

offshore

YACHTING

Audi Winter Series GOES DOWN TO THE WIRE

NEVILLE CRICHTON
TALKS ABOUT HIS 2009
ROLEX SYDNEY HOBART

BUYING A BOAT
AVOID THE LEGAL PITFALLS

REVIEWED:

BENETEAU FIRST 40
SEAWIND 1000XL
JEANNEAU 57

PLUS:

DESTINATION - LANGKAWI TO PHUKET
RACING NAV ELECTRONICS

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JEANNEAU YACHTS



AT THE HELM

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

BY THE TIME YOU READ THIS THE AUDI SYDNEY GOLD COAST RACE WILL HAVE BEEN RUN AND WON. AT THE TIME OF WRITING THE FLEET FOR THE RACE IS 81 YACHTS WELL UP ON LAST YEAR'S FLEET. IT IS PLEASING TO SEE THAT THE CURRENT ECONOMIC CLIMATE RECESSION HAS NOT HAD A DETRIMENTAL EFFECT ON FLEET NUMBERS FOR OUR RACES.

The Audi Winter Series 2009 continued to attract the best fleet of yachts of any yachting series in Australia with 217 entries! The series results of many divisions were decided by the last race, clearly a good result for the handicap system. Congratulations to the winners and place getters of the various divisions.

The Sailing Committee intends to host a debrief for the Audi Winter Series 2009 soon so we can continue to fine tune how we run the Audi Winter Series and explain the workings of the handicaps.

Following our recent Annual General Meeting I would like to thank the Board for their support and assistance over the past year. It has been a pleasure to chair such a talented and committed board. I look forward to my third and final term as your Commodore.

Alan Green decided not to stand for board re-election again this year. I would like to thank him for the contribution he has made to the club since joining the board in 1996. During his time on the Board Alan has served as Rear Commodore and Treasurer, and has chaired the Marina and Site, Cruising and Constitution Committees. In his eight years as Treasurer he oversaw the Club's finances following the new marina and clubhouse construction. During these times the Club balance sheet was not strong and needed careful management and good policy to enable the Club to prosper. Alan has also served as a trustee for CYCA SOLAS Trusts and has agreed to continue given that he has been a trustee since inception in 1999. Alan has also agreed to assist with the final stages of getting the draft constitution adopted by the members.

Geoff Cropley has served on the Board from July 1997 to July 2003 and since July 2006. Geoff has been instrumental in the re-launch of the very popular Thursday night members' badge draw. In his time on the Board and as Chairman of the Members Services Committee he has continued to enhance member facilities and benefits.

I would like to welcome David Champtaloup and Nick Kingsmill to the Board. Both David and Nick will represent different sections of the Club on the Board namely Cruising and the Etchells fleet. The combinations of the

varied interests of our members create the unique Club that is the CYCA.

While the last year was very busy and productive for your Board we still have quite a lot of unfinished business. The development approval is yet to be lodged as we are awaiting some final consultant reports to complete the Environmental Impact Statement. Once these reports are complete we intend to submit the DA as soon as possible. The draft constitution is yet to be received by the Board. We will only hold a meeting when the Board is confident of very broad support from the members.

The Board is conscious that sponsorship is a vital part of the Club's revenue base. With that in mind the Board will be focusing on the renewal of current sponsors as well as attracting new sponsors as we have two of our Elliot 6's available for sponsorship.

To mark the 10-year anniversary of CYCA SOLAS Trusts I wish to make two announcements.

Firstly, in conjunction with the St. Vincents Hospital I am pleased to announce the launch of the CYCA Medical Management for Mariners Course (CYCA MMM). This course will take those who have done senior first aid to the point where they can deal with medical emergencies where paramedic or medical assistance is not at hand. St Vincent's Hospital will be running courses soon and bookings can be made at the CYCA Reception. A discount will be available for members.

Secondly, the partnership that we have with the Rotary Club of Sydney Cove and the annual Rotary Charity Regatta held in November each year has been further strengthened by Rotary Sydney Cove making a contribution following the regatta each year to CYCA SOLAS. This gives an extra incentive for yacht owners to donate their yachts for the day as proceeds from the regatta will assist the Children's Hospital, CYCA SOLAS as well as other charities.

I want to wish all those who are going to Airlie Beach and/or Hamilton Island the very best of luck and safe sailing.

I look forward to seeing you at the Club or on the water in the near future. ○

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Open SEASON



It's open season on the regatta circuit over the coming month as this issue previews the popular Queensland race weeks at Airlie Beach and Hamilton Island, all on course to attract big fleets once more. The CYCA's first class Audi Winter Series is drawing to an exciting conclusion as we also round-up the international action from the Farr 40 World Championships, the Rolex Fastnet, island-hopping competition at the Koh Samui regatta, and the high speed ocean racing challenges of the Transpac.

Look out this issue for our overview of the latest yachts on offer at the Sydney International Boat Show. To provide some extra guidance for those who make the plunge into new yacht ownership, check out the Maritime Law column for our legal eagle's tips for what to watch when buying a boat.

Offshore Yachting's Skipper Profile this issue is a timely interview with Neville Crichton who has just smashed the Transpac record so convincingly in his highly optimised supermaxi *Alfa Romeo*. The silverware from the 65th running of the Rolex Sydney Hobart Yacht Race is well and truly in his sights and he's not going to take his eye off it until first into Constitution Dock.

Don't miss our special features on the Admiral's Cup, the latest top-level Racing Electronics, and our Offshore Charters profile on Ocean Dynamics, the Queensland-based charter company who have just added the high-performance Marten 49 luxury cruiser/racer to their charter offerings.

As we approach the warmer months, we tantalise your yachting dreams with three new yacht reviews this issue.

French yachting yard Jeanneau has only just launched their largest and most luxurious sloop to date – the magnificent new Jeanneau 57. *Offshore Yachting* takes a sneak preview.

Australia's own Seawind Catamarans have fine-tuned their popular 35-foot multi-hull, the 1000XL, surely perfecting one of the most enjoyable on water entertainers.

We're also the first to sail the all-new First 40 in Australia, Beneteau's much-anticipated successor to the slippery 40.7 racer/cruiser that has racked up many line honours and corrected time wins on result boards around the country.

Or if you're looking at taking a little time out to cruise far-flung waters, in our Destination feature Rob Mundle suggests you try sailing Phuket.

Whatever your style – racing or cruising – enjoy!

See you on the water.

Anthony Twibill
Publisher/Director

Hillary Buckman
Editor-in-Chief/Director

Introducing the new Hamilton Island Golf Club.



Image: Andrea Francolini



The line of sight navigation and calm protected waterways of the Whitsundays provide the perfect conditions for sailing and Hamilton Island has long been the sailing hub of the region. Now, the completion of the new Peter Thomson designed 18-hole Hamilton Island Golf Club adds yet another dimension to the island experience. Located at the edge of the Great Barrier Reef, the Hamilton Island Golf Club is the only island championship golf course in Australia, offering some of the most

spectacular views of any golf course in the world. The course includes a practice aquatic driving range, putting and chipping greens, golf tuition, pro shop and the stunning golf clubhouse. And when you aren't playing golf, on Hamilton Island you can choose from a range of accommodation including the world-class luxury of qualia, fine food and wine and a host of other activities. Book your tee-time now. Call Hamilton Island on **13 7333** or visit **www.hamiltonisland.com.au/golf**





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PHOTO: ANDREA FRANCOLINI

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SAILING MANAGER
JUSTINE KIRKJIAN

PUBLISHER/DIRECTOR

ANTHONY TWIBILL atwibill@oceanmedia.com.au
EDITOR-IN-CHIEF/DIRECTOR
HILLARY BUCKMAN h buckman@oceanmedia.com.au
EDITOR AT LARGE
PETER CAMPBELL 0419 385 028
peter_campbell@bigpond.com
ASSISTANT EDITOR
MATTHEW HENRY mhenry@oceanmedia.com.au
CREATIVE DIRECTOR
MIGUEL TRINITY mtrinity@oceanmedia.com.au
OFFICE MANAGER
NATALIE WISEMAN nwiseman@oceanmedia.com.au
OFFICE JUNIOR
AMANDA KNOBLAUCH aknoblau@oceanmedia.com.au
ADVERTISING AUSTRALIA
GENERAL ADVERTISING ENQUIRIES TO:
offshore@oceanmedia.com.au
EDITORIAL CONTRIBUTORS
ROB MUNDLE
CHRIS CASWELL
JENIFER WELLS
RICHARD 'SIGHTIE' HAMMOND
MARK PRYKE
KEVAN WOLFE
JENNIFER CROOKS
CONTRIBUTING PHOTOGRAPHER
ANDREA FRANCOLINI 0415 873 034
SUBSCRIPTIONS
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NATALIE WISEMAN nwiseman@oceanmedia.com.au
+61 2 9566 1777
ACCOUNTS
HELEN KROL hkrol@oceanmedia.com.au
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CRUISING YACHT CLUB OF AUSTRALIA
New Beach Road, Darling Point NSW 2027
Tel: +61 2 8292 7800 Fax: +61 2 9363 9745
Email: cyca@cyca.com.au
Website: www.cyca.com.au

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OCEAN MEDIA PTY LTD
Suite 66, The Lower Deck, Jones Bay Wharf, 26 Pirrama Road
Pyrmont Point NSW 2009 Australia
Tel: +61 2 9566 1777 Fax: +61 2 9566 1333
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Website: www.oceanmedia.com.au
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Rudd Government Stimulus Package offers **50% Investment Allowance*** on Small Business Charter Boats

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*As part of the 2009 Federal Budget, the government is now offering a 50% investment allowance for small business, which applies to new charter boats purchased before December 31, 2009 and operational by December 31, 2010. Together with strong demand from charterers for catamarans and historically low interest rates, there has never been a better time to start a charter boat business. But hurry as there is only a small window of opportunity as vacancies for charter boats in the larger Whitsunday Charter Fleets are quickly running out.

Listen to a special report Podcast or download the information pack at www.seawindcats.com

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Yachties given real-time access to ocean data

Yachtsmen competing in this year's Rolex Sydney Hobart Yacht Race and other major ocean races around the Australian coast will be able to use laptops to access valuable real-time information on coastal currents, sea temperatures and other vital stats from the continental shelves and open oceans thanks to a new technology from the CSIRO.

For tactical navigators, this could prove vital in winning the major ocean races, with the information from a vast range of marine research sources available for the first time to the Australian public.

Until now, Sydney Hobart Race navigators have based their tactics on pre-race briefings by the CSIRO (and Bureau of Meteorology), printed data and their own temperature tests during the race down the Australian East Coast.

The Australian Integrated Marine Observing System (IMOS) launched public internet access to all of its data holdings at the CSIRO Marine and Atmospheric Research Centre in Hobart recently.

IMOS is a nationwide collaborative program designed to observe the oceans around Australia in both the physical and biological environments. It is coordinated and managed nationally by staff at the University of Tasmania, supported by the CSIRO Marine and Atmospheric Research with \$102 million in Commonwealth funding as well as significant co-investment from state and federal agencies and universities. Primarily, the IMOS internet portal will provide data to support marine research on many of the critical issues facing Australia, most importantly the role of the ocean in climate change and sustainability of marine ecosystems that are under pressure from climate change.

In addition to marine scientists, those to benefit directly will be the navy, search and rescue operations, commercial shipping, the fishing industry and recreational boat-owners, including ocean racing yachtmen with forecast and real-time sea data. IMOS accesses and co-ordinates national facilities for Argo floats, ocean gliders, moorings, coastal radar networks, and ocean remote sensing. In many cases, IMOS is using technologies that have never before been used in Australia.

Significant to ocean racing yachtmen will be near real-time data, accessible on a laptop computer on board their boat, of the East Australian Current and its patterns along the New South Wales coast in late December. The same will apply to the



CSIRO engineer Lindsay Macdonald and Hobart oceanographer Ken Ridgway with an ocean glider.

Leeuwin Current in the Indian Ocean off the coast of Western Australia.

Playing a central role are the CSIRO's 'ocean gliders', remotely controlled, deep ocean-going robotic winged submarine whose sensors measure temperature and salinity, as well as a range of biological parameters, including oxygen and turbidity. In late June, Seaglider SG151 was retrieved off St Helens on the Tasmanian east coast after completing a two months-long mission in the Tasman Sea. On its fifth lap of a cross-shelf transect line reach 115 kilometres east of Bicheno, strong poleward currents overwhelmed the seaglider and dragged it south.

From concurrent satellite imagery of ocean surface temperatures and water currents (available from CSIRO: www.cmar.csiro.au/remotesensing/oceancurrents), the pilots at the Australian National Facility for Ocean Gliders, based at the University of Western Australia, saw a northward current building on the continental shelf. They then carefully navigated the glider up onto the shallows and rode in the coastal current north, producing a 230 kilometre alongshore transect-line of data from Deep Glen Bay to the Bay of Fires. Throughout the mission, SG151 travelled 875 kilometre and produced 530 dives worth of water property measurements. CSIRO scientist say that together with data from research vessels, satellites and moored, drifting and expendable instruments, the gliders add a new dimension in profiling the oceans around Australia.

For further information visit <http://imos.org.au/about.html>

By any other name... Geelong Week seeks new sponsor

The event formerly known as Skandia Geelong Week has lost its naming sponsor due to the Skandia firm's withdrawal from Australia and will adopt simply "Geelong Week" next year.

The 2010 Geelong Week will go ahead in January despite Skandia's withdrawal as the event organisers seek a new naming rights sponsor. In the meantime, Geelong Week chairman, Andrew Neilson, said the future of the event is secure. "Skandia Australia has been sold and while the company will continue to operate in other global markets, they no longer have a platform to promote in this country. This unexpected sale led to amicable negotiation and a positive outcome that provides Royal Geelong Yacht Club with the ability to deliver the event for the next two years," he said.

Geelong Week organiser Doug Jarvis said he "could not speak more highly of Skandia" and praised their involvement in the success of the event over the last six years of their association.

"We are certainly in the market for a new title sponsor and if necessary we will take advantage of our strong financial position to leverage a long-term

relationship. When you are talking about 165 years of sporting history you need to consider longevity and make sensible decisions," said Jarvis.

Geelong Week 2010 will get underway on Saturday 23 January and will conclude on Australia Day, Tuesday 26 January.

The 2009 event saw a record fleet of 473 boats attend for 150th anniversary of the annual regatta, which is Australia's largest and oldest. Geelong Week and host club Royal Geelong Yacht Club are also planning an expansion of the event in years to come.

"Our ultimate aim is to host a sanctioned IRC World Championships. Hence we are keen to support the Royal Ocean Racing Club (RORC) in their ongoing promotion of IRC and their endeavor to resurrect the historically significant Admiral's Cup. We are even keener to host the Cup in the not-too-distant future," said Jarvis.

For further information email info@geelongweek.com.au or visit www.geelongweek.com.au



News In Brief

Win a cruise on the Queen Victoria in SOLAS raffle

The Cruising Yacht Club of Australia has announced the launch of its annual Safety of Life at Sea (SOLAS) Trusts Raffle with the major prize of a cruise for two onboard the Queen Victoria, sailing from Sydney to Fremantle, departing on 20th February 2010. The package also includes one night's post cruise accommodation in Perth and airfares from Perth to Sydney, supplied by EseaCruising.com. Whether cruising or racing, search and rescue organisations are integral to the safety of our sport and to date, the SOLAS Trusts have donated more than \$450,000 Australia wide to support those organisations which would come to the aid of all sailors should they strike trouble at sea.

Raffle tickets are now on sale from CYCA Reception for \$3 each, 2 for \$5 or 4 for \$10. Books of 25 tickets can be purchased for only \$50. All prizes will be drawn at the Quiet Little Drink on Friday 11 September 2009.

Tickets can also be purchased by downloading a credit card authorisation form. Terms & Conditions available online at www.cyca.com.au.

MAJOR PRIZE

A Cruise for two people onboard Cunard's Queen Victoria from Sydney to Fremantle departing 20th February 2010

Prize includes 7 day cruise from Sydney to Fremantle onboard Queen Victoria, one night's post cruise accommodation, airfares from Perth to Sydney. Prize supplied by EseaCruising.com

There are also a host of other prizes on offer in the raffle including Harken gift pack, framed and signed *Wild Oats XI* picture and three nights accommodation on Hamilton Island.

For further information visit www.cyca.com.au

Volvo Penta announces relocation and restructure

Volvo Penta's Oceania operation is relocating to new premises in Brisbane while also undertaking a restructure of its dealer network.

The company will move into its office to 29 Industrial Avenue, Wacol, on 1 August 2009.

The company's dealer network will be reorganized according to the same model recently implemented in the European markets which saw the appointment of a number of Volvo Penta Centers, which then assumed responsibility for developing and operating service and support through a number of service dealers. In Oceania, nine Volvo Penta Centers have currently been appointed, which are responsible for a structure with a total of 90 authorised Volvo Penta service dealers.

According to the company, the framework ensures Volvo Penta Centers will be able to conduct work to ensure a continued strong presence for Volvo Penta in Oceania and effective service for builders, boat dealers and end customers.

For further information visit www.volvopenta.com.au

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Australian Government

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Yachtsmen awarded with Queen's Birthday Honours

Professor Peter Numa Joubert OAM, the distinguished academic and noted authority on fluid mechanics, and the only 'amateur' yacht designer to have designed an overall winner of the Rolex Sydney Hobart Yacht Race, has been made an Officer (AO) in the General Division of the Queen's Birthday Honours.

Prof Joubert, now retired and living in the Melbourne suburb of Kew, designed *Zeus II*, a Currawong 31, which was overall winner of the 1981 Sydney Hobart, as well as other yachts that have won their divisions in the 628 nautical mile ocean classic.

He competed in 27 Sydney Hobarts mostly skippering yachts of his own design which he named after Australian birds, including the Currawong 31 and Brolga 35. More than a hundred yachts have been built to his designs.

He survived the Sydney Hobart storm of 1998 despite his yacht having been turned upside down before righting. In 1993 he was awarded the Commodore's medal of the Cruising Yacht Club of Australia for outstanding seamanship after his crew rescued eight survivors from a sunken yacht at night in a strong gale in that year's Hobart race.

Another CYCA member to be honoured is Robert Bruce with a Medal of the Order of Australia (OAM) while Perth yachtsman and international racing rules authority Graeme Owen also has been awarded a Medal (OAM) for his contribution to yachting at a national and international level.

Robert Bruce's OAM is for his services to the community through the well-known Rotary Charity Regatta. Hosted annually by the CYCA, the regatta raises funds for the Sydney Children's Hospital at Randwick and other worthy causes supported by the Sydney Rotary Club including the CYCA SOLAS Trusts. Since the regatta was established in 1995 it has raised \$2.5 million for its nominated charities.

While yacht design was more a sideline to his major research work in mechanical engineering, Prof Joubert is a member of the Institute of Naval Architects and has authored more than a hundred scientific papers, including 10 papers in the *Journal of Ship Research*. These have included investigating the forces caused by slamming impact on yacht hulls.

Prof Joubert has received the AO for "services to engineering through research in the field of fluid mechanics, particularly in relation to submarine design and education."

However, his research work has extended far beyond that, including the development of seat belts while a World War II fighter pilot on active duty in New Guinea which led to road safety action and safety harnesses for yachtsmen. He received a medal in the Order of Australia in 1996 for his contributions to road and yacht safety.

With over 50 years in the sailing world including 35 years experience as a skipper in one design, offshore and mixed handicap racing, Graeme Owen has an impressive record in yachting administration. Graeme's resume of international, national and state umpiring and judging, appointments to international juries and committees, protest hearings and mediation, lecturer, examiner and recognised publicist of marine educational material, awards achievements and qualifications is long and varied.

He served the Yachting Association of Western Australia (now Yachting WA) on the Management, Racing Rules, Protests and Appeals Committees, and as a delegate, instructor, mediator and a lecturer. In 1991 he was awarded the prestigious Ron Tough Yachting Foundation Gold Medal for an outstanding contribution to the sport of sailing.

Graeme had a deep involvement in the America's Cup dating back to the early 1980s with rules assistance



Professor Peter Numa Joubert OAM

to the Australia II syndicate. He went on to serve on the America's Cup Committee from 1984 to 1987, and in 1988 his extensive experience and expertise was sought by the San Diego Yacht Club, the America's Cup host and served on the Cup Challengers' Committee from 1990 to 1992.

Appointed by the Australian Yachting Federation (AYF) as an Australian National Judge in 1983, by the International Yacht Racing Union (IYRU) as an International Judge in 1986 and an International Umpire in 1990, Graeme Owen must rank as a guru in all matters relating to the sport of sailing.

SOLAS to the rescue, \$16k donated to Westpac Helicopter

Matt Allen presenting the cheque to Westpac Rescue Helicopter Services.



The CYCA's SOLAS Trust recently handed a cheque for \$16,650 to the Westpac Rescue Helicopter Service (Hunter Region) for the purchase of nine new water rescue harnesses as part of the Trust's ongoing support for search and rescue operations in Australia.

