjust the forestay length and shims under the mast step, increasing the tension or softening the rig according to the wind forecast. That will be OK for a short race, but in long races it could present some difficulties with weather changes", he said.

#### BELOW DECKS

McConaghy Boats managing director Jon Morris, who regularly races

with Neville Crichton on his maxi yachts, designed the striking interior of *Alfa Romeo 3*.

"Knowing Neville's passion for high performance cars, I decided to create an interior based on the Alfa Romeo 8C sports car", he says. "We collected all the information we could about the 8C to develop the styling, with Steve Moxham doing a lot of the shaping for the final moulds. The Alfa concept begins as one descends the companionway – it resembles the grille of an Alfa, even with an Alfa badge at the top. Seated at the navigation station is like being in the seat of an 8C, with twin silver-painted bucket seats facing a silver console set into a streamlined engine box painted with Standex Water Bourne 'Red Rocket', a translucent metallic red on a black base with a clear polyurethane over the top."

The 8C concept is carried on even to the crew pigeon holes behind the settee/bunks on either side of the long cabin, to the to galley and to the hanging saloon table. The cabin sole completes the styling with its chequered plate look.

#### CREW

With a conventional keel, *Alfa Romeo 3* will use its wide beam and crew weight for stability and it is likely she will carry a crew of 20 to 21 sailors, much the same as the 100-foot canting keel *Alfa Romeo*.

#### MINI MAXI DIVISION

The concept of a Mini Maxi Division within the Maxi Yacht Rolex Cup came into being at a meeting of maxi yacht owners following last year's event in which the 98-foot *Morning Glory* covered the smaller 63-foot *Loki* in the final and deciding race to the extent that *Loki* was forced back down the fleet and out of an overall win. As a result, two divisions have been created for this year's Maxi Yacht Rolex Cup – the Maxi Division is now for yachts between 80 feet and 100 feet LOA, the Mini Maxi Division for yachts between 60 feet and 79 feet. ○

#### TECHNICAL SPECIFICATIONS

|                    |                     |
|--------------------|---------------------|
| 21.4 m             | LOA                 |
| 5.08m              | BEAM                |
| 4.80m              | DRAFT               |
| 14,700 kg          | DISPLACEMENT        |
| 132 sq.m           | HULL AREA           |
| 94 sq.m            | DECK AREA           |
| 31.5m above deck   | MAST HEIGHT         |
| 226 sq.m           | UPWIND SAIL AREA    |
| 480 sq.m           | DOWNWIND SAIL AREA  |
| 27.8m              | JM                  |
| 8.15m              | J                   |
| 29.2m              | P                   |
| 10.3m              | E                   |
| 2.17m              | BAS                 |
| 31.65m             | ISP                 |
| 11.35m             | STIL (SPRIT LENGTH) |
| 15 tonnes (approx) | TOTAL WEIGHT        |

Divers can upload their whale shark photos to the ECOCEAN website ([www.whaleshark.org](http://www.whaleshark.org)), where its distinctive spot pattern will be analysed and the fish identified.

# Stars IN THE SEA

THE MIGHTIEST FISH IN THE OCEANS IS ON A HIDING TO NOTHING – UNLESS MARINE RESEARCHER BRAD NORMAN CAN FIND A WAY TO STUDY AND PROTECT IT

words: Julian Cribb

photos: Rolex Awards/ Kurt Amsler

**B**efore the swimmer's eyes, glowing flecks shine like stars eerily transposed into the depths of the sea. Through a blue-dark veil of water, a huge shape gradually resolves itself, rising slowly and majestically to the surface.

After hundreds of sightings, Brad Norman's blood still thrills as the great, spotted whale shark comes into view, gliding effortlessly forward, its pale, metre-wide mouth agape to scoop up thousands of litres of protein-rich sea water. "When they're down deep, they resemble a starfield under water", he says "As you swim above, the shark's body seems to disappear and its white spots light up like stars in the night sky. It's an awe-inspiring sight."