Westpac Rescue Helicopter Service is a community owned and operated aeromedical search and rescue service, serving the Hunter, Central Coast, mid-North Coast, New England and North West regions. The service covers a region of 132,000 square kilometers and each year performs over 1200 missions to rescue people from accident scenes and transport critically ill patients from small rural hospitals to larger regional centres.

"We are pleased that the CYCA SOLAS Trust can continue to support the vital Westpac Rescue Helicopter Service operations. The water rescue harnesses are a vital piece of equipment for service crew members and the public they are rescuing. Saltwater is often not kind to this equipment so constant maintenance and

replacement is essential for crew and public safety," said Commodore Allen.

"SOLAS continues to actively contribute to key emergency medical services and search and rescue organizations. Due to the nature of ocean racing and other outdoor recreational activities, our emergency medical services are vital in saving lives."

"Water rescues are some of the riskiest jobs that our crews undertake," said Westpac Rescue Helicopter Service General Manager, Richard Jones.

"Often they are in treacherous conditions so the quality of our gear is very important to us. We appreciate the support of SOLAS and look forward to a fruitful relationship with the CYCA."

In the nine years since its inception, the SOLAS Trust has donated in excess of \$450,000 to 15 organisations in every Australian state as well as the ACT.

For further information visit www.cyca.com.au

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For further information visit
www.northsouthyachting.com.au

news



Bavaria unveils new Farr-designed Cruiser 32

Bavaria's 32-foot cruiser is the latest to come out of the brand's partnership with Farr Yacht Design and BMW Designworks which has resulted in a sharper looking yacht with quality build and performance. Many of the features of the Cruiser 55 announced earlier this year have been incorporated into the smaller sibling.

The design data and preliminary drawings indicate this yacht will be light, fast and balanced. The interior layout features greater volume, increased height, a larger head and shower and is available with alternate finishes of Mahogany, Light Oak or Walnut and 10 upholstery choices. Pricing starts at \$170,637.

LOA	10.01 metres
LOW	8.80 metres
Beam	3.42 metres
Draft	1.95 metres
Weight	4.87 tonnes
Ballast ratio	24.5 per cent
Engine	Volvo Penta D1-20 (18hp)
Fuel	150 litres
Water	150 litres
Height saloon	1.84 metres
Sail area	50.00 square metres
Mast height	14.00 metres

NSW volunteer marine rescue services given \$3 million

Marine rescue services in New South Wales have been given a helping hand by the State Government with \$3 million set aside for the formation of a volunteer marine rescue service similar to the State Emergency Services (SES).

The initiative will see three separate marine volunteer organizations merged into one under the banner of Marine Rescue NSW.

NSW Ports and Waterways Minister Joe Tripodi announced the funding in early July and said it will be used for buying uniforms and the purchase of new vessels and equipment.

Until now, volunteer marine rescue activities in NSW have been carried out by the Australian Volunteer Coastguard (AVCG), the Volunteer Rescue Association Marine Branch (VRA Marine Branch) and the Royal Volunteer Coastal Patrol (RVCP).

"Members of all three organizations have worked together to meld a single organization for the future. Almost 1900 of their members have registered their interest in joining the new body, which they can do from today," said NSW Emergency Services minister Steve Wran.

The change comes in response to a study commissioned by the government into the adequacy and long-term viability of volunteer marine rescue organizations.

"The resulting report by John Price in 2008 indicated the previous structure of three separate volunteer groups had limitations and that the volunteers were ready to form a single, coordinated group," said NSW Ports and Waterways Minister, Joe Tripodi.

"The review consulted widely and found the ability of each organization to recruit and raise funds was being overrun by the cost of their operations and training as well as the replacement of vessels and communication equipment.

"Radio overlaps, the location of bases, competition in fundraising activities, as well as vessel maintenance and fuel costs were other factors influencing the decision to rationalize volunteer activities and resources with the formation of Marine Rescue NSW."

For further information visit www.marinerescuensw.com.au

Yoti appoints Greg Cockle to sales team

Sydney-based yacht broker Yoti has appointed Greg Cockle to its sales team. Cockle has a strong background in marketing and advertising in senior roles in Australia and overseas and has been a keen sailor for most of his life, with a passion for cruising. During the 1980s, Cockle and his wife spent four years sailing the Western Pacific, educating their daughter in the process. He joined Catalina Yachts in Australia in 2004 as national sales manager and in 2006 he and his wife took delivery of *Volaré*, a Catalina 42 in Long Beach California and the two of them spent the next 18 months sailing it back across the Pacific to Sydney. Yoti has also been busy working on new offices at its headquarters in Andrew Short's Fergusons Marina at the Spit. The team is looking forward to welcoming new clients to their base.

For further information email info@yoti.com.au or visit www.yoti.com.au

Celebrating her 60th at the CYCA.



Erica J in June 1949.



Erica J – 60 years young

Erica J, the historic International 8 Metre Class yacht built of Huon pine, has recently celebrated her 60th birthday with many Sydney sailing identities sharing stories of the boat's exploits under the control of Dave Lawson, Warren Evans and Boy Messenger.

Built in 1949 in Hobart by Max Creese at his Battery Point yard to a design by B Aas of Norway, *Erica J* made her racing debut on the River Derwent in the Royal Yacht Club of Tasmania's Opening Day Regatta on 8 October that same year and over the next few seasons there was often spectacular racing in this class of big boats, particularly between the new 'eights' *Sandra*, *Erica J* and *Norske*.

Erica J's heyday was in the 1950s when she represented the Royal Yacht Club of Tasmania in six challenge matches for the Sayonara Cup under the ownership of Ted Domeney, winning the prestigious event in 1953.

Originally called the Interstate Yacht Race Cup, the Sayonara Cup was donated by the Royal Sydney Yacht Squadron and the Royal Prince Alfred Yacht Club. The contest arose when the Royal Yacht Club of Victoria challenged the two Sydney clubs to race their best representative against Alfred Gollin's *Sayonara*, Victoria's champion boat, off Sydney Heads in 1904. *Sayonara* defeated the Sydney yacht *Bona* but Gollin then presented the Cup as a perpetual challenge between the Sydney clubs and the Royal Yacht Club of Victoria. In 1950 the Deed of Gift was amended to allow the Royal Yacht Club of Tasmania as

challenger, but the boat had to be sailed from Hobart up the Tasmanian East Coast and across Bass Strait to Melbourne.

Eventually, *Erica J* was chosen to race against the Victorian boat *Frances*, which won the three race series in January 1951 quite comfortably, although she had to give time to the Tasmanian challenger.

The RYCT issued a second challenge in 1952 against *Frances* and the two boats met again for the Sayonara Cup on Port Philip in 1953, with the famous Tasmanian skipper Neall Batt on the helm in place of owner Ted Domeney, whose wife had become ill. Batt steered *Erica J* to victory in the first two races by comfortable margins and won the third and deciding race with much improved windward performance. The Sayonara Cup was at last on her way to Tasmania.

Erica J set out to defend her win the following year but after a close fought series lost to *Frances* in 1954.

In 1955, the Royal Yacht Club of Victoria received challenges from New South Wales and Tasmania. Once again Tasmania's challenger was *Erica J*, helmed by Neall Batt, while the Royal Sydney Yacht Squadron selected *Saskia*, owned and skippered by W H (later Sir William) Northam.

Sailed in January 1955, the series saw the newly imported *Saskia* score four wins and a third in the three-boat series, *Erica J* had four second places and *Frances* one win and three thirds. The Sayonara Cup went to Sydney for the first time since 1931.

In Sydney in 1956, *Erica J* campaigned valiantly

against *Saskia* and *Frances*, with *Saskia* retaining the Sayonara Cup.

This was the end of another era in the history of the Sayonara Cup and indeed, that of *Erica J* as she was then sold to Victoria in 1962. *Erica J* made her first appearance at the CYCA in 1971 when she was taken over by Warren Evans. She has been a well known and actively raced vessel throughout the majority of her life and has been sailed by many a celebrated helmsmen including "Boy" Messenger in CYCA Club events. Many yachtsmen and women have learnt to sail or experienced racing on Sydney Harbour aboard *Erica J* over the years. On the passing of Warren Evans a perpetual trophy was commissioned by his friends. This is a framed painting and half model of the boat and they today hold pride of place on the wall of the Morna Room of the clubhouse.

Erica J returned to Hobart in the 1980's for a period, being raced with the Huon Yacht Club south of Hobart and then returned to Sydney in 1993. Current owner Les Goodridge found her in Pittwater in 1995 and she returned to racing at the CYCA soon after. Recent refits and regular repairs have her in good condition and continuing to race with both CYCA and classic yacht events on the harbour. With care she should continue to stand the test of time, outliving many, including those privileged owners who are more rightly described as caretakers of the boat for future sailing generations.



news

Alinghi 5 on her maiden sail on Lake Geneva

The Cat is out of the bag – Alinghi reveals America's Cup multihull

Alinghi has released photos of the 90-foot catamaran it will campaign against BMW Oracle in defence of the 33rd America's Cup but even according to its own designers the boat is virtually untested with the February 2010 challenge fast approaching. The enormous multihull was built in Alinghi's shed in Villeneuve, Switzerland, to 'debugging' on Lake Geneva as the team now prepares for its duel with BMW Oracle's 90-foot trimaran, which has been in testing for many months.

Called *Alinghi 5*, the yacht is a scaled-up version of Alinghi's *Le Black* catamaran built with state-of-the-art techniques to keep weight to a minimum, causing some observers to suggest it may even be unsafe in heavy winds. "People who see the boat for the first time seem surprised at how light and fragile it looks, that is really their first impression," said chief designer, Rolf Vrolijk. "For the moment we have pushed the envelope as much as we would like, this boat is really a base for further development and over the coming weeks

we will collect as much information as we can and cross check it with the predictions, this will help us assess what level we are at and then to optimise from there. We have several opportunities and possibilities to change the concept but first we need a solid base to do our studies from." Alinghi's chief strategist and design team leader for the mast and rig program, Murray Jones, said while the yacht's rig shared some basic similarities to *Le Black* the team essentially started with a blank sheet of paper. So how will it go against *BMW Oracle*?

"The focus of the concept and the design and build of the boat has been on what we need to sail a Deed of Gift Match: up/down racing of 20 miles. We haven't focused on the other team at all, only concentrating on what makes our boat go the fastest. It's been a big job for quite a small design team and we'll see the results soon," said Jones.

For further information visit www.alinghi.com

Alinghi's Ernesto Bertarelli (right) at the launch.

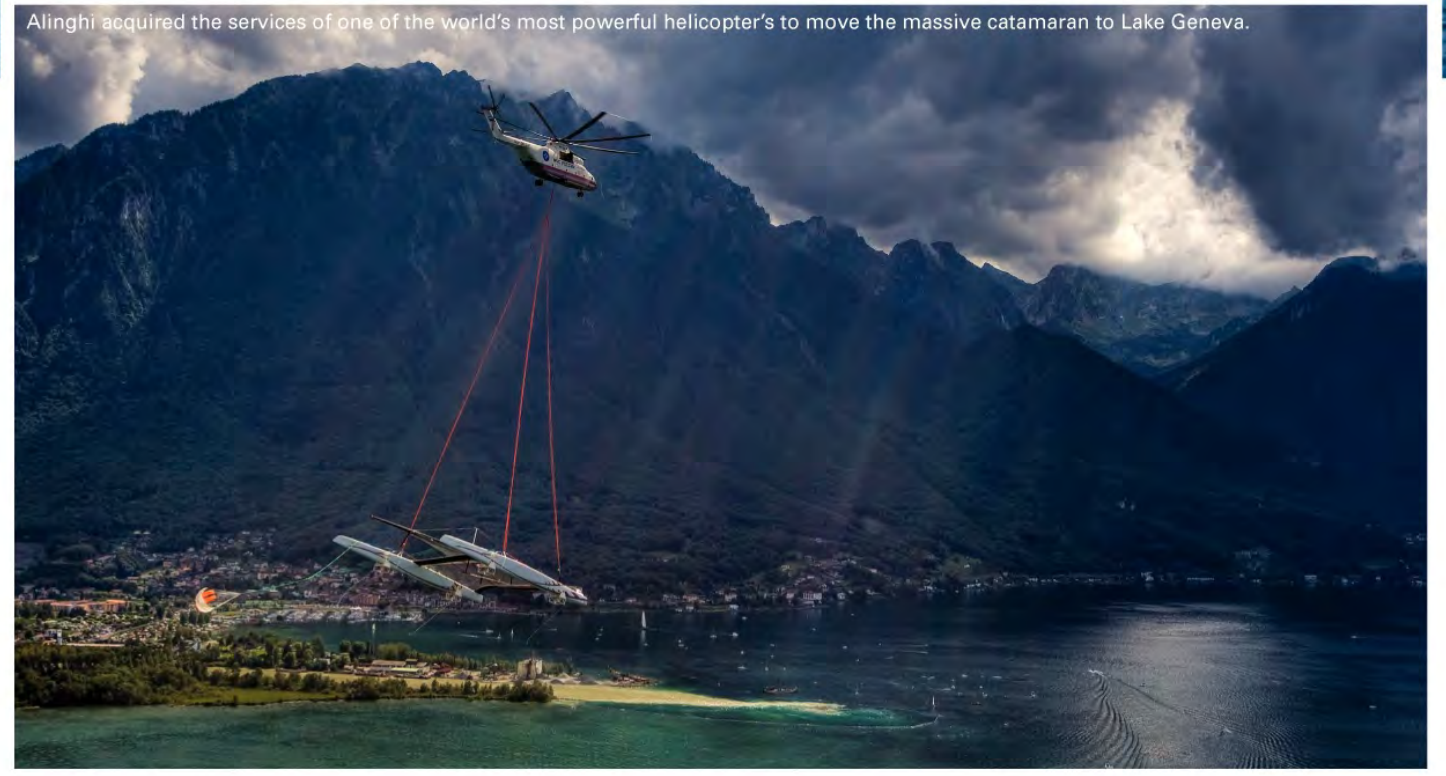
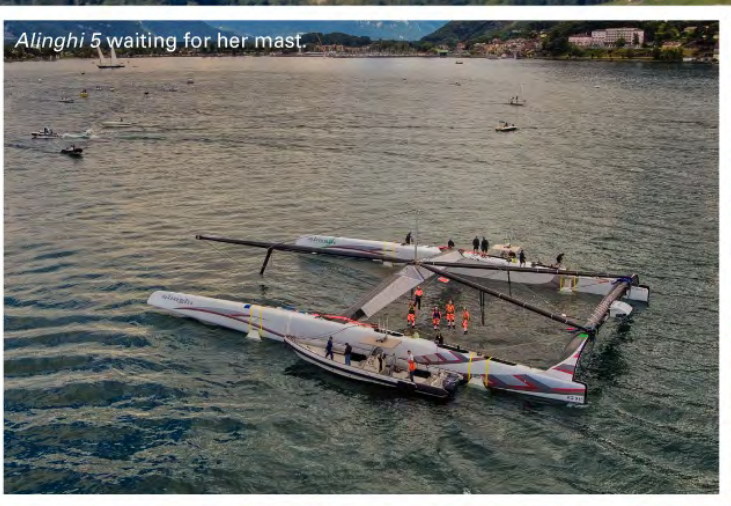


Comparative sizes of the *Le Black* cat, Alinghi's America's Cup winning monohull and the Alinghi 5 cat.



ALINGHI 5

Boat type:	Catamaran of carbon composite construction
Where built:	Alinghi Villeneuve + Décision Corsier, Switzerland
Length waterline:	90 feet
Hours to build:	100,000 man hours
Carbon fibre used:	30,000m ²



Nearing completion in Villeneuve.

Alinghi 5 waiting for her mast.

Alinghi acquired the services of one of the world's most powerful helicopter's to move the massive catamaran to Lake Geneva.



Volvo over, Ericsson 4 wins

After nine months and nearly 40,000 nautical miles of tough racing, the 2009 Volvo Ocean Race has wrapped up with *Ericsson 4* claiming the top spot on the podium in sailing's most grueling contest.

Telefonica Blue was first over the line in the tenth and final leg to St Petersburg but the ultimate prize went to the crew of 10 aboard *Ericsson 4* and skipper Torben Grael. Feet firmly back on the ground at the final port after a parade of sail up the River Neva into the historic Russian city, the winning skipper Torben Grael reflected on the joy and sadness of completing the nine month epic: "It's a funny feeling because some of these guys you had never met before and you become like brothers. Now we go our own ways and it's a strange feeling. On the other hand it has been a long race. It was a very long race around the world.

We are completely drained and tired so I think everyone is looking forward to a nice rest. We have had a wonderful time."

The fleet took 127 sailing days total to complete the race course with eight teams contesting the race this year.

Just making it to the finish line in the Volvo is an emotional experience with hardened competitors and debutants alike moved by the extraordinary achievement of sailing around the world, a journey which took crews through calm seas and raging storms to 11 ports in 10 countries and five continents.

"After you spend so much time in this race, with these people, it's a bit of a shock to the system when you finally finish," said *Puma* skipper Ken Read, whose team placed second overall.

"We have been through an amazing adventure together. We just sailed around the world."

For further information visit
www.volvoceanrace.org

FINAL STANDINGS

Ericsson 4	(114.5 points)
Puma Ocean Racing	(105.5 points)
Telefonica Blue	(98.0 points)
Ericsson 3	(78.5 points)
Green Dragon	(67.0 points)
Telefonica Black	(58 points)
Delta Lloyd	(41.5 points)
Team Russia	(10.5 points)





Wally launches 100-footer Y3K

Wally has turned out another 100-footer from its Ancona facility in Italy, this one called Y3K and following closely after the recent launch of Indio.

Wally designers were briefed to make the boat for a passionate sailor who enjoys a mix of family cruising and competition racing. Its ability as a high performance all rounder was therefore critical so the designers focused on delivering a powerful sail plan and large volumes in the hull. Appendages are derived from America's Cup yachts such as the trim-tab fixed keel, PBO rigging, super high modulus carbon fibre mast and a three-metre

bowsprit for carrying more sail downwind.

The master stateroom is forward with a queen-size bed and ensuite and overall the interior is roomy enough to accommodate six or even eight guests plus four crew. Y3K is set to make its debut at the Maxi Yacht Rolex Cup in Porto Cervo to be held from 6 to 12 September. Wally will also launch its fourth yacht for 2009 in September, the Wally 80.6 Bagheera.

For further information visit www.wally.com

Sunderland claims world's youngest circumnavigation

Californian 17-year-old Zac Sunderland has become the youngest sailor to circumnavigate the globe after arriving safe at Marina Del Rey, Los Angeles, on the morning of 16 July.

Sunderland took 13 months to complete the voyage aboard his 36-foot yacht.

The impressive voyage, which saw Sunderland pushed to the limit with rough seas, broken gear and the solitude of solo sailing, was completed at a younger age than Australia's Jesse Martin, who was 18 when he did his circumnavigation.

However, some have claimed the record is not officially recognised as the governing body for sailing records, the World Speed Sailing Record Council, did not track the event.

"Not only is the voyage not being monitored by the WSSRC but the route being followed does not comply with the definition of 'Around the World' and bears no comparison, for example, with the achievement of

Jesse Martin," WSSRC secretary John Reed told the Yachtspals.com website.

Sunderland will look for Guinness Book of Records recognition.

Either way, it was an incredible accomplishment from a sailor mature beyond his years.

Australian 16-year-old Jessica Watson will begin her round the world attempt later this year which if successful will see her beat Sunderland's record.



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Correction

On page 14 of last issue of *Offshore Yachting*, an article on the CYCA's Canada and Alaska Tour was listed at valued at \$9850. The actual value of the prize is \$28,000.

Sydney

ON SHOW



By Matthew Henry

2009 HAS BEEN A TOUGH YEAR IN THE BOATING INDUSTRY BUT ALL THAT WILL BE SWEEP ASIDE WITH ANOTHER EXCITING BOAT SHOW COMING TO TOWN.

The 2009 Sydney International Boat show is again upon us bringing the best of the yachting world right to Sydneysiders' doorstep. This year's show will see more than 250 exhibitors from the major motor and sailing yacht manufacturers, engine distributors, marine retailers and leading boating accessories brands gathered to present their wares. Everything from dinghies and tinnies up to luxury superyachts will be on display for the general public and prospective buyers alike to peruse and enjoy.

The Sydney Boat Show is renowned as one of the most sailing yacht friendly shows on the annual Australian boat show calendar with brands including Beneteau, X-Yachts, Bavaria, Jeanneau and Hunter showcasing their range of cruisers and cruiser/racers on the water alongside the likes of Riviera and Sunseeker from the motor boat fraternity.

Once again the Sydney Boat Show will be staged across both the exhibition halls and on the custom-built marina at Cockle Bay, transforming the Darling Harbour precinct into a festival of yachting celebrating all its varied forms.

It goes without saying that the financial crisis had a significant impact on the boating industry in 2009 and the Sydney Boat Show is not immune from its effects, with berths at the marina and show space in the halls both down on last year. Overall display space has been cut by 3,000 square metres down to 25,000 square metres but show organisers Boating Industry Australia are confident every inch of this space will be filled to the brim and the 180 marina berths set aside for the big boats will also be fully subscribed by the time the show opens.