It's an experience shared by thousands of ecotourists, boat owners and divers worldwide, who are taking part in Brad's global project to study and protect the world's largest fish in what may well be the world's largest 'citizen science' project.

Brad Norman has dedicated most of his adult life to the pursuit, identification, understanding and protection of the world's largest fish, *Rhincodon typus*, the aptly named whale shark. Reaching 18 metres in length, the huge beast resembles nothing so much as "a bus under water",

he says. Yet an animate, placid, occasionally inquisitive bus, pursuing its mysterious life across tens of thousands of kilometres of open ocean.

First recorded in 1828, only 350 whale sharks were sighted in the ensuing 150 years. Now growth in dive tourism has brought a surge in sightings. Yet the whale shark remains elusive, and the World Conservation Union (IUCN), which engaged Brad to assess the species, rates it 'vulnerable to extinction'. Only a handful of countries actively protect it.

Brad is determined to find out far more about these fish. His visionary campaign involves thousands of 'citizen scientists' worldwide in the photo-identification and conservation of whale sharks, significantly enhancing knowledge of this elusive species. For this he was acclaimed a Laureate in the 2006 Rolex Awards for Enterprise.

Through 2008, Brad is using his Rolex Award money to crisscross the world to other whale shark sites as far apart as Mexico and Mozambique, the Seychelles, Christmas Island, the Galapagos, the Maldives, Taiwan, Thailand, Indonesia, Kenya, Honduras, Belize and the Arabian Gulf, training local marine and tourism managers in how to identify and conserve the giant fish.



Brad Norman believes that his web-based, citizen science project to track whale sharks globally by their spots will help guarantee the gentle giants' future.



The spots on whale sharks (such as this one photographed at Ningaloo Reef in Western Australia) are as distinctive as fingerprints.



So far, his citizen scientists have helped identify over 1,000 individual whale sharks, out of more than 12,000 images submitted to the web site. Most came from Western Australia, where analysis now indicates the population is in good health – allaying earlier concerns.

The whale shark is one of only three sharks that are filter-feeders, using gill rakers to scoop up krill (shrimp), small fish and other tiny ocean life as its sole source of sustenance. It has never been known to attack humans.

Tagged individuals have been tracked for 13,000 kilometres across the Pacific, and 3,000 kilometres in the Indian Ocean. It has an uncanny instinct for locating food concentrations. It is sighted at more than 100 places around the globe yet the whale remains so cryptic almost nothing is known of its abundance, breeding habits or habitat preferences.

It has few natural enemies, though orcas and predatory sharks may attack young whale sharks. Now, however, the whale shark is suffering the insatiable human appetite for seafood. Though not particularly good to eat, its flesh, fins and body parts are offered for sale in Asian fish markets.

Since his first encounter in 1995, in Ningaloo Marine Park, Norman has striven to uncover all he can about this lordly animal, whose ancestry extends

**“I ONCE OBSERVED SEVEN WHALE SHARKS IN AN AREA WHERE THERE WAS A HUGE SWARM OF KRILL, A REAL SOUP OF FOOD IN THE WATER. THEY WERE CHARGING THROUGH IT, MOUTHS OPEN, THRASHING AROUND. THAT WAS A BIG ADRENALIN RUSH. I NEVER FELT FRIGHTENED, BUT I DID KEEP MY ARMS DOWN AND MADE MYSELF SMALL.”**

back 400 million years. “My first encounter seemed quite surreal. There was this huge, living thing coming directly towards me. My eyes were popping out of my head. I almost swallowed my snorkel. I was screaming silently to myself in excitement”, he recalls. “Yet, oddly, I wasn’t afraid. I just floated there, too amazed to swim after him.”