While the 2009 show looks like being smaller in terms of boats on display than in previous years, there's more to the event than just boats and products. Show organisers are planning a solid lineup of live

entertainment, tutorials and speakers to keep the crowds engaged with a wider world of yachting. What follows is a quick selection of "must see" entertainment during your boat show visit this year.

SPIRIT OF MYSTERY

A sure-fire highlight of any visit to the 2009 Sydney Boat Show will be some time spent listening to British adventurer Pete Goss, who recently sailed his 37-foot wooden lugger *Spirit of Mystery* 12,000 miles across the world with just two other crew, making the treacherous passage from Cornwall (UK) to Melbourne. The incredible voyage saw Goss retrace the path of the original yacht *Spirit* and her seven brave crewmembers who made the 116-day journey in 1854 in the hope of finding their fortune in the Australian Gold Rush. Goss will speak of the bold seafarers who provided the inspiration for his epic voyage, the challenge of navigating vast distances without the aid of modern electronic gadgetry, and his own mishaps along the way, such the time the yacht rolled while off the coast of Australia causing injury to one of the crewmembers. His tale is sure to be fascinating, don't miss it.

Pete Goss from *Spirit of Mystery*.



PHOTOGRAPHIC DISPLAY

Any regular reader of *Offshore* will no doubt be familiar with the photographic mastery of two of our most regular contributors, Andrea Francolini and Christophe Launay, whose highly sought-after pictorial coverage of the major Australian sailing regattas places them at the forefront of international marine photography. Both will be displaying a selection of their finest work at the show in a photo gallery and there is also a chance for amateur happy snappers to submit their own prints and enter into a competition. Just select your favourite photo of recreational boating from your library and enter the draw to win prizes and have your work shown off alongside the pros at the show. Winning entries will also be featured in *Digital Photography + Design* magazine.

CROSSING THE DITCH

Ocean racers and cruisers must look like daytrippers alongside the crazy guys from Crossing the Ditch, who battled monstrous seas for many weeks to row their kayak from Australia to New Zealand in 2008. These mad adventurers, Justin and James, were popular guests at last year's show and are back in 2009 to tell of their exploits in what will no doubt again be an entertaining presentation. Their seagoing kayak *Lot 41* will be on display at the show, complete with its tiny water-sealed cabin which would make a J24 look like a superyacht, and the boys will be at hand to have a yarn about their wild adventure.

BOAT BUILDING COMPETITION

This is sure to be a riot. On the Saturday morning a select group of highly skilled tradesmen will gather for the annual boat building competition, which ends with a race around Cockle Bay in their hastily-constructed seagoing creations. Using only hand tools and limited materials, these intrepid yachties will compete in a race against the clock with just two hours to produce a seaworthy vessel. Which one will win? Which one will sink? Come along and find out.

In addition, the show will again feature fashion parades, live music, fishing clinics and an expanded marine precinct run by NSW Maritime which will provide information about boating safety and issues. ○



42ND SYDNEY INTERNATIONAL BOAT SHOW

DATES: 30 July – 3 August, 2009 (Thursday to Monday)

HOURS: 10am – 8pm in the Halls, 10am – 6pm at the Marina

LOCATION: Sydney Convention & Exhibition Centre and Cockle Bay Wharf, Darling Harbour

TICKET PRICES: *At The Show* – Adult \$18, Child \$10, Family \$42.

Aged Pensioner \$12, *Senior* \$16; *Online* – Adult \$15, Child \$8, Family \$35.

INFO: www.sydneyboatshow.com.au

PRODUCT PREVIEWS



HUNTER YACHTS

Australian importer US Yachts will have a range of Hunter Yachts on display at the Sydney Boat Show including the H36, H45 cruiser and the sprightly 27X trailerable cruiser.

For further information visit www.usyacht.com.au

MAXWELL MARINE

Following on from the widespread acceptance of the RG10 and over a decade of global success with the Freedom, Liberty and HRC Series automatic rope/chain windlasses, the all new Maxwell RC8 windlass range is poised to conquer a market segment that demands a superbly engineered, extremely functional and beautifully designed windlass with combination chainwheel.



For further information email sales@maxwellmarine.com or visit www.maxwellmarine.com

LEWMAR

Try out Lewmar's new Lite Touch composite winch handle at the Sydney International Boat Show. Introduced earlier this year, the Lite Touch was developed using the latest winch handle technology providing an easy to use, lightweight yet affordable handle that floats.



For further information visit www.en.lewmar.com

HOOD SAILS

This year Hood Sails will be displaying some of the latest sail fabrics for racing and cruising yachts plus the latest products for headsail furling and a pivoting steering wheel, which can be retro fitted to most yachts. This will be Hood's 34th appearance at the show. Hood's Ian Lindsay recalls the many ups and downs of the Sydney Boat Show.

"One location I can't forget was down at the wharves at an old pier west of the bridge," said Lindsay. "The carpet would rise and fall due to the large cracks in the old wharf. While this was happening, occasionally you got bombed by the nesting pigeons in the roof. One particular display was a large expensive cruiser and the exhibitor's selling signs stated "just add water and it's yours". Out of all the displays, this boat was positioned directly under a major crack in the roof and was flooded the next day due to a storm that night. Needless to say the exhibitor wasn't impressed."



Bavaria 40 Cruiser.

BAVARIA

The Sydney Boat Show will mark the official launch of Bavaria's brand new 35 Cruiser, a three-cabin yacht with a host of new features including LED ceiling lights, adjustable aft cabin bulkhead and new interior upholstery. Also on display will be the Bavaria 40 Cruiser blending performance and quality, which will also be available for a 'try before you buy' charter on Sydney Harbour during the show.



For further information
Tel 02 9998 9605
or visit
www.bavariayachts.com.au



X-Yachts X-43.

X-YACHTS

Also at the Bavaria stand will be the X-Yachts X-43 Performance Cruiser. Appealing to the cruising family and racing crew alike with her high level of standard equipment, the X-43 is designed to accelerate quickly in light airs and remains stiff in a breeze, making her a comfortable, effortless yacht to sail.



For further information Tel 02 9998 9605 or visit www.bavariayachts.com.au



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Beneteau First 45.



Jeanneau 45.S.

BENETEAU

Australian importer Vicasail will have a huge range of Beneteaus on display at the show from the First and Oceanis ranges. Cruisers will include the Oceanis 31, Oceanis 37, Oceanis 40 while the popular racer/cruiser range will be represented by the new First 40 and First 45. Vicasail will also have its range of Lagoon catamarans on the water.



For further information visit www.vicasail.com.au

JEANNEAU

Jeanneau will show yachts from the Sun Odyssey and Sun Fast ranges including the brand's most popular yacht in Australia, the Sun Odyssey 42DS with its huge owner's cabin, bright saloon and twin helms. Also on show will be the Philippe Briand-designed 45DS, the Sun Odyssey 36i and the winner of the European Yacht of the Year, the Sun Fast 3200.



For further information contact your nearest Jeanneau dealer

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Guests enjoying dinner.



Trygve Halvorsen and Margaret Psaltis.



Guest Speaker David Champtaloup.

20-Year Plus Members Dinner

Photos: Andrew Hawkins/Mainsheet Media

On the evening of Friday 19 June, over 75 20 Year Plus members & their partners enjoyed their annual dinner, officiated by Commodore Matt Allen. David Champtaloup was the guest speaker for the evening and shared his experiences of the 2009 Club Marine Cruise to Hobart. All present were thoroughly entertained by David's stories of

the journey and the preparation and organisation that went into the event to ensure its success. The cruise marked a return to the original intentions of the club's founders "men with a love of cruising and the seamanship that goes with cruising". Five yachts participated in the 2009 Club Marine Cruise to Hobart with second cruise planned for January/February 2011.



Commodore Matt Allen and David Champtaloup.



Bill Psaltis and Gordon Ingate.



Cruising Captain John Keelty and wife Margaret.

scene

CYCA Winter Ball 2009

The CYCA Winter ball attracted a great crowd yet again this year, with many notable guests including five past Commodores. The New Trocadero Dance Band provided terrific music that had everyone up on the dance floor until midnight.

L'Eat provided a sumptuous meal, with Oatley Wines providing the table wines. The Associates Committee raised \$5,630 for CareFlight through the silent auction. The one-metre giant CareFlight Bear went for a record \$400, a hot ticket item! Adrian Goss was the successful bidder for the Hamilton Island holiday, and past Commodore Hans Sommer surprisingly won the Dinner for 4 at Guillame, Benelong with tickets to Sydney Symphony.

The Associates Committee would like to thank all the sponsors of the evening, we rely on their support to assist with our fundraising activities. Thanks to all who attended, and we hope to see you again at next year's event.

Pam Messenger, President – CYCA Associates Committee



President Pam Messenger & Vice President Kendi Kellett.



Past Commodore Geoff Lavis & wife Pip.

Audi Winter Series Prize Giving



Craig Cairduff, Dealer Principal, Audi Centre Sydney.



Lachlan Irwin from *Clewless* receiving his trophy for third place in Division H.



Commodore Matt Allen presenting Craig Cairduff, Dealer Principal, Audi Centre Sydney with a plaque to commemorate the Audi Winter Series 2009.



Dick Cawse, owner *Vanguard* with Commodore Matt Allen and Adam Barnes, principal helmsman, second Division A.



The crew of *Speedwell*, owned by Colin Geeves (far right) accepting their trophies from Commodore Matt Allen. Campbell Geeves is holding the Audi Winter Series trophy and Commodore Allen is holding the former JOG trophy now re-dedicated to the winners of Audi Winter Series, Division G.



Commodore Matt Allen, holding the Travelodge Cup with Peter McAdam from *Broomstick*, Winner Division A.



Photo: Andrea Francolini

AUDI WINTER SERIES 2009

AFTER 10 RACES IN THE AUDI WINTER SERIES 2009 POINTSCORE, IT ALL CAME DOWN TO THE LAST RACE (RACE 11) TO DECIDE THE WINNERS IN EACH DIVISION.

The final race in the Audi Winter Series was a genuine nail biter with ties in two divisions and only one or two points separating first and second place in five divisions.

Winners in Division A, Michael Cranitch and Ray Wallace's *Broomstick*, had to ensure they finished race 11 no less than two places behind Dick Cawse's *Vanguard*. With Stephen Ainsworth's *Loki* entered as a casual for Race 11, she took out first place with *Vanguard* second with *Broomstick* third. This meant that *Broomstick* finished on top, with *Vanguard* just one point behind in second and David Pescud's *Sailors with disabilities* third.

"It just goes to show how essential good crew work is. We have had some strong women in key positions on the boat throughout the season and the trust we have instilled in them has paid off," said Cranitch.

A total of 217 yachts were entered into the Audi Winter Series, with the largest fleet of 148 yachts taking to the water for Race 9.

In Division B there was a tie with David Beak's *Mr Beak's Ribs* and Bernie van't Hof's *Tulip*, with *Mr Beak's Ribs* awarded the win based on a countback. Third place went to Gordon Anderson's *Sintara*.

Winners of Division C were *Icom Utopia* (Sydney 38), skippered by Peter Messenger, who took the division by one point from Pacific Sailing School's *Kioni*. Howard Elliott and Wayne Jupp's *Gaia* finished third on 36 points.

Winner in Division D were Justin Pelly and Sean Rahilly's *Crosshaven*, with Andy Kearnan and Peter Whitford's *Wirrajurnd* second on 27 points and Desmond Fagan's *Lisdillon* third on 29 points.

Winners in Division E were Ian Dencker's *Sigurd* finished first on 29 points, with Nathan Smith's *Froth & Bubble* just one point behind on 30 points in second and Scott Ryrie and Doug Cameron's *Clandestine* third on 35 points.

Division F was decided on a countback with Greg Maughan's *Syonara* first and Rob McConchie and Brad Allen's *Wave Dancer* second and Alan Mather's *Akela* third.

Colin Geeves' *Speedwell* finished first on 29 points in Division G with Brian Carrick's *Velocity* second on 30 points and George Waldthausen's *Superfine* third on 31 points.

Brett and Karen Pearce's *Broulee* finished first in Division H on 23 points with Jason Klaas' *The Holy Gale* second on 24 points and Guy & Lachlan Irwin's *Clewless?* third on 32 points.

Shaaron Walsh's *Trim* finished first in Division J on 26 points, with Peter Franki's *Salt Shaker* second on 29 points and Paul Billingham and Peter McGee's *Evasive* third on 30 points.

Division K saw Herman Heiligers' *Hubcap II* take first place by four points from their nearest rival In Cahoots (Patrick and Roberta Easton) with James Bevis' *Tio Hia* finishing third on 26 points.

In the Sydney 38 One Design Division Geoff Bonus' *Calibre* finished first on 19 points, with Michael McMahon and Warwick Miller's *X3* second on 22 points and Larki Missiris' *Wild One* third on 23 points. The winner of the Sydney 38OD scratch pointscore was Ian, Shane and Jean Guanaria's *The Tavern*.

This year, the Audi Winter Series fleets experienced reasonable breeze throughout the season. Commencing with strong westerly winds for the season open race of Great Veterans & Ladies Day, the breeze tended sou'easterly for the next two races and then swung to SW for race 3.

Race 4 and 5 saw easterly breezes, with the rest of the races affected by variable winds from a westerly direction. The strongest breezes of the pointscore series were experienced in Race 8 and Race 10.

Principal Race Officer for the Audi Winter Series 2009 John Hurley commented, "All races were conducted without major incident in as fair racing conditions for the entire fleet. Winds were much more variable later in the season which meant tacticians had their work cut out for them. Those that had good results were those that were able to pick the breeze and wind shifts."

All Audi Winter Series 2009 participants were invited to attend the annual prizegiving on Friday 17 July. Over 200 yacht owners, crew and their guests enjoyed the evening and collected their trophies – a framed picture of their yacht in action on the water. – Jennifer Crooks
For all results visit www.cyca.com.au



Photo: Kyle Wilson / positivemage.com.au

CYCA BLASTS SQUADRON IN ETHELLS SHOOTOUT

Etchells sailing out of the Cruising Yacht Club of Australia fleet have soundly beaten Royal Sydney Yacht Squadron crews at the 2008-2009 Kopsen Trophy Interclub Challenge, securing a winning margin of 171 points over the 37 races sailed during the season.

Bill Kopsen, one of the earliest etchells sailors in Sydney and a well known yacht chandler, presented the “Kopsen Trophy – Etchells Teams Racing Perpetual Trophy” to the RSYs in 1987 when the RSYs defeated a combined CYCA/Royal Prince Edward Yacht Club team during that season.

The CYCA/RPEYC turned the tables on the RSYs the following year and the records show the trophy being awarded to *Golden Swan* (Sir James Hardy and Max Whitnall) in the 1997-98 season.

Team racing resumed in 2001 when the CYCA defeated the RSYs, while the Squadron reclaimed the trophy in 2002 and 2003.

Mike Thackray, a CYCA member of the Sydney Etchells Fleet Committee and co-owner of EAUS 767 *Champagne Charlie* has been the driving force behind the revival of the Kopsen Trophy and issued a challenge to the RSYs-based etchells fleet on behalf of CYCA-based Etchells owners at the start of the season.

He also designed an innovative point scoring system that encourages all boats in the fleet to finish every race they compete in as well as they can.

It is a system that could be used for One Design classes in any combined club fleet or regatta using handicapping systems where three or more boats per club are racing. The revival of the Kopsen Trophy has strengthened the spirit of strong competition and camaraderie amongst the top class Sydney fleet. “It was very effective because handicaps during the season varied so much that 33 of the 34-strong fleet scored points for their club. It was also very noticeable that the better performing boats were giving lots of sailing faster tips to their lower handicapped teammates, which was great to see,” said Thackray.

The CYCA based Etchells fleet in 2008/09 comprised:

- Humpback* – Stephen Barlow and Peter Gardiner
- North Sydney Station* – Ed and Will McCarty and Michael Coxon
- Fifteen* – David Clark and Andrew Smith
- Vincero* – Nick Kingsmill
- Fathom* – Rupert Henry
- Champagne Charlie* – Peter Charody, Mike and David Thackray
- Irrepressible* – Kim LeGras
- Wobbegong* – Doug Flynn
- Sun Tzu* – Roger Hickman
- Featherschalkbeans* – Michael Jones
- Rub A Dub* – Mark Lewkowitz and Charles McGill

For those who consider their seniority a barrier to sailing One Design day boats, the final day's racing for the Kopsen Trophy was enlivened by the presence of Sir James Hardy sailing *Foolhardy* as the 2nd boat in the RSYs team.

With Royal Sydney Yacht Squadron, strongly supported by CYCA and RPEYC, hosting the World Championship off Manly in March 2012 during its sesquicentenary (150th anniversary), there has never been a better time to get into Etchells.

For further information visit www.etchells.org.au



Photo: Rollen

QUANTUM LEAP – PRYDE WINS KOH SAMUI REGATTA

Neil Pryde and his Welbourne 52 *Hi Fi* have nudged out defending champion Ray Roberts and his DK46 *Quantum Racing* to take home the win at an exciting and fun-filled week of racing at the 2009 Sawadee Regatta held on the island of Koh Samui, Thailand.

The regatta has become a favourite for many Australian yachties seeking to wrestle free of the grip of winter and head for the warm waters of the Thailand's east coast.

The first three days of the event saw wind gusting at over 20 knots with fast racing and plenty of excitement for participants and spectators. The full-week race program also featured a new round-the-island race for the first time.

This year's regatta saw an Aussie contingent including CYCA Commodore Matt Allen with his Beneteau First 44.7 *Ichi Ban*, Roberts returning with *Quantum Racing* and Andrew Short with his Beneteau Oceanis 461 *Constanza*.

Pryde won not only the racing class, with five wins in a row from eight races, but cleaned up the Asian Yachting Champions Skipper and Yacht of the Year Trophies in the process.

Ray Roberts was the highest placed Aussie in second place with Matt Allen and *Ichi Ban* finishing fourth in a field of eight yachts.

Meanwhile, Short continued his dominance of the Bareboat Charter Class notching up a clean sweep with seven consecutive wins during the regatta.

For further information visit www.samui.sawadee.com/limbvent/regatta.html

Photos: Rolex/Kurt Arrigio.



Farr 40s enjoying some close racing in Porto Cervo.

BARKING MAD FARR TOO GOOD

The USA's *Barking Mad* turned in one of the best performances in the history of the Rolex Farr 40 World Championships at this year's event in Porto Cervo, to run away with the series, not once placing below sixth in 10 races.

No previous winner of the regatta has averaged less than four points for the entire championships and even the second placegetter *Nerone* (Italy), which finished on 45 points, achieved a result which would have delivered the crew victory in previous years.

Barking Mad skipper Jim Richardson, a veteran Farr 40 campaigner of over a decade, was thrilled with the victory, which was only secured in a final winner-takes-all race after a tight battle with *Nerone* during the last two days of competition.

"We're very, very happy. Coming to Italy and winning this World Championship in Porto Cervo is an amazing feeling for us. There are so many good teams out there, particularly the Italians and to be able to win in

their home waters is a great thrill for us," said Richardson.

"We tried to stay calm all week. It's easy to get too wound up and too hyped up. Our basic philosophy throughout the regatta was not to take chances, or take risks. If necessary we ducked boats rather than try to force an issue. Our point-score is a tribute to how well we sailed the boat, without taking any risks. Our worst race was a sixth and that is pretty good."

Australians at the regatta sailed respectably with Guido Belgiorno-Nettis' *Transfusion* the highest placed Aussie in 8th place.

CYCA members Martin and Lisa Hill (*Estate Master*) and Lang Walker (*Kokomo*) placed 9th and 16th respectively.

Regatta favourite *Mascalzone Latino*, a three-time Farr 40 World Champion, placed fourth overall.

The CYCA will host the Rolex Farr 40 World Championships in 2011.

For further information visit www.farr40worldchampionship.com

TOP GUN FIRES AT AUSTRALIAN WOMEN'S KEELBOAT REGATTA

Skipped by Erin Peters and helmed by Anne Antrecht, *Top Gun* is again the champion boat of the Australian Women's Keelboat Regatta, sailed on Melbourne's Port Phillip Bay over the June long weekend.

The well-sailed Adams 10 from the Royal Yacht Club of Victoria won all three handicap divisions, including taking first place on corrected time in five of the six heats under the international IRC handicap.

A Tasmanian crew, skippered by prominent Hobart yachtswoman Dianne Barkas, sailed the chartered Sydney 38 *Scarlet Runner* to line honours in all six races, placing second place overall in the IRC division and third in the AMS division.

The 21-strong fleet ranged from a Thompson 7 sports to an ocean racer and a total of 150 women sailors from Victoria, South Australia and Tasmania, who contested the 19th regatta conducted specifically for women by the Royal Melbourne Yacht Squadron.

Sailed over windward/leeward courses at the top end of the bay, winds varied from a 5-8 knot northerly on the opening day to a gusty 18-25 knot westerly on the final day, described by Dianne Barkas as "challenging".

Top Gun and her Victorian crew sailed an almost faultless series, winning every race on IRC corrected time, with the exception of the light and fluky race three in which they placed fourth.

"It's been a marvellous regatta, with a wide variety of competition and weather conditions, but we managed to take line honours in all six races, although today was very challenging," Barkas said after the last of three races on Monday.

"We were glad we had ten girls on board for the final race, with the wind freshening to 16-22 knots and while many boats elected not carry spinnakers, we were able to fly a small kite without any problems." – Peter Campbell

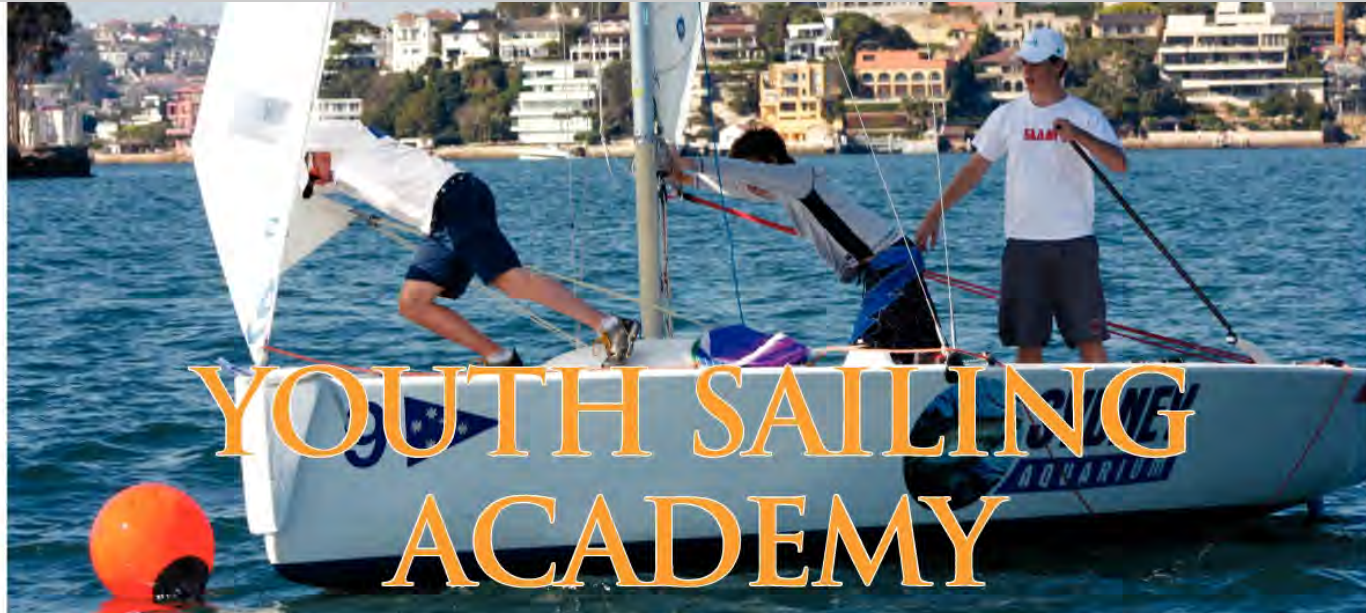
For further information visit <http://www.rmys.com.au>

FINAL STANDINGS	POINTS
1 <i>Barking Mad</i> (USA)	38
2 <i>Nerone</i> (ITA)	45
3 <i>Joe Fly</i> (ITA)	53
4 <i>Mascalzone Latino</i> (ITA)	66
5 <i>Flash Gordon</i> (USA)	102
6 <i>Plenty</i> (USA)	102
7 <i>Twins</i> (FRA)	104
8 <i>Transfusion</i> (AUS)	113
9 <i>Estate Master</i> (AUS)	117
10 <i>TWT</i> (ITA)	



The winning crew at the Australian Women's Keelboat Regatta.

Photo: David Seamar.



THE 2009 SEASON SO FAR...

THE CYCA'S YOUTH SAILING ACADEMY (YSA) HAS HAD A BUSY YEAR TRAINING UP THE NEXT GENERATION OF AUSTRALIAN SAILING TALENT, AND THERE'S STILL PLENTY MORE TO COME IN THE SECOND HALF OF 2009.

By Pam Scrivenor

The Youth Sailing Academy (YSA) started its season with the annual welcome breakfast in early May, gathering almost 80 sailors from various dinghy clubs around Sydney, the Central Coast and the Illawarra 'on loan' for winter. Sailors and their parents came together to be introduced to coaches and to hear what the YSA has planned for the squads.

Andrew Palfrey, Rob Bell, Evan Walker and Seve Jarvin explained the coaching syllabus for each squad and following the breakfast, the Advanced Squad was out on the water for their first on-water session. Training for the Advanced Squad consists of 10 Saturdays with a fitness session in the park from 0730 run by Rob Bell and then daily briefing and sailing from 0830 to 1600.

During the season, the squad competes in three regattas, the first being the Kellett Shield. This is a fleet racing regatta where the new teams rotate through each position on the boat and from this regatta many sailors find their niche. Brad Kellett, presented the Kellett Shield to the winning boat, Club Marine and her crew of Evan Walker, Karen Muller, Ashlen Rooklyn and Tim Forbes-Smith. Brad shared the history of the Shield, which was first donated to the YSA by his father, David in 1994 when Brad was a member of the Academy.

Over the next two weekends, the Talented Sailor Squad (TSS) and the Development Match Racing Squad (DMR) launched into their season with great enthusiasm with Evan Walker, Rob Bell and Seve Jarvin taking on the coaching of these squads. This season the YSA approached various junior sailing associations to select talented and enthusiastic sailors to join the squads. Through the sponsorship from CYCA member Ervin Vidor and Toga Hospitality Group, the YSA was able to offer scholarships to the associations. Both the Sabot and Flying Eleven Associations selected sailors and awarded scholarships bringing many new sailors into the squads. Both of these squads

have a syllabus of five training days and an End of Squad Regatta to make up their season. The TSS will finish with a fleet racing regatta and the DMR, a match racing regatta to test their new match racing skills.

An important part of the DMR squad syllabus is the Interclub Challenge between the three match racing clubs in Sydney: Royal Sydney Yacht Squadron (RSYS), Royal Prince Alfred Yacht Club (RPAYC) and the Cruising Yacht Club of Australia (CYCA). Each club hosts one leg of the Challenge, conducting a series of six fleet races and at the end of the series the scores determine the winner of the Interclub Challenge Cup. This series brings together many young sailors who will continue to do battle against each other as they progress through the various youth squads in Sydney, meeting in club, state, national and often international events.

The next two regattas for the Advanced Squad were match racing regattas sponsored by CYCA club members. Vice Commodore and Chairman of the Training and Development Committee, Garry Linacre sponsor the Navionics Regatta, a one-day Grade 5 event and Dean Harrigan sponsored the Captain John Piper Regatta, a two-day Grade 4 event. This year the YSA invited teams from RSYS and RPAYC to join these events, again allowing the youth squads to get together and measure their skills.

The Governor's Cup, hosted by Balboa Yacht Club in California is the first event on the representative calendar and is held mid July. The CYCA will be represented by Jay Griffin, Keiran Searle and Will Parker. This is an under-20 event and gives our young teams a taste of the international regatta circuit. The next representative match racing regatta is the Club Marine NSW Youth Match Racing Championship, hosted by CYCA in early August followed by compasscard Australian Women's and Australian Open Match Racing Championships, back-to-back events, hosted by CYCA and RPAYC respectively commencing 31 August. The teams then move on to Australian Youth Match Racing Championship which will be hosted by Sandringham Yacht Club in mid September in their fleet of Beneteau 7.5s on Port Phillip Bay in Victoria.

During the winter season, several sailors departed for Europe to sail in various Australian teams. The Australian Sailing Development Squad supports several of the YSA sailors and coaches in Women's Match Racing, 470, 49er and Star classes, all working hard to secure a place in the Australian Sailing Team and on to the Olympics in 2012. These sailors return to the YSA each year, bringing back experience and knowledge to share with other sailors and encourage everyone to pursue the sport of sailing and the wonderful opportunities that it offers. **O**

The new Hamilton Island Yacht Club, which will be ready for Race Week.

150 YACHTS EXPECTED FOR HAMILTON ISLAND RACE WEEK

Hamilton Island Race Week 2009 has seen a late rush of entries with more than 150 yachts now expected to compete in the racing and join in the festivities when the annual regatta gets underway on 22 August.

Entries are down on last year's record fleet of 225 yachts but attendance numbers were bolstered by the fact that 2008 marked the 25th anniversary for the regatta, which has over the years attracted a big following from many of the top racing outfits and cruising sailors in Australian and internationally.

In its 26th year, Hamilton Island Race Week is expected to have 12 keelboat divisions with the cruising division again expected to be the most populous.

A big drawcard for race week in 2009 will be the introduction of Dent Island Day in place of the traditional Whitehaven Beach Party, which has over the years become overcrowded with backpackers and non-competitors. It has not so much been cancelled as relocated to the privacy of Dent Island, adjacent to Hamilton Island.

Race Week organisers believe the new party will mark a return to the original spirit of the Whitehaven Beach party as a time for camaraderie between competitors and a place to bring family and friends.

Dent Island is also the location of one of the Whitsunday's newest



attractions, the world-class 18-hole Hamilton Island Golf Course which captures panoramic views of the surrounding Whitsunday Islands. Festivities will be centered on the Dent Island Golf Club, which stands at the summit of the island.

Before the start of Dent Island Day, competitors will be able to take part in a new racing format. All but the IRC and performance racing classes will be able to take part in a Mark Foy start, also known as a handicap or pursuit start. Performance and IRC divisions will have their own sprint race with a scratch start.

For further information visit www.hamiltonislandraceweek.com.au



Quantum Racing at the last year's Airlie Beach Race Week.

HIATT AND ROBERTS TO BATTLE AGAIN AT AIRLIE BEACH RACE WEEK

Airlie Beach Race Week 2008 champion Ray Roberts will defend his 2009 title against a resurgent Michael Hiatt whose new yacht *Living Doll* could be a match for Roberts' *Quantum Racing*, which has been renamed *Evolution Racing*.

Hiatt, a Victorian, and New South Welshman Roberts of the CYCA battled it out in last year's regatta with *Quantum Racing* coming from behind to beat the former *Living Doll* to the top spot on the podium.

But Hiatt has upgraded with his new Farr-designed *Living Doll* which boasts a 1.5-metre waterline length advantage over its rival.

The stage has been set for a great showdown in 2009 with both confirmed entrants to the 21st Airlie Beach Race Week, which will again host some of the best racing yachts from around the country including trailerable sports boats, which are expected to be one of the growing categories among the seven racing classes.

With six days racing planned between 13 to 20 August, the event is designed to please everyone from novices to high profile yacht racing campaigners.

The number of sports boats taking part is set to grow this year with a Cat 7 rated fleet with at least six SB3s racing around Pioneer Bay.

"Having seven classes of yachts including cruisers, trailerable sports boats and IRC Racing Yachts, competing simultaneously, but over different courses, allows us to support a diversity of sailing styles as well as levels of expertise," said regatta director Denis Thompson.

"While there is a racing category for everyone, Airlie Beach Race Week also traditionally hosts Australia's largest regatta of high performance, trailerable sports boats. That in itself makes an outstanding event and a magnificent spectacle."

Airlie Beach Race Week is being hosted at Meriden Marinas Abel Point



Living Doll.

marina located on Shingley Drive, which over the past year has seen new significant improvements to increase the marina's capacity and facilities.

This year's Airlie Beach Race Week will be raced in seven main categories:

- IRC Racing Class for the top class racing vessels
- IRC Cruising Class for modern, fast cruising yachts
- Performance Racing Class which bases handicaps on the known performance of a vessel
- Sports Boat Class for thoroughbred, lightweight trailerable yachts
- Cruising Class for all types of cruising yachts with spinnakers
- Non-Spinnaker Class for yachts without spinnakers
- One-Design Class for one type, yacht brands

The cruising classes will follow courses that use islands as key markers, whereas the outright racing designs will focus on racing around designated course markers.

Organisers have again focused on creating a good balance between racing and enjoying time in the tropical Whitsundays with racing expected to begin later in the morning at around 10am each day and finish up by 4:30pm each night. There will also be a rest day midweek.

For further information email info@airliebeachraceweek.com.au or visit www.airliebeachraceweek.org.au



GOLDEN OLDIES FLOCK TO LORD HOWE ISLAND RACE

Three of Australia's most famous older ocean racing yachts, *Sanyo Maris*, *Pacha* and *Ray White Spirit of Koomooloo* (the original *Ragamuffin*) are among a strong fleet of 16 boats nominated for this year's Hempel Paints Gosford to Lord Howe Island Race.

Conducted by Gosford Sailing Club, the 414 nautical mile race is currently the only annual Category 1 ocean race in Australian waters outside of the Rolex Sydney Hobart Yacht Race.

Fleet numbers are limited because of the World Heritage listing of the tiny island across the northern Tasman Sea, with many of the entries again using it as their qualifier for December's Rolex Sydney Hobart.

Despite the Lord Howe Island Race being open to canting keel maxi yachts for the first time, none have entered, with the largest boat in the fleet being *Pacha* at 16.21 metres LOA. The emphasis this year will definitely be on IRC and PHS handicap results in a closely matched fleet.

Sanyo Maris, the Alan Payne-designed timber yawl skippered by Ian Kiernan, won this race last year on IRC corrected time to celebrate her 50th birthday.

Pacha, a Camper & Nicholson-designed sloop, won the 1970 Sydney Hobart Race and has been lovingly restored to her best by Gosford Sailing Club member Bill Koppe.

The Queensland-owned *Ray White Spirit of Koomooloo* is the original *Ragamuffin*, a Sparkman & Stephens-designed 48-footer that in 1971 won the Fastnet Race in England and also contested three Admiral's Cups as a member of the Australian team. Then, as *Margaret Rintoul II*, she continued to race to Hobart before being bought by Queenslanders Mike and Don Freebairn to replace another grand old yacht, *Koomooloo*, that foundered during the 2006 Hobart Race.

In her first race for her latest owners, the S&S 48 finished second in IRC Division 4 of the 2008 Rolex Sydney Hobart to the Dutch boat *Winsome*.

Sanyo Maris will return to Lord Howe.



These 'golden oldies' will be up against some successful modern ocean racers, including past winners Ed Psaltis and Bob Thomas with their Farr/Welbourne 40-footer *AFR Midnight Rambler*, and the impressive Ker 11.3 *Tow Truck*, skippered by Anthony Paterson from Lake Macquarie Yacht Club.

Tow Truck won IRC Division 3 of the 2008 Sydney Hobart, beating *AFR Midnight Rambler* on corrected time. Entries for the race, which starts from Broken Bay on Saturday, 31 October 2009, come from a wide range of clubs, including the Cruising Yacht Club of Australia, Royal Sydney Yacht Squadron, Cronulla, Gosford and Sydney Amateur Sailing Clubs, Newcastle, Lake Macquarie and Manly Yacht Clubs, and the Royal Queensland Yacht Squadron. – Peter Campbell

For further information email lhi@gosfordsailingclub.com.au or visit www.gosfordsailingclub.com.au



Entering Newcastle Harbour.

NCYC PLANS CAT 1 OCEAN RACE FOR 2010

Newcastle Cruising Yacht Club will pilot a new Category 1 offshore race next, the Butlers Newcastle Round Lord Howe Island Yacht Race, which it is billing as 140 miles longer than the Rolex Sydney Hobart.

NCYC plans to run the inaugural race on Mother's Day 2010 to coincide with seasonal sou'easters and nor'westers for pleasant reaching conditions rather than a windward slog.

The 770 nautical mile course will see the racing fleet will round Lord Howe Island without stopping and return to the finish line in Newcastle Harbour, while the cruising division will be able to enjoy a layover on the World Heritage-listed island for up to six days awaiting the right weather for the return leg.

NCYC members Tony Purkiss and Bruce Bragg conceived the race concept, secured Butlers Business and Law as sponsor and won approval from the club board to proceed.

"I've sailed to Lord Howe 10 times and just love the place," said Purkiss. "And there's no better place to start and finish than Newcastle."

Only 20 yachts total are allowed to moor at the island so cruising entries are expected to fill up early.

Also mimicking the Sydney Hobart which finishes with the annual Taste festival in Hobart, the organisers will investigate the possibility for a Taste of the Hunter event to celebrate the race finish.

Yachts can choose to race in PHS or IRC divisions.

For further information contact Tony Purkiss, Tel 0411 057 362 or email etosha@exemail.com.au

ROUND AUSTRALIA RACE DRAWS BIG WHEELS IN OCEAN RACING

Some of Australia's leading yachtsmen are lining up to take part in the first running of the country's newest Category 1 ocean race, the Around Australia Race which is set to commence in July 2011.



Quantum Racing has confirmed interest in the Round Australia Race.

Among the contenders registering their interest are CYCA Commodore Matt Allen and his Volvo 70 *Ichi Ban*, Quantum Racing owner/skipper Ray Roberts and the skipper of the 30-metre *Skandia* supermaxi, Grant Wharington.

"We are up for it," said Roberts, "it will be a glamour."

"The fact that it fits in with the Sydney Southport and Airlie Beach and Hamilton Island race weeks is really great. We thought about doing it on our own non-stop, but being able to stop and have some time to look around, play tourist and have crew fly in for legs is really good."

The race organisers, Ocean Events, certainly faced a big challenge in getting the project off the ground. With over 7,500 nautical miles of coastline to contend with, it's not easy to assemble a viable fleet from all over the world's largest island continent.

"Sailing around Australia is one of the world's great adventures. Why is there not a regular race or rally? We think the tyranny of distance," said Ocean Events director, Bob Williams, referring to the difficulty in assembling a sizable starting fleet in a single Australian port due to the long delivery legs.

To overcome this objection, the race will eschew convention by implementing a staggered start with skippers choosing the most convenient of 10 ports to start/finish their circumnavigation, joining the fleet as it passes anti-clockwise around the Australian continent from Fremantle.

Skippers can choose their favoured start/finish port from a list including Fremantle, Albany, Adelaide, Melbourne, Hobart, Sydney, Gold Coast, in the Whitsunday Islands and the far north coast of Queensland, Darwin and Broome in north Western Australia.

The race will also be accompanied by a cruising rally and has been planned to provide a balance between racing and enjoyment, with around 40 days of sailing and 50 days in port. International participants are also encouraged to join the rally in the racing or cruising divisions.

"This event ticks all the boxes," said Matt Allen. "Sure, yachts will have different weather systems, the early starters from Western Australia versus the Sydney starters, but you know in the Sydney Hobart race people are sailing in different weather systems depending on if they are in the front of the fleet or the back and the time they arrive in the Derwent. It just makes it all the more challenging. I want to be in the 2011 fleet."