After hundreds of encounters, Norman appreciates many aspects of the whale shark. Its economical three to five kilometre per hour cruising speed is perfect for observation. Though diving as deep as 1,500 metres, it often swims conveniently near the surface. Its placid temperament makes it safe compared with other big sharks. Yet it can also be dynamic: “I once observed seven in an area where there was a huge swarm of krill, a real soup of food in the water. They were charging through it, mouths open, thrashing around. That was a big adrenalin rush. I never felt frightened, but I did keep my arms down and made myself small.

“Even with something as big as a whale shark, you’re not afraid – and nor is it. It is a calming experience. You feel at one.” Swimming alongside its head, Norman has seen its little eye turn, observing him – a glimmer of acknowledgement. “Maybe it just thinks I’m a big morora [sucker fish]”,

Ningaloo Reef in Western Australia, where whale sharks gather every year between March and June.

Whale sharks are filter feeders that eat tiny shrimp such as these.

he laughs. Nonetheless, he respects the shark's brute power, and has assisted in the drafting of guidelines for divers and tour operators worldwide on how to behave around whale sharks.

Norman's first encounter with the whale sharks of Ningaloo was a life-altering experience. The shark was an unknown, and there was little money for its study or conservation. He survived hand-to-mouth on sporadic grants, and funded much research himself. Burning the midnight oil, he mounted national and international campaigns for the whale shark's conservation, emerging as a global expert on the animal and its needs. He helped authorities develop plans for its protection, wrote scientific reports and information for divers and children.

Among his great successes was helping to convince the governments of India, the Philippines and recently Taiwan to officially end the slaughter of whale sharks. The Taiwan ban comes into full force this year. No government in the world now actively sanctions the hunting of the giant fish – though local fishermen still prey on it.

Following a clue provided by an experienced fisherman, Norman's painstaking research managed to prove that every whale shark has a pattern of white spots on its body as individually distinctive as a human fingerprint. This gave him the idea of using underwater camera images as a practical, non-invasive way to identify individuals. In 1999 he set up the not-for-profit ECOCEAN Whale Shark Photo-identification Library on the Internet, a global project to record sightings and images.

In 2002, a US computer engineer and fellow diver Jason Holmberg offered to help organize and automate the ECOCEAN database. He discussed the photo-ID challenge with a friend, NASA-affiliated astronomer Zaven Arzoumanian, whose colleague Gijs Nelemans pointed out that a technique used by Hubble Space Telescope scientists for mapping star patterns known as the Groth algorithm, could be used to identify whale sharks from the unique patterns of white spots on the shark's hide. It took months of calculations and computer programming to refine the algorithm for use on a living creature – but in the end, they gained a breakthrough for biology: a reliable way to identify individuals in virtually any spotted animal population, without tagging or harassing them.

It was also a world breakthrough for wildlife science – so far, scientists have

proposed more than 30 different animals and fish with mottled or patterned hides that can be identified non-invasively using the photo-ID technique.

For survival, whale sharks depend on huge bursts of tiny sea life, which, in turn, reflect the condition of the oceans and their bio-productivity. Since they travel thousands of kilometres to collect food, the demographics of these fish can serve as an indicator of ocean health – and of the human impact on it.

Each new image helps compile a global map of where whale sharks live and their migratory patterns. Contributors receive notice by email of all past and further sightings of 'their' shark. Together, the images are helping to build a global picture of the abundance, health, range and fluctuations of the whale shark

population. "Just about anyone with a disposable underwater camera can now play a part in helping to conserve whale sharks, and so help to monitor the health of the oceans", Norman explains. "It gives people a direct stake in whale shark stewardship."

With the Rolex Award money, Brad Norman is devoting two years full-time to his project, training local authorities, tourism operators and 20 research assistants around the Pacific, Atlantic and Indian oceans to observe, record and protect whale sharks. In this way he is developing the camera as a new tool for 'fishing' for the dwindling giants of the sea.