For further information email info@sailaroundaustralia.com.au or visit www.sailaroundaustralia.com.au

OFFSHORE RACING CALENDAR

AUSTRALIAN RACES AND REGATTAS	DATE	YACHT CLUB	AUSTRALIAN RACES AND REGATTAS	DATE	YACHT CLUB
FEBRUARY			SEPTEMBER		
Hardy Cup Under 25 ISAF Grade			Magnetic Island Race Week	4-8 September 2009	TCYC
3 Match Racing	1-5 February 2009	RSYS	Lion Island Race	12 September 2009	SASC
Bluewater Pointscore Flinders Island Race	6 February 2009	CYCA	Sydney Harbour Islands Race	20 September 2009	CYCA
Ocean Pointscore Race,			Bird Island Race	25 September 2009	CYCA
Sydney Newcastle Race	7 February 2009	CYCA	OCTOBER		
Milson Memorial Cup SOPS Race	12 February 2009	RSYS	Short Ocean Race	3 October 2009	MHYC
Short Haul Race to Pittwater	13 February 2009	CYCA	Flinders Island Race	9 October 2009	CYCA
Farr 40 Sprint Series	14-15 February 2009	CYCA	Peppers Anchorage F40		
SOPS Race	21 February 2009	MHYC	Port Stephens Regatta	16-18 October 2009	
RANSA Regatta	22 February 2009	RANSA	Two Islands Race	17 October 2009	SSAA
Farr 40 National Championship	20-22 February 2009	RSYS	X Yachts & Bavaria Sydney		
SOPS Race	27 February 2009	CYCA	Harbour Regatta	23 October 2009	CYCA
MARCH			Gascoigne Cup	24 October 2009	RSYS
Stepping Stones House Regatta	4 March 2009	RSYS	Gosford Lord Howe Island Race	31 October 2009	
Audi Etchells World Championship	1-14 March	RBVC	Farr 40 Regatta	31 October to 1 November 2009	RPAYC
Audi Sydney Harbour Regatta,			NOVEMBER		
IRC/inshore classes	7-8 March 2009	MHYC	Beneteau Cup - Peugeot Regatta	1-6 November 2009	CYCA
SOPS Race	13 March 2009	RSYS	Cabbage Tree Island Race	6 November 2009	CYCA
Marinasses Women's Match			Rotary Charity Regatta	13 November 2009	CYCA
Racing Regatta	14-15 March 2009	CYCA	Morna Cup	14 November 2009	RSYS
Mt Gay Rum Top Jocks Regatta			Pittwater to Sydney	15 November 2009	CYCA
— invitation only	20 March 2009	CYCA	Farr 40 Class Regatta	14-15 November	CYCA
Audi Sydney Offshore Newcastle Race,			Short Ocean Race	21 November 2009	MHYC
Trade Winds Trophy, Founders Trophy	26 March 2009	CYCA	International Youth Match		
APRIL			Racing Regatta	23-27 November 2009	
Final St Arnou Wednesday Twilight Race	1 April 2009	CYCA	DECEMBER		
Audi Winter Sunday Series begins	2 April 2009	CYCA	David Burke Memorial	1 December 2009	CYCA
Final RSYS/RPEYC Saturday pointscore	4 April 2009	RSYS/ RPEYC	Rolex Trophy - One Design	11-13 December 2009	CYCA
Autumn Championship Regatta, Eaton			SOLAS Big Boat Challenge	15 December 2009	CYCA
Cup, Etchells, Sydney 38s, Sydney 32s	4-5 April 2009	RSYS	Rolex Trophy Rating		
Harken International Womens			& Passage Series	17-20 December 2009	CYCA
Match Racing Regatta	4-8 April 2009	CYCA	Rolex Sydney Hobart Yacht Race	26-31 December 2009	CYCA
International World Championship,			JANUARY 2010		
Port Phillip, Melbourne	1-14 April 2009	RBVC	Pittwater Coffs Harbour Race	2 January 2010	RPAYC
61st Brisbane to Gladstone Race	10 April 2009	QCYC	Skandia Geelong Week	23-26 January 2010	RGYC
Port Stephens Regatta	20-26 April 2009	RPAYC, NCYC	174th Australia Day Regatta	26 January 2010	
Freedom From MS Regatta	26 April to 2 May 2009	RPAYC, CYCA, RMYC	Short Ocean Race	30 January 2010	CYCA
MAY			FEBRUARY 2010		
CYCA Winter Ball	30 May 2009	CYCA	Flinders Island Race	1-6 February 2010	CYCA
JUNE			Sydney Newcastle Race	6 February 2010	CYCA
Audi Winter Series continues	June 2009	CYCA	Milson Memorial Cup	13 February 2010	CYCA
Combined Clubs Winter Race	13 June 2009	RANSA	Pittwater to Sydney	14 February 2010	CYCA
Australian Women's Keelboat Regatta	6-8 June 2009	RMYS	Short Ocean Race	20 February 2010	MHYC
JULY			Farr 40 Sprint Series	20-21 February 2010	CYCA
Audi Winter Series continues	2009	CYCA	RANSA Regatta	21 February 2010	RANSA
Audi Sydney Gold Coast Yacht Race	25 July 2009	CYCA	Italian Cup	23 February 2010	CYCA
AUGUST			Marinasses Women's		
Meridien Marinas Airlie Beach Race Week	13-20 August 2009	WSC	Match Racing Regatta	27-28 February 2010	YSA
Audi Hamilton Island Race Week	22-29 August 2009	HIYC	SEPTEMBER 2010		
Australian Women's Match Racing			Flinders Island Race	1-6 September 2010	CYCA
Championships	30 August to 3 September 2009	CYCA	Peppers Anchorage F40	7-12 September 2010	CYCA

AUSTRALIAN RACES AND REGATTAS	DATE	YACHT CLUB	INTERNATIONAL RACES AND REGATTAS	DATE	COUNTRY
MARCH 2010			JULY		
Stepping Stone			Rolex Baltic Week	5-12 July 2009	Kiel, DEU
House Charity Regatta	4 March 2010	RSYS	Six Senses Phuket Race Week	22-26 July 2009	Phuket, THA
Audi Sydney Harbour Regatta	6-7 March 2010	MHYC	Marina Del Rey to San Diego Race	2-5 July 2009	Los Angeles, USA
Hamilton Island Farr			ORC International Offshore		
40 Australian Championships	12-14 March 2010	HIYC	World Championship	5-11 July 2009	Brindisi, ITA
Mount Gay Rum Top Jocks			Volvo Youth Sailing		
Regatta (invitation only)	13 March 2010	CYCA	ISAF World Championship	9-18 July 2009	Buzios, BRZ
Audi Sydney Offshore			Asian European Regatta	11-17 July 2009	Cowes, UK
Newcastle Race	19 March 2010	CYCA			
Property Industry Regatta	26 March 2010	MHYC			
Harken International					
Women's Match Racing Regatta	24-28 March 2010	CYCA			
APRIL 2010			AUGUST		
Brisbane Gladstone Race	2 April 2010	QCYC	Cowes Week	1-8 August 2009	Cowes, UK
Summer Prizegiving	16 April 2010	CYCA	Copa del Rey	1-8 August 2009	Palma de Mallorca, SPA
International races and regattas			Rolex Fastnet Race	9-14 August 2009	Cowes/ Plymouth GBR
			AP 505 World Championships	15-30 August 2009	San Francisco, USA
			Melges 24 European Championships	20-29 August 2009	Hyeres, FRA

INTERNATIONAL RACES AND REGATTAS DATE COUNTRY

JANUARY	DATE	COUNTRY
South Atlantic Race	3 January 2009	Cape Town, SA
Circuito Atlantico Sur Rolex Cup	16-25 January 2009	Buenos Aires, ARG & Punta del Este, URY
Volvo Ocean Race Leg Four - Singapore to Qingdao	18 January 2009	Singapore
Acura Key West	19-23 January 2009	Florida, USA
Louis Vuitton Pacific Series	31 January - 14 February 2009	Auckland, NZL
FEBRUARY		
Volvo Ocean Race Leg Five - Qingdao to Rio De Janeiro	14 February 2009	Qingdao, CHN
BMW Auckland Regatta	20-22 February 2009	Auckland, NZ
Primo Cup - Trophée Credit Suisse	8 and 12-15 February 2009	Monaco
MARCH		
International Rolex Regatta	27-29 March 2009	St. Thomas, VIR
Congressional Cup	24-29 March 2009	Long Beach, USA
APRIL		
Rolex San Fernando Race	April 2009	Hong Kong, HKG
Palmares	April 2009	Palma de Mallorca, ESP
Volvo Ocean Race Leg Six - Rio De Janeiro to Boston	April 2009	Rio De Janeiro, BRZ
Volvo Ocean Race Leg Seven - Boston to Port Stopover	25 April to 16 May	Boston, USA
J24 World Championships	30 April to 8 May	Annapolis, USA
MAY		
Tahiti Pearl Regatta	7-10 May 2009	Tahiti, PYF
Top of The Gulf Regatta and Coronation Cup	1-5 May 2009	Jomtien Beach, THA
Trofeo Pirelli - Copa Carlo Negri	May 2009	Santa Margherita, ITA
Tre Golfi	May 2009	Capri, ITA
JUNE		
New York Yacht Club 155th International Regatta	12-14 June 2009	Rhode Island, USA
Giraglia Rolex Cup	13-20 June 2009	St Tropez, FRA/Genoa, ITA
J22 World Championships	13-14 June 2009	Lake Garda, ITA
Volvo Ocean Race Leg 9 - Marstrand to Stockholm	14 June 2009	Marstrand, SWE
International One Design World Championships	21-27 June 2009	Stenungsund, SWE
J80 World Championships	27 June to 5 July 2009	Santander, SPA
Transpacific Race	29 June 2009	Los Angeles, USA

SEPTEMBER	DATE	COUNTRY
Perini Navi Cup	2-5 September 2009	Porto Cervo, ITA
Maxi Yacht Rolex Cup	6-12 September 2009	St. Tropez, FRA
Rolex Big Boat Series	10-13 September 2009	San Francisco, USA
Audi Melega 32 World Championship	21-27 September 2009	Sardinia, ITA
Les Voiles de Saint-Tropez	27 September to 4 October	St Tropez, FRA
OCTOBER		
Rolex International Women's Keelboat Championship	7-10 October 2009	Rochester, USA
Rolex Middle Sea Race	17 October 2009	Valletta, MAL
Rolex Osprey Cup	21-24 October 2009	St Petersburg, USA
Marmaris International Race Week	24-30 October 2009	Marmaris, TUR
NOVEMBER		
Loro Piana Round the Island Race	23 November 2009	Hong Kong, CHI
Dubai RC44 Gold Cup	25-29 November 2009	Dubai, UAE

KEY

CYCA	Cruising Yacht Club of Australia
DSS	Derwent Sailing Squadron
GSC	Gosford Sailing Club
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
RANSA	Royal Australian Navy Sailing Association
RYBC	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
RSAYS	Royal South Australian Yacht Squadron
RSYS	Royal Sydney Yacht Squadron
RYCT	Royal Yacht Club of Tasmania
FSC	Fremantle Sailing Club
TYC	Tamar Yacht Club
ASAC	Sydney Amateur Sailing Club
SSAA	South-handed Sailing Association of Australia
WSC	Whitsunday Sailing Club
YNSW	Yachting NSW



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Alfa MALE

FEW HAVE DOMINATED THE EUROPEAN GRAND PRIX YACHT RACING SCENE OVER THE LAST FEW YEARS AS NEVILLE CRICHTON WITH HIS 100-FOOTER *ALFA ROMEO II*. THE SYDNEY-BASED KIWI IS BRINGING THE BOAT BACK TO AUSTRALIA TO TAKE ON *WILD OATS XI* AND POTENTIALLY A WIDER FLEET OF 100-FOOT MAXIS IN THE 2009 ROLEX SYDNEY HOBART YACHT RACE.

By Matthew Henry

Sitting across a work cluttered desk in the corner office of his Ateco Motors headquarters on Parramatta Road, the blinds down on a sunny morning in Sydney, Neville Crichton is a long way from the glamour and success of the Mediterranean sailing scene, which has virtually been his second home for the last few years.

It's a busy morning at Ateco and there's a flurry of activity swirling around the office of the governing director. But Crichton has taken time out to talk yachting and his attention is undivided as we converse on what is clearly one of his favourite subjects and his true passion.

At times leaning forward and always fully engaged in the conversation, Crichton speaks with conviction and tenacity, traits that seem to permeate his business endeavours and yacht racing in equal measure.

Compared to the gaudy red interior of his famed *Alfa Romeo* grand prix racing yachts, with their cutting edge design inspired by the Italian sports cars from which they draw their name, Crichton's office in Homebush is

a much more subdued and business-like work space. It's clear that Ateco is work, *Alfa Romeo* is play.

"Really my desire to go sailing has never changed, it's only that I've had to work in between to make a living, otherwise I'd be sailing all the time. I love sailing," he says.

Crichton's passion for yacht racing was instilled at an early age, but success on its present scale did not come until decades later in life and not before many distractions took him away from the sport.

Growing up in rural New Zealand, Crichton developed his love for sailing early in life, practising on a river running through the family farm. He moved into racing dinghies competitively from the age of 12.

"I was fortunate, I did well in dinghies. But when I left school I didn't have the time or the money to get into yachting really for another 20-odd years," he says.

At the age of 18 Crichton entered the world of motor sport, a passion which quickly absorbed more of his attention as his talents grew. As

Photos: Sharon Green



All the action from the 100-footer *Alfa Romeo's* Transpac triumph in July, and (top right) Crichton in the dock in Hawaii.

fiercely competitive behind the wheel as at the helm, the ambitious Kiwi moved into a career as a professional touring car driver during the 1980s, and sailing fell by the wayside.

Today, Crichton's involvement in motor racing is only as a spectator at the odd F1 race, but he looks back on those years fondly and retains strong connections with the motor sport fraternity. Just as every sailor remembers their favourite yacht, Crichton vividly remembers his best drive.

"Probably the most enjoyable car, which I raced for two seasons, was the BMW 635 I drove for John Players. It was probably the most pleasant car I drove, it was an enjoyable team to drive for and Jim Richards was the number one driver clearly. In fact, out of all the driving I did I probably enjoyed that more than anything. I enjoyed long distance racing but that particular car was probably the most enjoyable car."

It was not until 1992 that Crichton returned to yacht racing. Having achieved success in his Ateco wholesale automotive group, which today imports Alfa Romeo, Citroen, Fiat, Ferrari, Maserati and GWM brands into Australia, he was able to re enter the world of yacht racing at a competitive level.

Success quickly followed with one of the most memorable wins in his yachting career - a world title in the Two Ton Cup in Hawaii that same year. Numbers in the series had dwindled due to the effects of the recession, but

Crichton still rates it as one of his finest achievements in yacht racing and the one which gave him a taste for victory on a blue water racecourse.

"There were only 11 boats represented, but it was incredibly good racing and we were winning races only by seconds. That was the first world championships in yachting I had won, nice sailing and good guys we raced against."

After spending the past four years campaigning his yachts with great success in Europe, Crichton has now secured a reputation as one of the sport's most formidable competitors. It's been an incredible run for his *Alfa Romeo* yachts, starting with the 90-foot *Alfa Romeo I*, the 2002 Sydney Hobart line honours winner, which claimed what Rolex calls its 'grand slam', taking out the Garalgia race, the Fastnet, the Maxi Worlds, the Middle Sea race and the Barcolana race in a single season.

More recently, the 100-footer *Alfa Romeo II* has built a brilliant record claiming 141 line honours wins. The third in the *Alfa Romeo* series recently took to the water, a 69-footer, which will be a strong competitor under IRC rating in the Mini Maxi Class.

"We've had line honours every regatta we've sailed in. So it's been a pretty good record," he says.

"I like Europe, we're made to feel very, very welcome amongst all of the clubs and competitors. It's beautiful sailing, we come back in from sailing

"WE ALL KNOW ABOUT OATLEY, IT'S A COPY OF MY BOAT AND THEY SAIL IT WELL. RICHIE DOES A BLOODY GOOD DEAL WITH OATLEY'S BOAT. BUT WHEN WE'RE ON THE RACE TRACK WE DON'T TAKE ANY PRISONERS."



Photo: Rolex / Clario Borlenghi



Alfa Romeo sizing up her sister ship and arch-rival, Wild Oats XI.

The original *Alfa Romeo* en route to winning line honours in the 2003 Rolex Fastnet.

to beautiful resorts like San Tropez and Porto Cervo in Sardinia; we sail in some of the best places in the world and we're lucky."

As we talk in his Homebush office, it's just weeks until the 103rd Transpac Race, one of the great ocean classics with a marathon racecourse traversing the Pacific from Los Angeles to Hawaii. Crichton is talking up *Alfa's* chances of not just taking out line honours but carving up the race record.

It's been 30 years since he last entered the Transpac race and although much has changed – the boats, the technology and the sheer speed of the fleet – Crichton's uncompromising desire to win remains constant.

"It's a major race and we've won every other major ocean race except the

"WE WANT TO BEAT EVERYONE, WE DON'T GO INTO ANY RACE TO BEAT JUST ONE BOAT."

around the world race, because it's not my scene. So we thought we'd have a crack at it. It's like a last conquest," he says.

Few predicted the manner in which *Alfa Romeo II* and its all-star crew would deliver on the pre-race hype. Staying north of the rhumbline and catching favourable winds, the crew, which included Olympian Ben Ainslie and many other top names in ocean racing, sailed a perfect race, finishing in 5 days, 14 hours and 36 minutes and beating the previous race record by one day, one hour, 27 minutes and 51 seconds. Reaching speeds of up to 25 knots over the 2,225 nautical mile course, Alfa even came close to beating the multihull course record.

But while talk of "last conquests" may sound capitulatory, there remains unfinished business for Crichton and his 100-foot maxi. The boat will soon leave Hawaii and head for New Zealand before making the trip across the Tasman in time for the 2009 Rolex Sydney Hobart Yacht Race to take on *Wild Oats XI* as it makes a bid for a fifth line honours win.

Comparisons between the two yachts are natural given their shared pedigree. Launched in mid-2005, the 100-foot *Alfa Romeo II* is a Reichel Pugh design built by McConaghy Boats in Sydney to replace the 90-footer. The state-of-the-art supermaxi's carbon fibre composite hull was fitted with a canting keel, a towering 44-metre high rig and power winches.

It's a virtual sister ship to Bob Oatley's canting keel 98-foot Reichel

Pugh launched from McConaghy's just months later. (*Wild Oats XI* is currently being extended to take advantage of the new 100-foot LOA upper limit for the Rolex Sydney Hobart).

Starting with their duel down the Australian East Coast during the 2005 Sydney Hobart race, which resulted in a shock win for Oatley's brand new and virtually untested *Wild Oats XI* after *Alfa Romeo II* had the edge in their first six encounters during the lead up to the race south, the two supermaxis have provided one of the most compelling contests in yachting over the past few years.

"[The 2005 Rolex Sydney Hobart] was a good race, I don't think there's much between the two boats, you need a bit of luck each way and they were smarter, they went in and got the breeze and we went out and didn't get it."

Speaking with Crichton, you get the impression that beating Bob Oatley would bring some sense of personal satisfaction. Their longstanding rivalry is well known and neither shy away from adding fuel to the fire. This year's Rolex Sydney Hobart presents an opportunity to square the ledger, but he insists his campaign is not focussed on *Wild Oats XI*.

"We want to beat everyone, we don't go into any race to beat just one boat. That cost us a Farr 40 trophy by covering a boat in the last race and we took them out but took ourselves out of the regatta too and lost it on a countback," he says.

"I don't enjoy long ocean races, that's not me, I enjoy around the bouys where it's fierce. The Hobart, I can certainly do without going to Hobart. But the Hobart is an incredible race, it's one of the most famous races in the world and we have a boat which is capable of doing it, so we do it."

2009 is shaping up to be one of the most exciting Sydney Hobarts in recent memory with as many as five 100-foot supermaxis potentially lining up on the harbour on Boxing Day. *Alfa Romeo II* and *Wild Oats XI* may well be joined on the racecourse by other world class supermaxis including Mike Slade's *ICAP Leopard* from the UK, Grant Wharington's *Skandia* from Victoria and the New Zealand boat *Maximus*.

With its form coming into the race, *Alfa Romeo II* would have to be looking like a favourite, but Crichton doesn't discount the opposition.

"I think you might be surprised just how good *Leopard* is actually, and certainly if we get a heavy southerly (headwind) I think *Leopard* will probably have the advantage over both of us.

"If it's on the nose in the rough seas, their boat's 10 tonnes heavier than us, it's a big, heavy, beamy boat and they've done a lot of sailing in the last 12 months. They know the boat inside out and we won't have done quite as much competition as they have done."

Rumours also suggest the American supermaxi *Speedboat*, the most modern 100-footer in the fleet, may be considering making an appearance in the Rolex Sydney Hobart.

"Certainly if you are going for the record across the Atlantic then *Speedboat* is the one to do it in. Around the bouys, I think we'd kill it.

"We all know about Oatley, it's a copy of my boat and they sail it well. Richo does a bloody good deal with Oatley's boat, they've got big budgets to play with, it's a very good boat, they sail it well they've got good sailors, and they are always fantastic competitors. Everyone thinks we're arch enemies but we're not. Richo and I are good mates and he was at my house on Christmas Day for dinner, that's how well we know each other. But when we're on the race track we don't take any prisoners." ○

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THERE ARE SOME SIMPLE STEPS YOU CAN TAKE WHICH COULD HELP YOU AVOID AN EXPENSIVE MISTAKE OR BOATING NIGHTMARE WHEN YOU BUY YOUR NEXT YACHT.

By Jenifer Wells

Finally committing to buying that boat leaves the months, perhaps even years, of indecision firmly in your wake. But what happens after you shake hands with the vendor as a sign of good faith that the deal and price have been agreed?

The legal issues surrounding the purchase of a new boat are not well documented. It is very much caveat emptor (buyer beware) and a purchaser must make all enquiries to satisfy themselves as to the condition and status of the vessel. At the end of the day there is a lot of faith placed in the integrity, honesty and trustworthiness of the person selling the boat.

Let's face it, a boat is probably one of our most expensive assets outside of property, and indeed, may be a second mortgage on our home (back in the days before the global credit crunch!) or the reward of hard-earned superannuation (which may be smaller than expected if retiring during the financial melt-down).

While not constituting advice (which you should always ascertain for yourself) the following are a few issues you should consider during the purchase process.

BASIC PAPERWORK

Although you could easily be spending the same amount of money tied up in the family home, unlike buying a house, the paperwork involved to purchase a boat is relatively simple. NSW Maritime requirements set out the minimum documentation for transfer of title for a new or second hand boat.

When applying for registration, you must provide the following:

- Completed 'Application for Vessel Registration' in one name (or organisation) only
- Proof of acquisition – copy of an acceptable receipt/bill of sale or consignment note
- HIN (Boatcode) certificate
- Proof of Identity

If purchasing a second hand boat, the current registered owner must forward the Notice of Disposal to NSW Maritime. The current owner must also sign the reverse side of the registration certificate and give it, together with an acceptable receipt to the buyer. The buyer has 21 days to complete the transfer or face a late fee.

Maritime NSW requires a receipt to include the following:

- Full name and signature of seller
- Full name and address of buyer
- Date of sale and the words 'received payment in full' or similar and HIN/Boatcode number, and
- A full description of the vessel

PROTECTING YOUR PURCHASE

Sounds simple enough. However, faced with the prospect of forking out thousands, if not millions, of precious dollars are there some other issues you should consider documenting to ensure that your new asset does not turn into a nightmare?

Clear Title: The biggest issue when buying a second hand boat is to ensure that the current owner has clear title, ie that there is no money owing on the boat and that there are no restrictions or encumbrances on the boat by a third party, eg a financial institution. And, of course, it is vital that the boat has not been reported as stolen.

Whether the current owner has clear title is an obvious question to ask before agreeing to the deal. However, there are numerous stories around the marinas of owners claiming that they were not aware of the outstanding money or claim by a third party. A well known Sydney Hobart winner was sold in good faith only for the new owner to be confronted by financial institution demanding hundreds of thousands of dollars or possession of the boat upon failure to pay.

A simple, but not infallible, step to provide some protection for prospective buyers is to undertake a REVS check (Register of Encumbered Vehicles). The Department of Fair Trading will search the register to see if money is owing and whether the boat and/or its trailer has been reported as stolen in NSW. The Department advises that prospective buyers should first check that the boat's registration papers match the Hull Identification Number, NSW Registration and engine numbers. It also suggests that buyers should consider purchasing a REVS search certificate which provides protection in NSW against the boat being repossessed by a creditor due to debt of the previous owner.

What's included in the sale? It could be a good idea to document the sale beyond the basic requirements outlined above. A classic issue to consider is documenting exactly what has been sold in the deal.

If purchasing a new boat, Brendan Hunt from Vicsail says that the contracts are fairly basic and standard. The schedule to the contract includes the inventory and specifications.

"If you are buying a production boat, like a Beneteau, the contracts are quite standardised, including guarantees and warranties. However if you

are purchasing a more customised or one-off boat then it is necessary to be far more specific in the contract for sale," says Hunt.

If buying a second hand boat the buyer and seller should agree exactly what is included with the boat. An agreed inventory of the gear included with the boat could save arguments in the future. Obvious examples to consider include sail wardrobe, lines, chain, life rafts and personal floatation devices, electronic and other safety gear.

Sail numbers and boat names: Well-known skipper of 32 Sydney Hobart Yacht Races, Roger Hickman says that it is important to have clarity regarding whether the new owner can buy the sail number and

transfer it with their local member yachting association. If the seller wants to retain the sail number (subject to class association restrictions) then the buyer will need to apply for a new number from Yachting NSW.

There have been some high profile disputes over naming rights so it would be wise to be certain that the buyer and seller agree on the ongoing use of the name.

Hickman also notes that buyers should be clear as to whether the seller is comfortable with the new owner using the current name of the boat. Some owners want to retain the boat name for their new boat, especially in high profile racing campaigns. For example, when Alan Brierty purchased *Flirt*, seller Chris Dare wanted to retain the name for his new Corby 49. Brierty had to come up with a new name and now has three different boats under the *Limit* campaign banner.

"The naming rights of the boat should be discussed at the point of sale," says Hickman. "When I purchased the 43-foot *Wild Oats* no caveat was put on the use of the name. However, I was happy to later change the name when Bob Oatley built his next boat with the same name."

RACING BOATS

If purchasing a yacht to race the Rolex Sydney Hobart or other IRC races there are some

important aspects to consider as special conditions to be included in a contract for sale.

These include considering whether the sale should be subject to:

- Satisfying a specific YA safety category, eg the boat is Category 4 or 1 ready
- Verification of the handicap rating
- Compliance with class association requirements
- Verification of the safety certificate

Hickman suggests that prospective buyers should check the handicap, weight and stability for themselves. "It would be just dreadful if you found out after the fact that there had been an error in the measurement of your sails," he says. "Also, the previous owner may have taken weight out of the boat or added more weight to the keel. This could be vital to your racing campaign if the boat is near the minimum stability requirements."

**"THERE IS ONLY ONE THING
MORE EXPENSIVE THAN A BOAT
- THE WRONG BOAT."**





PROFESSIONAL ADVICE

Prospective buyers should consider obtaining some advice from professionals. A pre-purchase inspection by a professional marine surveyor as to the seaworthiness and condition of the hull and rigging could save a lot of time and money down the track. Surveyors can also undertake

“IT IS VERY MUCH CAVEAT EMPTOR (BUYER BEWARE) AND A PURCHASER MUST MAKE ALL ENQUIRIES TO SATISFY THEMSELVES AS TO THE CONDITION AND STATUS OF THE VESSEL. AT THE END OF THE DAY THERE IS A LOT OF FAITH PLACED IN THE INTEGRITY, HONESTY AND TRUSTWORTHINESS OF THE PERSON SELLING THE BOAT.”

safety and handicap verifications and provide a report on what is likely to need replacement in the near future. Insurance companies will require a survey.

Boat brokers will often assist prospective buyers with advice. “Once the deal is done, our code of conduct requires us to act in the interests of both parties,” advises Brendan Hunt.

There are also professionals who can provide advice and act as buyer’s agents throughout the process. Terry Wise, a marine consultant who has worked in the industry for over 30 years, offers consulting services to help prospective buyers in yacht selection and the negotiation and sale. “There is only one thing more expensive than a boat. That is the wrong boat,” says Wise.

And finally, don’t forget to consider whether you need legal and tax advice. Happy shopping! ○

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Navigator Richard 'Sightie' Hammond (centre) aboard the veteran yawl Sanyo Maris with co-owners Tiare Tomaszewski and Ian Kiernan before they went on to win the 2008 Gosford to Lord Howe Island Yacht Race.

IN THIS SECOND INSTALMENT IN *OFFSHORE'S* SERIES ON THE ADMIRAL'S CUP, RICHARD "SIGHTIE" HAMMOND SHARES HIS VIVID RECOLLECTIONS OF HOW AUSTRALIA CONQUERED THE UNOFFICIAL WORLD CHAMPIONSHIP OF OCEAN RACING.

By Richard "Sightie" Hammond

I came to get involved in Australia's challenges for the Admiral's Cup by luck and diligence. On reflection, it was the greatest adventure and most exciting yachting event in which I ever took part. There is no comparison between my 40 Hobart races and the 10 Admiral's Cup and Clipper (Kenwood) Cup series in which I sailed as a navigator.

I was invited to navigate and sail on *Mercedes III* in the Admiral's Cup trials in 1967, which we won and then went on to become the most successful boat in the team at Cowes.

Stan Darling and Bill Fesq were navigators on *Balandra* and *Caprice*. They had been the navigators in Australia's inaugural challenge in 1965 and had also navigated the Solent while on naval duty during World War II. They took me under their wing with many meetings and advice in Australia before leaving for England.

Although the 'junior navigator' of the team in 1968, I felt confident I had a good grasp of sailing and navigation and, with my background in civil engineering, believed I had the ability to learn and adapt at a high level in English waters where competition, strong tides, frequent fog

conditions, calms, strong winds, local knowledge and confidence had to be faced.

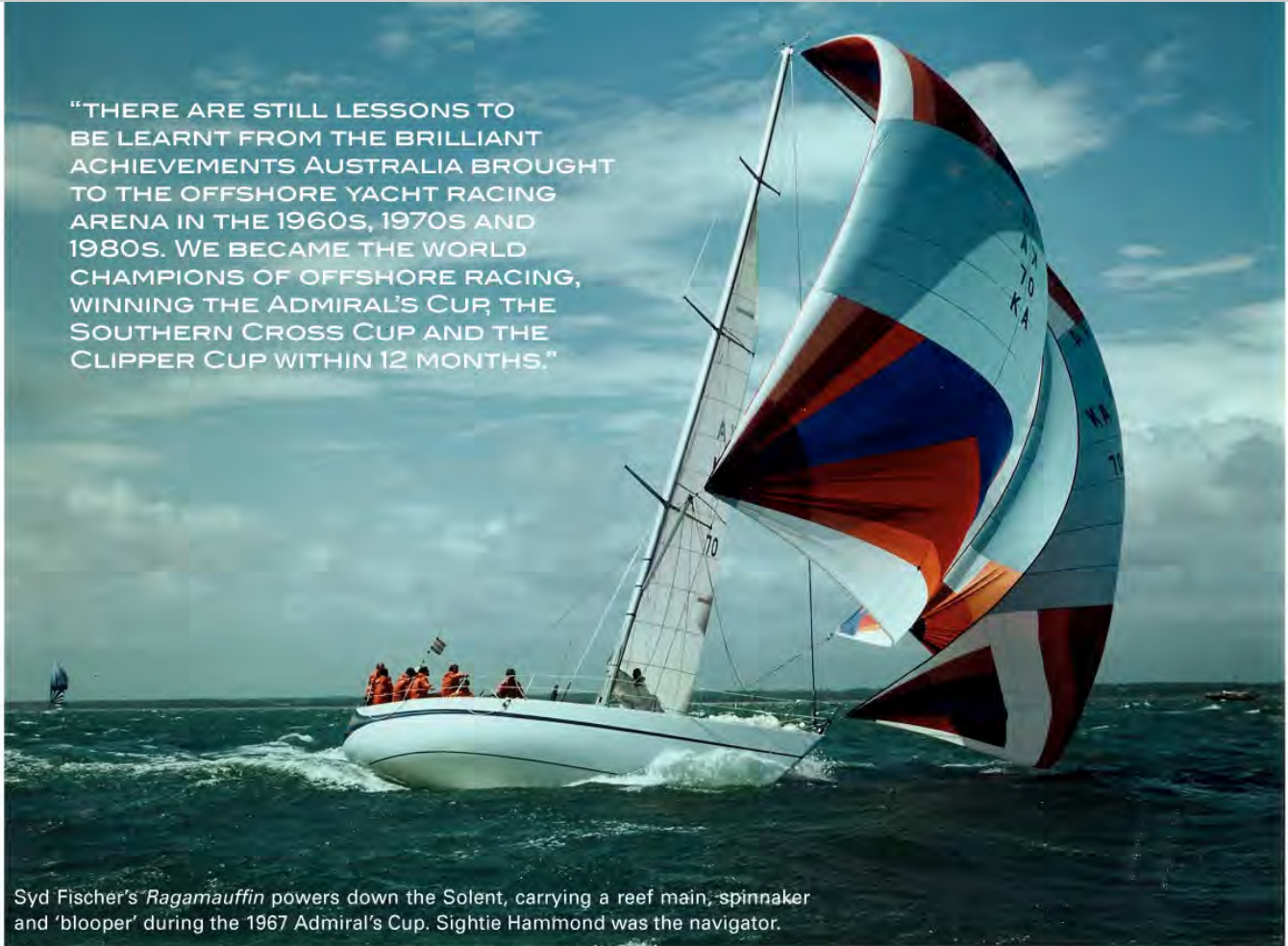
Immediately on arrival in England in 1967 we began our meetings, undertaking sailing exercises and specially designed short races, even making a trip to Cherbourg in France in preparation for the Channel Race.

During one of our meetings it was suggested we pay a visit to the scale tidal flow tank at the Southampton University that was built to study the Solent and Southampton harbour for the large ships that berthed there.

The whole team went to the tank to familiarise themselves and observe the way the Solent behaved at all stages of the tide. In my opinion, the visit was far too short to really learn anything in detail except that there were a lot of eddies and peculiarities in the tidal flow.

I decided to go back again to record the information available on the tank in such a way that it could be used to our advantage in racing. It took three days, with crewman Gordon Dunn helping me to record the change of flow on 17 locations around the Solent where the most obvious changes in conditions occurred.

"THERE ARE STILL LESSONS TO BE LEARNT FROM THE BRILLIANT ACHIEVEMENTS AUSTRALIA BROUGHT TO THE OFFSHORE YACHT RACING ARENA IN THE 1960S, 1970S AND 1980S. WE BECAME THE WORLD CHAMPIONS OF OFFSHORE RACING, WINNING THE ADMIRAL'S CUP, THE SOUTHERN CROSS CUP AND THE CLIPPER CUP WITHIN 12 MONTHS."



Syd Fischer's *Ragamauffin* powers down the Solent, carrying a reef main, spinnaker and 'bloomer' during the 1967 Admiral's Cup. Sightie Hammond was the navigator.

The flow speed and direction of the current was recorded for every hour of the tide ebbing and flooding. This information was then transferred to 17 index cards whose location was marked on our charts. In broad terms, we noticed that the tide changed direction on the shore about one hour before the centre stream while the eddies changed up to three hours before the main stream.

Obviously, these significant changes in tidal flow needed to be checked on location, which we did, taking samples from aboard our yacht and in a dinghy to verify our findings made at the Southampton tidal flow tank. I then made three sets of tidal cards and presented them to Stan Darling and Bill Fesq and explained what I had done.

Soon after arriving at Cowes we had met local English yachtsman Bobby Lowein, who lived on the Isle of Wight and was said to know the Solent like the back of his hand. He agreed to help check and correlate our work. He became a great personal friend and we stayed at each other's homes, on the Isle of Wight and when he visited Sydney.

This exercise also highlighted the importance of knowing just how far you could go into the shore, especially in an adverse current. We used the rubber dinghy and had access to Bobby Lowein's launch to carry out a survey of the depths with a lead line and check the hazards at most of our 17 chosen reference points. Small location sketches of these situations were drawn up, especially near the eddies.

Having done all this and passed on the information to the other navigators, we went into the short races on the Solent with a lot of confidence and camaraderie in the Australian team. We did some quite amazing manoeuvres and achieved results that gave the Australian team a great start to winning the

Cup. We also started gathering knowledge for the longer races in the English Channel and again Bobby Lowein helped enormously.

Having had such a resounding success in 1967 I competed in 1969, 1973, 1977, 1979, 1981 and 1983. I worked in conjunction with the navigators of the other two team boats in all of these Admiral's Cup regattas, adapting and improving the knowledge of the previous year. The system of sharing knowledge was an essential path to team success.

Remember that these were the days before satellite navigation and electronic data access. No such thing as a laptop computer!

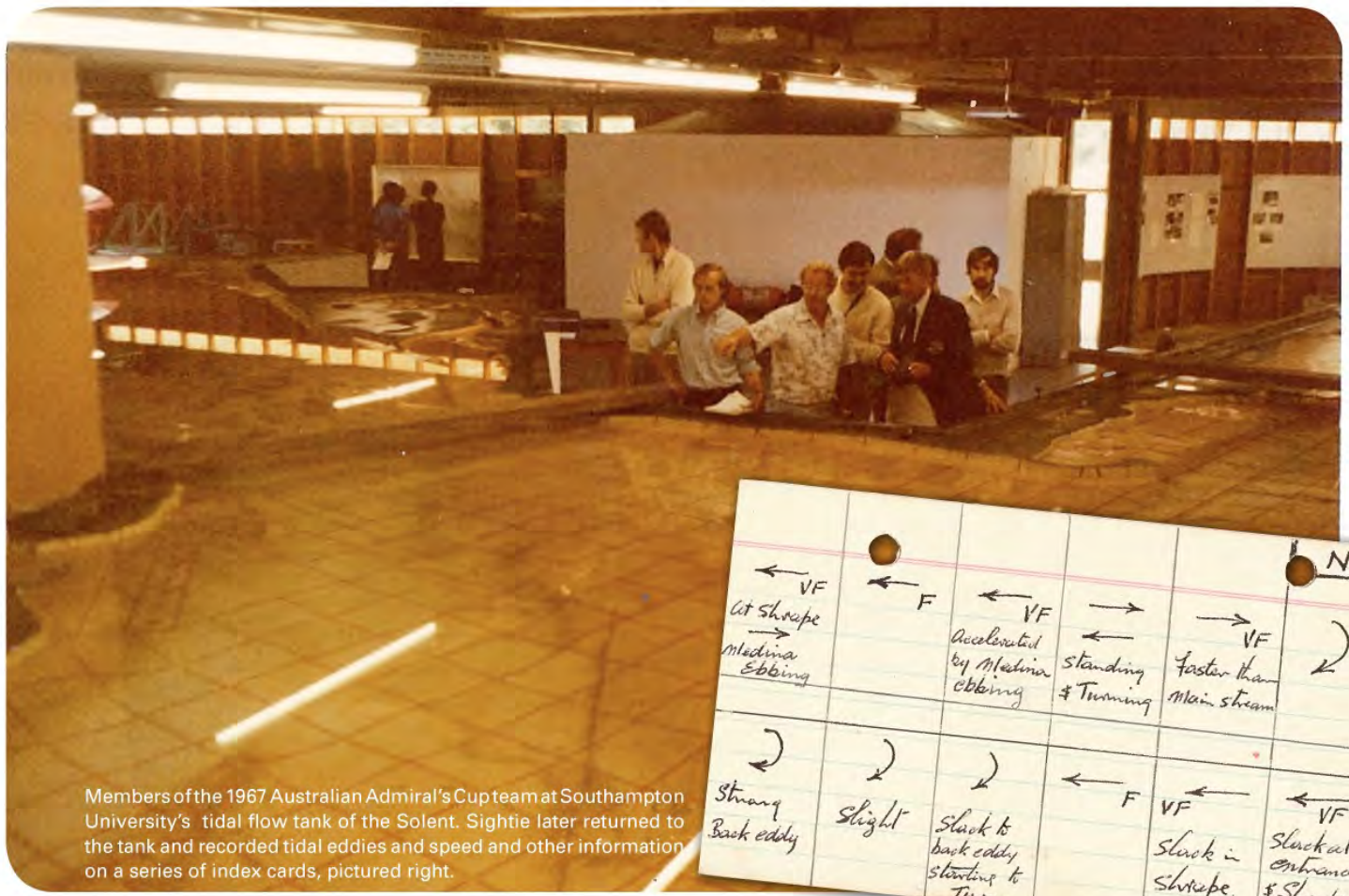
So one of the great improvements that evolved was the way in which navigation knowledge and skill was developed for use on the boat. For example, transparent overlays were prepared and distributed to each boat showing the current and eddies for each hour for the Solent short races, the Channel Race and the Fastnet Race.

We made up a flat box made of plywood to house these overlays, together with an appropriate section of the Admiralty chart, so that it could be taken on deck and used as a small portable chart table if needed.

On the Solent, it was important to navigate on deck, using bearings and, in particular, transits for closing the shore and approaching rounding marks.

In 1975 I was sailing with Alan Bond and we, together with *Ragamauffin*, did not succeed in the trials. The three K's – Karlbetzer, Kaufman and Kurts – were selected and an offer from me and Bill Lawler to help with their preparation, especially navigation, was turned down. That team did not perform – the sharing of knowledge did not happen.

But in 1979, the team shared its navigation and tactical knowledge, still using the base material of 1967, and we came up winners of the



Members of the 1967 Australian Admiral's Cup team at Southampton University's tidal flow tank of the Solent. Sightie later returned to the tank and recorded tidal eddies and speed and other information on a series of index cards, pictured right.



SIGHTIE'S REFLECTIONS

THE FOGS: When fog descended on us in the English Channel it was always a pea souper and like a wall in front of you. When sailing, it was often difficult to make out the bow let alone other yachts. One year we sailed across the Irish Sea within a few hundred metres of another yacht, but the only time we saw them was a glimpse of his spinnaker every now and then. Even ashore, going to the pub, you could get lost in the fog!

BEWARE OF TANKERS: It usually takes an accident or a mistake for us to learn something and this is no exception in yachting. On *Mercedes III* in 1967 we certainly learnt something – almost the hard way!

We were sailing in the middle of the English Channel when we realised a tanker was on a collision course with us...and there was no indication he could see us, or intended altering course.

We hailed without recognition and at the last moment all we could do was crash gybe – with our boom scraping alongside the side of the ship. Close, eh! Certainly frightening!

Later, we discovered that the watch on the bridge of a large tanker could only see 1.25 nautical miles ahead and if the look-out did see you it would take them 20 minutes to stop, and then there was no guarantee they could stop anyway.

We were told to get a Very pistol and next time fire it at the ship's bridge to attract attention.

Admiral's Cup at the end of that incredibly tough Fastnet Race.

The Admiral's Cup was an exciting arena for crews to learn the basics of top competition in all types of conditions. Our participation has enhanced Australia's reputation as having world standard ocean sailing ability and a will to win.

I sailed a lot with Alan Bond and his crew in Australia and in 1981 he invited me to join him on *Apollo V*, the training yacht for the America's Cup. We brilliantly won the Cowes–Dinard race and he invited me to join the America's Cup squad to try out as navigator. I had to pass for three reasons: it would need two years of my time, I had work obligations and quite frankly I did not think they could win. I had to continue passing on my knowledge and training to Grant Simmer. I was to be proved wrong, of course!

The Admiral's Cup has been the training ground for ocean racing and it grew to be the best regatta anywhere in the world, attracting the best boats, the best designers and the best sailors.