In 2008, the secret life of the whale shark will be laid bare for the first

**"WHEN THEY'RE DOWN DEEP, THEY RESEMBLE A STARFIELD UNDER WATER. AS YOU SWIM ABOVE, THE SHARK'S BODY SEEMS TO DISAPPEAR AND ITS WHITE SPOTS LIGHT UP LIKE STARS IN THE NIGHT SKY. IT'S AN AWE-INSPIRING SIGHT."**

#### THE ROLEX AWARDS

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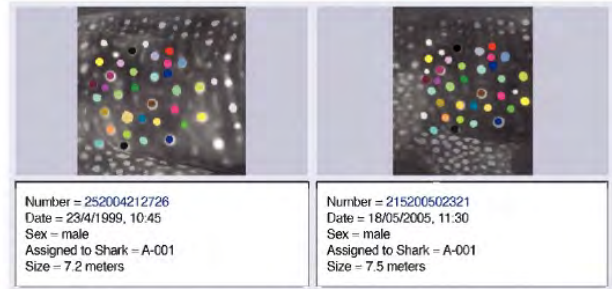




Norman, centre, and his team analyse a diver's photo of a whale shark.



This year, some of the gentle giants who visit Ningaloo are being tagged with 'black box flight recorders' to study their behaviour when out of sight of humans.



These two photos were uploaded to the ECOCEAN Site by different divers in separate places, the one on the left in 1999 and the one on the right in 2005. By analysing the spots, Norman and his team determined that the photos are of the same shark.

time when some of the gentle giants off Western Australia's coral coast at Ningaloo are equipped with 'black box flight recorders' to study their behaviour when out of sight of humans. The project is the result of the collaboration between Brad Norman and another Rolex Laureate, Briton Rory Wilson, who has developed the world's most sophisticated logger for monitoring the activity of animals in the wild.

The logger has been extensively tested on land animals and penguins to measure their activity and energy expenditure – now it is being deployed to study the invisible part of the whale shark's life, in the hope the knowledge

gained will help to preserve the ocean's largest fish.

"The whale shark is worth saving – and we can do something about it", Brad says. "It is a big, beautiful and charismatic animal, and not dangerous. It is a perfect flagship for the health of the oceans."

For further information contact Brad Norman on [brad@whaleshark.org](mailto:brad@whaleshark.org) or visit [www.whaleshark.org](http://www.whaleshark.org) ○

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# DOWN THE RHUMBLINE

## REGATTAS' \$45 MILLION CONTRIBUTION TO QUEENSLAND ECONOMY

SAILING REGATTAS SUCH AS THE MERIDIEN MARINAS AIRLIE BEACH RACE WEEK AND AUDI HAMILTON ISLAND RACE WEEK ARE A MAJOR BOOST TO THE QUEENSLAND ECONOMY

words: Peter Campbell

With many yacht owners and their crews (and families and friends) heading north to the warmer climes of Far North Queensland this month, I began reflecting on the very significant contribution we yachties make to the economy of that state.

An interesting article on the website of the Meridien Marinas Airlie Beach Race Week written by Sean Digby and quoting Russel McCart, managing director of Meridien Marinas and Rear Commodore of the Royal Queensland Yacht Squadron, backed up my thoughts.

McCart estimates that the mid-August regattas such as the Meridien Marinas Airlie Beach Race and the Audi Hamilton Island Race Week, along with other annual regattas, are worth \$45 million dollars to Queensland's economy each year.

Though McCart quotes figures to back up this total, he may be a bit optimistic, particularly when it comes to suggestions that all yachts are big spenders. Quite a few do it on a shoestring. Nevertheless, yachting's contribution is very significant and commercial operators should give it due attention, particularly amid warning of a downturn in general tourism.