After rising to great heights and producing great boats and great men, it is a shame that the Admiral's Cup has lost its glamour pedestal. Hopefully, a group of yacht owners and their key crew members should once again get together to encourage a revival of this unofficial championship of offshore racing.

This was some 40 years ago and many current sailors are probably unaware of the great offshore racing that took place in those years, let alone the names of the yachts and their skippers.

Electronic and satellite advances have changed the concept of offshore

yacht racing navigation, but there are still lessons to be learnt from the brilliant achievements Australia brought to the offshore yacht racing arena in the 1960s, 1970s and 1980s. We became the world champions of offshore racing, winning the Admiral's Cup, the Southern Cross Cup and the Clipper Cup within 12 months.

Apart from modern electronic navigation and tactics, these rules still apply, no matter where the racing takes place. Not the least is to have firm team discipline and total co-operation between each owner/skipper, each navigator/tactician and the crews of each boat.

Our strong points at the Admiral's Cup and the Clipper Cup were to always have an experienced manager, preferably one who had had hands-on offshore racing experience. We were always prepared for making mistakes and quick recovery.

One thing I am particularly proud of was the thoroughly documented master schedules covering every angle expected of each person on each yacht and what were expected of them.

We were obsessed with having everything on board worked out, thought out, and tested, so that all actions become second nature if an incident arose that needed an immediate response.

Pre-planning is still the single-most important activity towards achieving success based on organisation and discipline. One of the 100 rules I drew up for the crew of *Mercedes III* read:



At the conclusion of each training session, and especially at the end of each race, we will hold a small meeting, over a can of beer, lasting no more than a quarter of an hour, to discuss our performances. Any complaints or criticisms of anything associated with the boat's performance MUST be aired at this meeting and not in the PUB later. If you want to blow off steam or get anything off your chest, do it at the meeting!

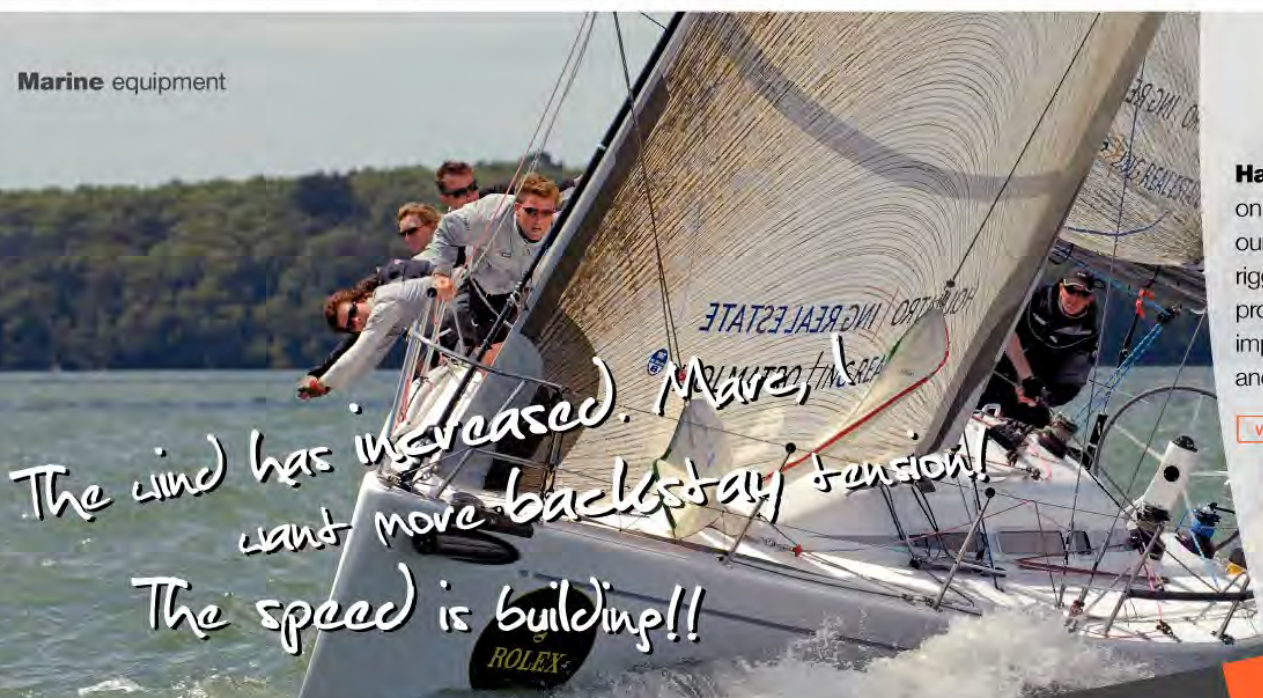
In 1974, I was invited to sail in Hawaii's famous Around the State Race, a circumnavigation of all of the islands that makes up that US State in the Pacific.

This race was the forerunner to the Clipper Cup (later the Kenwood Cup) which was created as a tropical replica of the Admiral's Cup. In total contrast to chilly winds, fogs and tides of the Solent and the English Channel, we sailed in warm tradewinds and open waters. However, there was still a challenge to navigation in the form of the lee's of the larger islands casting extensive wind shadows.

In preparation for the Clipper Cup I flew over the islands and spent time studying the wind shadows on the leeward side of the islands, as well as time at the University of Hawaii's hydrographic department.

The input was important for the long races and the result was an Australian victory for the team of *Ragamuffin*, *Magic Pudding* and *Big Schott*, with *Magic Pudding*, a One Tonner, winning the 775 nautical mile Round the State Race. ○

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STEPPING UP

Photo: Alice Van Haren



Evan Walker (right) and his 2008 Hardy Cup team.

ONE OF THE TRUE RISING STARS OF THE CYCA'S YOUTH SAILING ACADEMY, EVAN WALKER IS GEARING UP TO STEP INTO A WIDER WORLD OF SAILING ON THE INTERNATIONAL CIRCUIT NEXT YEAR. *OFFSHORE YACHTING* CAUGHT UP WITH THE TALENTED AND AMBITIOUS 22-YEAR-OLD WHILE HE WAS ENJOYING A WELL-EARNED BREAK FROM UNIVERSITY EXAMS AND A BUSY 2009 SAILING PROGRAM.

By Matthew Henry

OFFSHORE YACHTING: So Evan, you are currently on university holidays, what have you been up to? What do you like to do with your time off?

EVAN WALKER: Well the last few years I have been busy over the winter holidays with sailing in the northern hemisphere, so last year I organised match racing entries in Helsinki and New York. But this year I set aside this break for engineering work experience which hasn't eventuated. I've been returning to Sydney on the weekends to train with the advanced squad and coach the development match racing and talented sailor squads. Since uni finished I've also been coaching the Governor's Cup team early on Sunday mornings and I'll be leaving with them on Sunday for California for 10 days. It's a trip that I am really looking forward to. In the time off mid-week I have been taking every chance to catch up with my friends and family, and relaxing while doing as little as possible.

OY: I understand you are studying aeronautical engineering at Sydney University. What attracted you to this course?

EW: In high school I did well in maths and physics while absolutely loathing English so an engineering degree was a natural progression. I decided on the aeronautical strand because of my interest in aerodynamics, which had been developed through sailing and also my fascination with the

QUICK PROFILE

NAME: Evan Walker
AGE: 22
LIVES: On campus at Sydney University. Out of semester: with my parents in Carey Bay, Lake Macquarie.
YEARS SAILING: 17

engineering behind planes. Every time I fly I am amazed by the controls in the wings and the fact that such a huge object can stay in the air. I have combined my degree with commerce, majoring in economics, because I thought it would be useful and widen my opportunities.

OY: If all goes to plan you'll finish your degree this year, what do you envisage for next year?

EW: Since finishing my first year of uni I've been adamant about taking a year off when I finish. Now after four and a half years it's grown to at least a three-year break! Without having made any specific plans I want to go to Europe, preferably Spain or Italy, and find work on a boat somewhere so that I can be nearby when the match racing circuit starts up. The hardest part about uni has been only being free to match race for four weeks of the year, and not being able to accept last minute entries to high-level events when they are offered. I would like to have a real go at trying to get onto the professional tour and if I succeed maybe prolong my stay in Europe.

OY: So you expect to pursue a career as a professional sailor?

EW: The perfect situation would be to be competing regularly on the World Tour within two years and be doing other sailing work when possible, but I need to develop a lot more as a yachtsman and as a manager before I could be paid to sail. I have had limited big boat experience but was lucky to be given a taste of what is required while sailing as tactician for Warwick Rooklyn on his Sydney 38 *Ichi Bandit* this year. There is a lot involved in running a boat and a crew both on the race track and off the water so I am looking for every chance to develop. If sailing doesn't work out I am very interested in pursuing a career in the aerospace industry and hopefully one day I could be working for an Australian America's Cup team as an engineer.

OY: I understand you'll be heading to Southport on Syd Fischer's TP52 *Ragamuffin*? That's a great opportunity.

EW: I think I might be doing a bit of helming and just trying to be useful wherever I can. I had my first taste of offshore sailing as part of the crew in the Audi Sydney Offshore Newcastle yacht race. I saw the boat for the first time an hour before the start and before that the biggest boat I had raced on was a Farr 40 and biggest boat I had helmed was a Foundation 36 (with a tiller). Just before sunset I was called to the wheel and had a short shift steering under the job-top and staysail in about 15 knots. It was the most difficult steering I've done with lots of seaway and a lot of helm required to keep the boat up to speed. Luckily I had Ritchie Allanson trimming the main and helping me out and Syd had offered me a few words of wisdom while on the rail beforehand. I was definitely below average but luckily we didn't seem to lose too much out on our opposition on *Wot Yot*, and it was a huge thrill steering at 20 knots in the dark.

I am really excited to be sailing with Syd who is a real yachting legend and I have heard a lot about Billy Merrington who has recently started as crew boss on the boat. The whole team is very

professional and I was amazed when they performed seamless sail changes in pitch black conditions on the way to Newcastle. I know I am starting at the bottom but I will be doing everything to learn what I can from everyone.

OY: Where do you see the sport of sailing taking you?

EW: Sailing has already taken me a long way through the CYCA. I have competed on both the East and West coast of America, throughout Asia and Europe, and it has also provided opportunities for me through coaching. While my first priority is to try to make it as a match racer, I hope to continue developing my coaching skills and maintain my involvement with the Youth Sailing Academy. Regardless I hope to still be at the CYCA for St Arnou Wednesday twilights and the Audi winter series as long as possible.

OY: When did you first become passionate about sailing?

EW: My passion for sailing was fostered at a young age by my family and a few neighbours who were very passionate yachties. I think by the time I was eight I was at the Toronto Amateur Sailing Club early on Saturday mornings racing sabots and then would change into dry gear to go back onto the water racing flying ants with my brother Paul. My dad was racing MGs at the same time and Mum was in the canteen, and there was a great, friendly atmosphere at the club. I would then spend my afternoon's listening to my friend Wayne Carroll's stories from his time building and racing plywood 16-foot skiffs and sharing my own.

OY: Who do you look up to?

EW: Growing up on the Lake I've always idolised Chris Nicholson, and used to watch him 49er training from my house through binoculars. He dominated the skiff world for a long time and is still a very successful offshore yachtsman. More recently I have been more closely following all the big names on the world match racing tour. From these I particularly look up to Peter Gilmour who has a big involvement in youth match racing in Perth, and Torvar Mirsky who only a few years ago was racing against me on the local circuit and is now in the top five match racers in the world.

OY: You've campaigned a number of different boats now. What is currently your favourite to race? Is there an obvious next step in terms of equipment?

EW: Racing 18-foot skiffs this last season was a real buzz and I enjoyed the challenge of starting at the bottom in a fleet full of skiff champions. We had a couple of moments of brilliance but still have a long way to go, and will be campaigning the ASKO skiff again this season. In terms of match racing we sail different designs at almost every regatta and I really enjoy getting a feel for all of them. My favourite so far is the Foundation 36 used in Perth because it has the feel of a real yacht and is sailed with a team of five to seven. This is the biggest team on the circuit and I enjoy the camaraderie and spirit in the bigger teams.



Photo: Alice Van Haren

Walker in the lead approaching the top mark in the 2008 Hardy Cup.

OY: Living over an hour away from the CYCA at Lake Macquarie, it must have been a big commitment to join the YSA and be frequently travelling down to Sydney each week, for yourself and your family. When did you start with the YSA and what was it which attracted you to the program to make such a big commitment?

EW: I started at the YSA when I was in year 10 in 2002 I think. At the time I was still sailing Flying Ants and while I had just won my first national championship, the majority of the other sailors in the squad were campaigning internationally in Lasers, 29ers and other classes, and it was an opportunity for me to feed off them. At the time the prospect of being involved with the Cruising Yacht Club of Australia was also a big deal.

OY: How have you benefitted from the program?

EW: My first flight overseas was with the squad when I represented the CYCA in Wellington in 2003. Since then I have been flown all over Australia, to Auckland, California, Malaysia, Helsinki, and New York. Through the contacts I have made at the CYCA I have been given opportunities to race 18-foot skiffs, and Sydney 38s. I travelled with Matt Allen's Farr 40 team to regattas in Miami.

What I have learnt at the YSA also played a major part in my Australian Youth team selection and Youth World Championship win in Korea in 2005, and also my involvement with the Australian Sailing Development Squad racing tornados at the ISAF World Championships in Portugal.

OY: How do you find being a coach to some of the younger guys in the squad?

EW: I really enjoy my work with the squads and my favourite part is introducing them to the thrill and complex tactical situations of match racing. It is what I am passionate about and it is really satisfying to see my teams sail aggressively and implement moves rehearsed in training. Another thrill comes from sharing in the successes of the teams I'm coaching. It is satisfying to also be able to help the younger advanced squad members because since my first year in the program, the main source of information at the YSA has always been from within the members and being there as long as I have I have gotten out more than most.

OY: In February 2008, you described winning the Hardy Cup match racing regatta as 'the greatest of your sailing career'. Has there been anything to top that win yet?

EW: There haven't been a lot of wins since then but the Australian Open Championships in September last year were very emotional. In order to reach the crew weight on the 5 person Foundation 36's being used, my regular trimmer Will Ryan and I teamed up with new members Silas Nolan, a big boat bowman from Adelaide, Brendan Casey from the Australian Sailing Team, and CYCA member Kurt Fataurus. We were very fresh as a team, however they were a great group of guys and we had a positive atmosphere on board, and after scraping into the finals by a point and then coming from behind to win the semi final we dominated the final against Robbie Gibbs. In the best of three final we won the first race and then Gibbs was given a black flag in the second after receiving a third penalty. After I had explained the meaning of the black flag to Brendan the emotion on our boat surpassed that from any of our previous wins. We will be defending the championship this September on RPA's fleet of Force 24's with the same team.

OY: You came very close to winning the Warren Jones Youth Regatta this year. How do you feel about having come in second in a tight contest and will you get another shot at it?

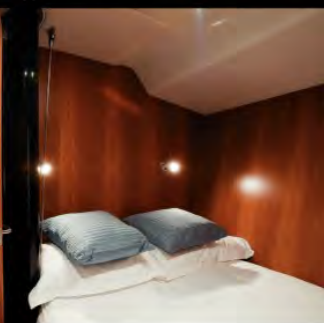
EW: We were very happy to finish second in that regatta as we were a relatively young team with three members sailing the Foundation 36's for the first time. Unfortunately as a result of being one of the lower ranked finalists we were matched against the regatta favourite Keith Swinton in the semi final. We rose to the occasion and took the series to five races, winning the final race by an emotionally draining half a boat length after a number of lead changes. The eventual regatta winner Phil Robertson had a much easier semi and entered the final with a fresh head. In the first race while in a position to win on the final leg I suffered a major brain explosion and gybed into his bow, losing the race and receiving a half point penalty for causing serious damage. This meant we would've had to win the next four races to win, but could only manage one before Robertson finished us off. I have at least three more years to compete and will be back in February looking for the win. ○

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“MARK ROOM!”

THE RACING RULES OF SAILING HAVE BEEN UPDATED FOR 2009 TO 2012 WITH CHANGES ANY RACING SAILOR SHOULD KNOW ABOUT. THIS IS FIRST IN A THREE-PART SERIES EXAMINES CHANGES TO RULES REGULATING MARK ROUNDING AND RIGHT OF WAY.

By Mark Pryke, ISAF International Race Office and Instructor

There have been many slight changes throughout the rule book. Part 1 enforces our concept of Anti-Doping and also emphasises that when we sail under the Racing Rules of Sailing then we are not to resort to any court of law or tribunal. However the Rules of Part 2 are of more concern to us during a race. We will concentrate on them. All changes are identified in the book by a vertical line on the right of the page. In the preamble there was previously a denial of right to protest under International Rules for the Prevention of Collisions at Sea (IRPCAS), when one boat is not racing. This provision has been removed.

It is worth knowing that ISAF change the RRS every four years and new rules come into effect on 1st January following the Olympic Games. The ISAF believed that sailors in general liked the way the game of sailboat racing was being played but found the rules somewhat complicated to understand.

A couple of years back ISAF charged its Racing Rules Committee (RRC) and their working party to make the rules clearer and easier to understand. At the same time the rule makers were required to “not change the game”. To achieve this objective the working party wrote several drafts and then had various fleets test them

To this end the working party has had some success. On first reading, one might wonder why they bothered, but after a few reads and an opportunity to understand the thinking behind the new RRS, I feel the committee has done a good job.

An excellent paper was produced by Dick Rose, the leading light on the ISAF RRC working party. By reading Dick’s paper and books by Bryan Willis, Dave Perry and others we can get a better understanding of all the rules and how they interact within our sport. The ISAF Case Book is updated each four years to ensure that cases are still relevant and the new rules applied to ensure validity. The Case Book is well worth reading for those with a keen interest in rules.

There is a significant rule change to RRS 17, involving overlaps gained from astern and subsequent proper course limitations. RRS 18 has become RRS 18 and 19 and the old RRS 19 is now RRS 20. The new RRS 18 applies for mark roundings, RRS 19 applies to passing obstructions and RRS 20 is for tacking at obstructions.

There is an important new definition: mark room. Perhaps the most misunderstood expression in the old mark rounding rules was the term “about to round”. When was a boat about to round a mark? Clearly this was vastly different for 18-foot skiffs doing 20 knots downwind under spinnaker to that which applied to 10 tonne cruiser racers in five knots. To solve this, the rule makers got rid of the expression altogether and increased the two-length zone to a three-length zone. RRS 18 now applies when one of the boats reaches the three hull length zone. It is clear now when the rule turns on and when it turns off.

There are a few new definitions and we need to grasp these definitions before we attempt to understand the new rules. At first reading Rule 17

appears to create a big change to our game, but in fact when one reads and understands a couple of new words in Rule 17 and reads them in conjunction with the definition of overlap, we see there is no real game change.

Probably the single most significant change is that the default size of the zone for mark roundings has changed from two lengths to three. More on this later!

WHEN BOATS MEET

Section A – Right of Way

There are no changes to Part 2, Section A, Right of Way.

Rule 10 port and starboard, Rule 11 windward boat to keep clear of leeward, Rule 12 boat clear astern keep clear of boat clear ahead and Rule 13 while tacking, keep clear of all other boats. While these rules of Section A always apply, Sections B, C and D often limit the actions of right-of-way boats. Right-of-way boats are often required to “give room”. While they may be right-of-way boats that does not give them carte blanche to charge through the fleet. We will explore this in more depth in some of the rules.

The first new definition we should explore is “fetching”. It appears that many sailors had differing views of fetching. Dictionaries and even boating dictionaries saw fetching differently. As the term is important to RRS, ISAF has now included its own definition.

Fetching: A boat is fetching a mark when she is in a position to pass to windward of it and leave it on the required side without changing tack.

This could be called laying the mark. Laying the mark as we know it can also include the need to shoot to windward of it. As the word fetching is used in the Rules, as in RRS 18.3 and 20.3, it was thought prudent to include it in the definitions. Note that if a boat passes through head to wind then she is not fetching the mark.

Section B – General Limitations

There are no changes to RRS 14, 15 and 16.

We need to examine one other definition before discussing the changes to RRS 17, namely the definition of “overlap”. Actually this is more a definition of “clear ahead” and “clear astern”. When boats are not clear ahead or clear astern, then they are by default overlapped.

Clear Astern and Clear Ahead; Overlap: One boat is clear astern of another when her hull and equipment in normal position are behind a line abeam from the aftermost point of the other boat’s hull and equipment in normal position. The other boat is clear ahead. They overlap when neither is clear astern. However, they also overlap when a boat between them overlaps both.

These terms always apply to boats on the same tack. They do not apply to boats on opposite tacks unless Rule 18 applies or both boats are sailing more than 90 degrees from the true wind.