"There are five major regattas in Queensland this year with visiting crew, friends and family members, many from interstate, spending up to ten days at each of the destinations", says McCart. "Apart from the money spent preparing the boats, the daily spend by crew and family is significant." McCart estimates the total number of boats involved will be well over 500. "We expect up to 120 entries this year for the Meridien Marinas Airlie Beach Race Week and each of these boats can involve an average of 10 people per boat", he forecasts. Entries for Hamilton Island Race Week had already exceeded 200 when *Offshore Yachting* went to press.

Competition is keen and yacht owners preparing their boat for racing can spend thousands just to get their boats race ready. Many entrants go into competition with new sails, rigging and deck gear to make sure nothing goes wrong mid-regatta – nor indeed on the delivery passages.

McCart refers to Airlie Beach Race Week entrant Brett Whitbread, who has one of the smaller boats, but says his crew spend will be significant. "I'll prepare the boat with two new sails, new rigging costing about \$5,000, but bigger boats will spend up to \$20,000 doing the same thing", says Whitbread. "We're a small crew, so we have only five people spending money on meals and accommodation. Other boats will have up to 15 people. I estimate we'll contribute more than \$20,000 during the week, I reckon others will spend \$40,000 or \$50,000", Whitbread is quoted as saying.

McCart goes on to give a typical cost breakdown of taking a boat north to Airlie Beach, with friends and family also coming along for a great holiday in the Whitsundays.

### TYPICAL BREAKDOWN FOR A 42 FOOT BOAT WITH A CREW OF 10:

|  |  |
|--|--|
| New sails  | \$15,000   |
| Incidentals chandlery  | \$2,500  |
| Extra insurance  | \$1,000  |
| Entry fee  | \$600  |
| Maintenance during races   | \$1,000  |
| Accommodation and meals for 10 crew plus five family members for 10 nights | \$15,000 (Based on \$100 per person per day for accommodation and \$100 per day per person for meals-drinks) |
| On shore spending incidentals by 15 people                                 | \$9,000 (Based on \$60 per person per day for 10 days)   |
| Air fares for five family members to Airlie                                | \$1,500  |
| Total spend for 42 footer with 10 crew and five family members             | \$45,600   |

These figures are, in my view, somewhat optimistic, as many yachties, particularly in the big Cruising Division at Hamilton Island, prefer to live aboard their yachts and self-cater. Of course, most of them do spend quite a bit on after-race drinks at the various bars around the dock. I would venture a boat-spend figure of between \$35,000 and \$40,000 would be more accurate for the average crew on a 40-footer, particularly in the cruising divisions.

| Event                                   | N° of Boats | Average crew | Estimated stay |
|---|-------------|--------------|----------------|
| Meridien Marinas Airlie Beach Race Week | 120         | 10           | 7              |
| Audi Hamilton Island Race Week          | 200         | 10           | 9              |
| Magnetic Island Race Week               | 50          | 10           | 4              |
| Hinchinbrook Regatta                    | 30          | 10           | 4              |
| Brisbane to Keppel                      | 50          | 10           | 4              |
| Brisbane to Gladstone                   | 65          | 10           | 3              |

Clearly, regattas are significant factor in the Queensland economy. Competing (or supporting) does not come cheaply, but I am sure most of us yachties, our families and friends, will feel by the end of August that we have got our money's worth in the beautiful and warm Whitsundays. ○



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# OFFSHORE RACING CALENDAR

## AUSTRALIAN

### AUGUST

- 2-3 Club Marine NSW Youth Match Racing Championship, CYCA
- 9 Sydney to Pittwater, SSAA
- 9 WA State Match Racing Championship, RPYC
- 10 Pittwater to Sydney, SSAA
- 14-21 Meridien Marinas Airlie Beach Race Week, WSC
- 23-30 Audi 25<sup>th</sup> Hamilton Island Race Week, HIYC
- 25-29 Australian Team Racing Championship, RFBYC
- 30-2/9 Australian Women's Match Racing Championship, FSC

### SEPTEMBER

- 5-9 Australian Match Racing Championship, RPYC
- 5-10 Magnet Island Race Week, QLD
- 6 Royal Sydney Yacht Squadron 2008-2009 Season begins, RSYS
- 6 Sydney Amateur Sailing Club Opening Day, 2008-2009 Season, SASC
- 21 Royal Sydney Yacht Squadron Opening Day Celebrations & Sail Past, RSYS
- 13 SASC Lion Island Race, SASC
- 17-21 Australian Youth Match Racing Championship, ISAF Grade 3, CYCA
- 21 CYCA Season Opening Day, 13<sup>th</sup> Monica Geddes Memorial Trophy, Sydney Harbour Islands Race, CYCA
- 26 Blue Water Pointscore Ocean Race, 52<sup>nd</sup> Janzoon Trophy, 33<sup>rd</sup> George Barton Trophy, Bird Island Race, CYCA
- 27 Ocean Pointscore, Lion Island Race, CYCA

### OCTOBER

- 1 Wednesday Summer Series begins, RPEYC
- 1 St Arnou Wednesday Twilight Series (non-spinnaker) begins, CYCA
- 3-6 Sydney 32 & Sydney 38, Spring Twilight Regatta, RSYS
- 3 Rolly Tasker Sails Pittwater to Port Stephens Race, SAAA
- 4 Short Ocean Pointscore Race, 41<sup>st</sup> Rubber Kellaway Plate, MHYC
- 10-14 Etchells, Dragons, Spring Twilight Regatta, RSYS
- 10 Blue Water Pointscore Race, 48<sup>th</sup> Rob Robertson Memorial, 60<sup>th</sup> Kings

- Birthday Cup, Flinders Island Race, CYCA
- 10-12 Peppers Port Stephens Farr 40 Regatta
- 11 RSYS Twilight Series begins, RSYS
- 11 Ocean Pointscore Race, Port Hacking, CYCA
- 13 Mount Gay Monday Twilight Series (spinnaker) begins, CYCA
- 18 Short Ocean Race, CYCA
- 19 Gaffers Day 2008 for Classic Yachts and Yachts which Hoist a Spar, SASC
- 24 X-Yachts & Bavaria Sydney Harbour Regatta, CYCA
- 24-26 Farr 40 Regatta, RPAYC
- 25 Gosford to Lord Howe Island Race, GSC
- 25-26 Sydney 47 Regatta, CYCA
- 24-26 Farr 40 Regatta, CYCA

### NOVEMBER

- 1 Gascoigne Cup Short Ocean Race, RSYS
- 6-7 Beneteau Cup – Beneteau Regatta
- 7 Blue Water Pointscore Race, 46<sup>th</sup> Halvorsen Brothers Trophy, 36<sup>th</sup> Woollahra Cup, Cabbage Tree Island, CYCA
- 8 Ocean Pointscore Race, Botany Bay, CYCA
- 14 Rotary Charity Regatta, CYCA
- 15 Short Haul Race to Pittwater in conjunction with RSYS Morna Cup, CYCA/RSYS
- 15-16 AUSAAC Yngling Women's Regatta, RSYS
- 15-16 Farr 40 Regatta, CYCA
- 21 Short Ocean Race, MHYC
- 24-28 Bavaria Yachts International Youth Match Racing Regatta, ISAF Grade 3, CYCA
- 28-30 Etchells NSW Championship, Gosford
- 29-30 MHYC Short Ocean Racing Championship

### DECEMBER

- 1 Final Mount Gay Monday Series before Christmas, CYCA

# Offshore Yachting

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# MAJOR AUSTRALIAN AND INTERNATIONAL OFFSHORE AND INSHORE EVENTS FOR 2008

- 3 Final St Arnou Wednesday Twilight Series before Christmas, CYCA
- 6 Short Ocean & Ocean Pointscore Races, David Burke Memorial Trophy, CYCA
- 6-9 SIR Regatta, Olympic & Youth Classes, YNSW
- 12-14 Rolex Trophy – One Design, CYCA
- 16 SOLAS Big Boat Challenge, Maxi Boat Harbour Race, CYCA
- 18-21 Rolex Trophy – Rating Series, CYCA
- 26-31 Rolex Sydney Hobart Yacht Race, CYCA
- 27-29 Christmas Regatta, inc Yngling Australian Championship, RSYS

## JANUARY

- 1 Rolex Sydney Hobart Yacht Race Prizegiving, RYCT
- 2-14 Prince Philip Cup, Int Dragon class, RSYS
- 2 Pittwater to Coffs Harbour Race, RPAYC
- 3 Wreast Point King of the Derwent, DSS
- 2-4 United Financial Services Sailing South Regatta, RYCT
- 9-16 Etchells Australian Championship, Adelaide
- 12 Mount Gay Monday Twilight Series resumes
- 14 St Arnou Wednesday Twilight Series resumes
- 17 Short Haul Race – Botany Bay, CYCA
- 24-28 Skandia Geelong Race Week, RGYC
- 26 173<sup>rd</sup> Australia Day Regatta, Sydney Harbour, RSYS
- 26 Short & Ocean Pointscore Races for City of Sydney Cup, CYCA
- 31 Short Ocean Race, CYCA

CLUBS: CYCA (Cruising Yacht Club of Australia) DSS (Derwent Sailing Squadron), HIYC (Hamilton Island Yacht Club), MHYC (Middle Harbour Yacht Club), MYC (Mackay Yacht Club), ORCV (Ocean Racing Club of Victoria), QCYC (Queensland Cruising Yacht Club), RBYC (Royal Brighton Yacht Club), RMYS (Royal Melbourne Yacht Squadron), RPAYC (Royal Prince Alfred Yacht Club), RFBYC (Royal Freshwater Bay Yacht Club), RPYC (Royal Perth Yacht Club), RPEYC

(Royal Prince Edward Yacht Club), RGYC (Royal Geelong Yacht Club), RSYS (Royal Sydney Yacht Squadron), RYCT (Royal Yacht Club of Tasmania), SSAA (Shorthanded Sailing Association of Australia), FSC (Fremantle Sailing Club), TYC (Tamar Yacht Club), SASC (Sydney Amateur Sailing Club), WSC (Whitsunday Sailing Club)

## INTERNATIONAL

### AUGUST

- 9-21 Beijing Olympic Games Sailing Regatta, Qingdao, CHN
- 11-16 International Race – Lake Superior, WI, USA
- 19-26 J22 World Championship, Rochester, NY, USA
- 26-31 Rolex Baltic Week, Travemunde, GER

### SEPTEMBER

- 1-6 Maxi Yacht Rolex Cup, Porto Cervo, Sardinia, ITA
- 8-14 Rolex Swan Cup, Porto Cervo, Sardinia, ITA
- 1-14 Rolex Big Boat Series, San Francisco, USA
- 25 Les Voiles de Saint-Tropez, FRA

### OCTOBER

- 3-4 M30 World Championship, Newport, RI, USA
- 7-12 Bermuda Gold Cup – World Match Race Tour, Hamilton, Bermuda
- 15-25 Rolex Middle Sea Race, Valetta, Malta
- 21-25 Rolex Osprey Cup, St Petersburg, FL, USA

### NOVEMBER

- 8 ISAF Rolex World Sailor of the Year Awards, Madrid, ESP
- 14-22 Raja Muda Selangor International Regatta, Selangor, Malaysia

### DECEMBER

- 9-14 Monsoon Cup – World Match Race Tour, Kuala Terengganu, Malaysia
- 26-31 Rolex Sydney Hobart Yacht Race, CYCA

*If you would like to list your regatta in these pages, email [editor@oceanmedia.com.au](mailto:editor@oceanmedia.com.au)*

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