Look at the new sentence “These terms always apply to boats on the same tack”. That clarifies the existing situation. Now look at the last sentence. Formally we would have said that boats on opposite tacks are not overlapped. Despite being on opposite tacks, they are in fact overlapped if Rule 18 applies. We can look at that later. For now we should examine the small “or” because that is a very significant change. If two boats are sailing directly towards each other on opposite tacks, each at 90 degrees to the

true wind, then they are on a collision course. They are not overlapped. However when both bear away by one degree, they are sailing more than 90 degrees from the true wind and are overlapped. They continue to be overlapped as they bear away. There is some good reasoning in this change and some potential game changes unless RRS 17 is changed. Well before boats approaching each other on opposite tacks towards a downwind mark, they know already that they are overlapped. It is clear to them both that they are overlapped. This allows them to assess their rights and obligations well before they meet. It should improve the safety especially for sports boats and multi-hulls that are closing on each other at speed.

On the same tack; Proper course: If a boat clear astern becomes overlapped within two of her hull lengths to leeward of a boat on the same tack, she shall not sail above her proper course while they remain on the same tack and overlapped within that distance, unless in doing so she promptly sails astern of the other boat. This rule does not apply if the overlap begins while the windward boat is required by Rule 13 to keep clear.

First important thing to note here is there is no longer a 17.1 and a 17.2. Many sailors and judges have been trying for years to get rid of 17.2 which applied to boats steering a course to leeward of a boat ahead. It was unenforceable and stupid. The good guys have had a win.

Some extra words have been added to the first sentence, namely “on the same tack”. Also the words “...remain on the same tack...”. Under the old rule 17.1 when a boat came from clear astern, to leeward of another boat and within two of her hull lengths of that boat, she placed a limitation on herself that she could not sail above her proper course. The windward

boat was still the “keep clear” boat under right of way Rule 11. However as we see in the preamble to Section A, there can be limitations on right of way boats.

Previously the leeward boat governed by Rule 17 could simply gybe and thereby break the overlap and gybe back having removed the limitation placed on herself by Rule 17. The new overlapped

was gained by gybing. Not so anymore as under the definition of overlap, despite her gybe, they remain overlapped. But that would be a significant game change and ISAF were trying to avoid a game change. The leeward boat can still gybe and although remaining overlapped, removes the proper course limitation under RRS 17. As the new wording says, the limitation only applied while they “remained on the same tack”. Quick double gybing was always a classic way of removing the limitations of RRS 17.1. It still is the quickest and easiest way of removing the obligation, but for a different reason.

Without the added words there would have been another weird anomaly. If after becoming overlapped to leeward from clear astern and within two of her boat lengths of boat W, boat L gybes away, she would not have been able to sail above her proper course, even though that would have taken her away from boat W. The new words, “Remain on the same tack”, have resolved that issue.

Naturally Rule 10 port and starboard scenarios can come into the equation when playing this double gybe game. So also can Rule 11 and Rule 14. They always did so we won’t examine them further now.

More on rule changes in the next article. ○

“MANY SAILORS AND JUDGES HAVE BEEN TRYING FOR YEARS TO GET RID OF 17.2 WHICH APPLIED TO BOATS STEERING A COURSE TO LEEWARD OF A BOAT AHEAD. IT WAS UNENFORCEABLE AND STUPID. THE GOOD GUYS HAVE HAD A WIN.”

Liberty!

The new Jeanneau 57.

WITH LUXURIOUS COMFORTS, FRENCH FLAIR AND A MODERN HULL FROM THE DRAWING BOARD OF PHILIPPE BRIAND, THE NEW JEANNEAU 57 PROMISES EMANCIPATION FROM THE MUNDANE.

Jeanneau has been in the business of building yachts for over 50 years now, a history which can be traced back to a single moment in 1957 when Henri Jeanneau glanced out his window in Les Herbiers, France in time to see a boat glide serenely past his window. The sight stirred in Henri a passion that remains at the heart of the company to this day and has now spawned perhaps its finest flagship cruiser to date, the Jeanneau 57.

Henri Jeanneau's very first creation was a wooden yacht in which he participated in and won the six-hour Paris race. From there Jeanneau progressed to the launch their first yacht in 1964, the same year that Eric Tabarly made world news when he competed in the Ostar transatlantic race aboard his 44-foot ketch *Pen Duick II*.

Stepping onto the new Jeanneau 57, which will soon be available in Australia, the decades of refinement and improvement are evident. Entry from the stern is through a safe and easy to access transom area. The electric stern platform folds down to reveal the dingy garage with a roller system and winch for tender launch and retrieval. A retracting hydraulic passerelle, which mounts in the transom, is available as an option.

From the transom area you are greeted by a multipart cockpit designed to provide four separate areas catering to lounging, sunbathing, dining, and of course sailing. An optional cockpit refrigerator is offered to save you from having to make repeated trips below to refresh your glass.

Going below the deck from the cockpit you enter the saloon through the innovative sliding doors and down the steps into the spacious and airy saloon. Jeanneau has put light and ventilation high on the design list with the 57.

Panoramic saloon windows provide views of the water with four flush saloon skylights adding to the light. Screens and shades are fitted on all hatches, ports, and over the companionway to offer privacy and protection from the sun.

As evening falls the LED lighting shows the way for navigation, anchoring and courtesy as you relax, dim the lights, and let the Bose surround sound system with subwoofer unit put you in an appropriate mood.

Dinner can be created over an electric ceramic stove top and oven, eliminating the need for an onboard gas system and ensuring that you are well fed before you head off for a hot shower powered by a heavy duty 24-volt electrical system.

Jeanneau offers three internal layout options giving the owner a choice of three, four, or five cabins with the modular pullman cabin delivering the flexibility of being transformed into multiple cabins or opened up into a large owner's suite. The single aft cabin berths also slide together in seconds to make a large double berth. For that extra touch of luxury you can also choose to indulge yourself with inner spring mattresses.

The owner's suite on this state-of-the-art yacht envelops you with an expanded double bed, sofa with vanity area and separate toilet and shower



Skylights and windows fill the main saloon with light.

compartments for the ultimate in privacy and comfort.

Naval architect Philippe Briand is the man behind the design of the new Jeanneau 57. According to Jeanneau, his combination of a performance orientated hull with a long waterline for seaworthiness and speed, a high aspect, a triple spreader rig and keel stepped mast will make racking up long miles offshore not just a possibility but a genuine pleasure. To lower the centre of gravity, the weight of the generator and tankage has been placed underneath the saloon sole.

The modern design combined with large tanks, spacious storage and optional equipment such as a watermaker and extra fuel tank combine to make this yacht worthy of consideration for a genuine passagemaking vessel. Owners can also be assured by the fact that the design, engineering and construction has been certified by the Bureau Veritas and built to an ISO 9001 standard.

The cockpit is where up to 80 per cent of your time will be spent and so particular attention was paid to the ergonomics of this area. The lounging area is protected by the coachroof and the optional sprayhood and the dining area contains a large cockpit table with seating for six. Further back the steering area has twin helm consoles with the primary winches and engine controls close at hand. The aft sundeck provides a useful seat for the helmsperson, or can be used for lounging in the sun as well as providing access to stern lockers and tender garage. The large liferaft locker is also located under the aft sundeck with a pneumatically assisted hatch opening.

On deck Jeanneau have used Harken ball bearing genoa tracks and deck organisers and Spinlock for the line stoppers on the cockpit coaming. Winch power is supplied by Harken with two 50.2 and two 70.2 self tailers installed.

The keel stepped anodised aluminium mast by Sparcraft secures the furling main, with a fully battened main is available as a performance option. The triple spreader design incorporates spreader lights under the first set of spreaders and mast steps up to boom height. A rigid vang with control lines to the cockpit is utilised on the anodised aluminium boom.

The standard set of sails issued with the Jeanneau 57 includes the furling mainsail and a 135 per cent genoa.

Both of these sails are tri radial cut sails made from a sandwich of Mylar to provide strength and Taffetas for increased resistance to UV light and abrasion. To manage the genoa a Facnor furler with an above deck drum is



A logical layout with some designer flair.



Full width master suite is a nice option.

fitted or you have the option of going with an electric furler.

Engine power for the new Jeanneau flagship is provided by a 140 horsepower Volkswagen Marine engine coupled to a three blade folding propeller that will ensure a comfortable rate of knots. The sound won't disturb the sleeping crew as the engine bay is well insulated with GRP engine bed and liner, and an extractor fan is located in the engine room. The engine panel, display, and throttle are located at the starboard helm station.



The hull is designed for genuine ocean cruising



Nav station with plenty of storage.

Due to be released in Australia later this year the word is out and dealers are already fielding enquiries.

The recent announcement that the Jeanneau dealer network in Australia have been appointed as importers and distributors in their own right is welcome news.

It is a long journey from that first wooden boat to the new flagship of the Jeanneau fleet, the Jeanneau 57. This yacht has been built with a distinct savoir faire that, combined with the latest technology, has resulted in something that is set to impress the most discerning sailor. **O**

TECHNICAL SPECIFICATIONS



Philippe Briand Yacht Design	DESIGNER
17.78 metres	LOA
15.30 metres	WATERLINE LENGTH
4.99 metres	BEAM
19,500 kg	DISPLACEMENT (EMPTY)
25,500 kg	DISPLACEMENT (MAX)
6,100 kg / 6,500 kg	KEEL WEIGHT (STANDARD / SHALLOW)
2.50 metres / 2.10 metres	KEEL DRAFT (STANDARD / SHALLOW)
420 litres	FUEL CAPACITY
1,000 litres	WATER CAPACITY
3, 4 or 5 layouts optional	CABINS
67m ² / 79m ²	MAINSAIL (FURLING / FULL-BATTEN)
91m ²	GENOA
220m ²	SPINNAKER
220m ²	ASYMMETRICAL SPINNAKER
158m ²	STANDARD SAIL AREA
24.26 metres	MAST HEIGHT
Volkswagen Marine DTI 140-5	ENGINE

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AUSTRALIA'S OWN SEAWIND CATAMARANS, MANUFACTURED IN THE SYDNEY SUBURB OF BELLAMBI, HAVE BEEN PERFECTING THEIR BOATBUILDING TRADE FOR 25 YEARS. OVER THIS TIME THEIR FAMILY-FRIENDLY SAILING CATS HAVE BEEN RE-DESIGNED, TWEAKED AND FINE-TUNED MANY TIMES OVER SINCE THEIR INAUGURAL WIN OF AUSTRALIAN SAILBOAT OF THE YEAR IN 1995 AND ONCE AGAIN EXACTLY 10 YEARS LATER IN 2005.

By Anthony Twibill

Certainly the most familiar multi-hulled yacht sailing our waters, Seawind cats are seen on most harbours, bays and rivers, and popular cruising destinations in Australia. The catamaran formula has become an increasingly appealing sailing solution for greater numbers of yachties in recent years. Many sailors with young families and non-yachting friends have found that cats provide a combination of benefits for social sailing and entertainment afloat that traditional monohulls find difficult to match.

For their length a catamaran's large beam from hull to hull provides abundant room aboard - both inside and out. The easy pace of catamaran speed over the water, coupled with the general ease of sail-handling designed for short handed crews of 'mum and dad' or less experienced sailors generally, adds to the obvious appeal for many of sailing 'on the level' rather than heeled over as in monohull. So, as catamarans have been designed and built to be safer, more user friendly and with creature comforts

focused on social conviviality afloat, it is no surprise that catamarans share of the yacht market is on the rise.

Seawind is a homegrown sailing catamaran success story with a worldwide reputation for quality design and construction of their cats that has won over hundreds of owners from not just Australia but right around the world. The company currently manufacture three models of this affordable family-focused catamaran line - the 35-foot Seawind 1000XL (XL for extended length) reviewed here and of which some 200 examples of the 1000 series having been built; the Seawind 1050 Resort - a dedicated 'resort model' designed specifically for day charter operations; and the larger 38-foot Seawind 1160 which adds length and volume, combining the best features of Seawind's most successful 1000 and 1200 series cats for those wanting a little more room, comfort and performance.

The latest Seawind 1000 XL is the yard's effort to 'upsized' their



most successful model with an extended transom adding to waterline length, further improving aft buoyancy, stability and sailing speed. With a length overall of only 35'5" (or 10.85 metres) the extended stern adds to overall waterline length which is virtually as long being 34'1". A beam of 19'5" (5.9 metres) means there is great lateral stability as the yacht's platform in plan view is simply a large rectangle. So even under heavy conditions and with full sail aloft on a day with plenty of pressure, there is still no tendency for the Seawind 1000 XL to lift a hull. The Seawind hulls are extremely buoyant and designed 'fatter' with accelerated flair to prevent "hobby horsing" in pitch that tends to be a common problem with some less practised catamaran designs. As the hulls are rounded they present minimum wetted surface, while the new hull extension maximises waterline to extract maximum speed from the twin 35-foot hulls.

After a quarter century of catamaran manufacture, and feedback from hundreds of owners, Seawind have effectively designed out many of the downsides of catamaran sailing characteristics. Their boats are all about enjoyment and minimising stress on the yacht and most importantly on the owners and crew. Everything is designed for simplicity and safety to provide peace of mind and minimal stress. Sailing the 1000XL is a relative snack with great thought given to making everything as simple as possible. As most catamarans are cruised rather than raced, Seawind know that many times there may only be two aboard, even if the 1000XL can accommodate eight to 10 people overnight. So, the sail handling of the cat is setup to be sailed with minimum crew. You could even sail it by yourself, particularly if opting for the Raymarine autopilot.

"THE SEAWIND 1000XL DOES EVERYTHING IT SETS OUT TO DO. THAT IS, TO BE AN AFFORDABLE, FAMILY FRIENDLY SAILING MACHINE WITH PLENTY OF CREATURE COMFORTS FOR RELAXING AND ENTERTAINING ABOARD."

The mast is a double spreader, 7/8 rig in anodised aluminium as is the boom. Unlike a monohull, there is no vang, with the roachy fully battened mainsail controlled only by the mainsheet attached to a powerful 8-to-1 mainsheet block system on Ronstan blocks. This slides on a full beam traveller, with 3:1 traveller controls, running the whole width of the hulls on the trailing edge of the cockpit deck. Cat sailors often use 'triangulation' when sailing downwind with a strap to tie the boom to a deck cleat, also handy in acting as a preventer to stop the boom gybing unintentionally.

If you need to reef the Seawind, it's really simple affair with single line reefing to triple reef eyelets, easily wound in with the Harken ST 40 2:1 winches to settle neatly into a large boom bag with integrated lazy jack system. The owner's handbook suggests the first reef go in at 18 knots true wind, reducing 40 per cent of the sail area, with the second reef at 22 knots and the third as the breeze exceeds 25 knots.

The standard headsail is a relatively small self-tacker on another long jib traveller track forward of the mast step. It furls and unfurls extremely easily from the aft cockpit where all lines run to Spinlock jammers/rope clutches on port and starboard hulls. So no one has to go forward in a seaway, aiding safety. You can also opt to set a larger genoa, particularly useful when racing against other catamarans or reaching on long ocean passages with trades blowing. Or, as we did, flying a symmetrical spinnaker is 'oh so simple' to set and retrieve with a python bag and lines to easily release and then to 'snuff' the kite when the downwind fun is over.

The Seawind 1000XL is literally a breeze to sail fast, with an absolute minimum of fuss. This boat takes the stress out of almost every normal

sailing activity from hoisting the sails, tacking so effortlessly with the self-tacker, easy 2:1 reduction winches and 8:1 mainsheet blocks to make main trimming child's play. You helm the boat from either port or starboard behind twin interconnected stainless steel 26-inch wheels. The primary steering position is from the starboard as the comprehensive suite of Raymarine wind / nav / GPS chart plotter and autopilot instrumentation is located there directly ahead of the skipper. The throttle controls to the twin 9.9 horsepower Yamaha four-stroke outboards – one in each hull and each protected from the hull wake by their own nacelles – are also close at hand from the starboard wheel and the leather trimmed helm seat.

Naturally the cat sails differently to a monohull and as a catamaran it does not point anywhere near as close to the wind as a monohull, and much of the time you are close reaching. But speed and level sailing is the strong suit of a multihull, and what a cat may lack in pointing ability, they easily make up in speed over the water and the pleasure of not spilling the drinks or scaring the guests when tacking and when a sudden gust blows – it's all just straight and level sailing.

The Seawind 1000XL does everything it sets out to do. That is, to be an affordable, family friendly sailing machine with plenty of creature comforts for relaxing and entertaining aboard. My favourite part of the boat is definitely the timber bench seats suspended over the water along the aft transom beam. Set amidships between them in pride of place is the ubiquitous Aussie barbeque, and opposite in the deck level main saloon is a large dining table and huge U-shaped lounge facing aft onto the rear deck, which in this example was teak laid. Thoughtfully, the 'targa arch' above the rear benches is topped by large solar panels for keeping the batteries fully charged. This is most handy when cruising away from any shore power and if the two small outboards – which easily drive the boat at up to eight knots sipping only around one litre a side per hour – have not been running much during the day's sail.

When it comes time to drop anchor, it's all fingertip control via an electric toggle switch at the helm, as the Muir anchor drops itself into the depths. As the sun sets, you can choose to sip your drink and nibble the pre-dinner snacks on the large aft indoor/outdoor entertaining space, or make your way forward to the seats set into the superstructure behind the trampoline slung tightly between the hulls. Either is a joy as day becomes



night and it becomes time to throw some prawns and snags on the aft deck barbie. When its time to head to bed, the 1000XL can typically sleep two couples in each hull and the saloon table upstairs can transform into another large double if you like the idea of sleeping on deck in comfort and fresh air. The Seawind 1000XL comprehensively equipped is available for a sail-away package price of \$341,130 inc GST.

So, if you haven't sailed a multihull lately, take a Seawind out for a try. They are equally capable of entertaining friends on a sunny Sunday afternoon, racing in fleets of their own kind – as the popular Seawind Cruising Club Series regattas demonstrate – or safely crossing the oceans of the world. ○

For further information Tel 02 4285 9985 or visit www.seawindcats.com

TECHNICAL SPECIFICATIONS



10.83 metres	LOA
10.4 metres	LWL
5.9 metres	BEAM
1.0 metres	DRAFT
5.5 tonnes	DISPLACEMENT
2 x 9.9 horsepower Yamaha outboards	MOTOR
100 litres	FUEL
400 litres	FRESH WATER

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FIRST ABOARD

SAILING THE NEW BENETEAU FIRST 40

By Anthony Twibill

Having published a full review of Beneteau's svelte new First 40 in the December/January Rolex Sydney Hobart special edition of *Offshore Yachting*, it was exciting to be one of the very first to sail aboard *Alibi* recently during a breezy afternoon on Sydney's Pittwater.

Vicsail Pittwater's Shane Crookshanks introduced me to the first Aussie example of this much anticipated new racer, and with a fresh north-westerly howling through the RPAYC, all hands were ready for an afternoon of excitement putting this young French thoroughbred and her wardrobe of crackling new North sails to work.

Alibi, is owned by a previous Beneteau yachtsman Barry Jackson, who is proudly the Australian premiere owner for the French yard's newest mid-size cruiser/racer to reach Australian shores. Following in the wake of the successful First 40.7, Beneteau's renowned IRC big boat beater – a reputation it has earned in so many regattas of the past decade – my guess is it won't take too many Australian examples of this swift sailing machine before we see whether the First 40 can live up to, and perhaps exceed, the giant killing ability of its predecessor.

Beneteau's newest First series of cruiser/racers are designed for speed and performance, without compromising their French designer flair and creature comforts below decks. The First 40 undoubtedly delivers plenty of comfort in the saloon and accommodation below. But that is not at all why you'd buy a Beneteau First.

You buy it because it is *fast* – upwind, downwind, reaching, running – whether around the cans on weekend point-score racing, contesting regattas, or out at sea on long offshore races, this is a very swift 40-footer against all comers! The Bruce Farr-designed hull is fully infused and displaces just over 7,000 kg. It has a fine entry, with a near plumb bow for maximum waterline length, and a beamy 3.89 metre chord carried way aft for impressive stability and downwind performance. Add to that a high aspect ratio rig carrying a substantial 225m² of carbon strengthened sails and a deep racing keel, and you have a yacht ready to bolt from the blocks, the moment the gun is fired.

"YOU BUY IT BECAUSE IT IS FAST – UPWIND, DOWNWIND, REACHING, RUNNING – WHETHER AROUND THE CANS ON WEEKEND POINT-SCORE RACING, CONTESTING REGATTAS, OR OUT AT SEA ON LONG OFFSHORE RACES, THIS IS A VERY SWIFT 40-FOOTER AGAINST ALL COMERS!"

Sydney's first Beneteau First 40 *Alibi* heading out of RPAYC for a cruise around the Pittwater.



Owner Barry Jackson at the helm with Vicsail Pittwater's Shane Crookshanks.



One of the design aims of Beneteau was to create a totally modern yacht that improved on the performance of the 40.7 while sailing a course to 'stay under the radar' of IRC.

The new boat features a large cockpit dominated by a single helm wheel recessed into the deck. Having sailed *Alibi* both upwind and down, I must say that Beneteau seem to have nailed the balance and feel in the big wheel. It is not easy to trim steering setup for the perfect balance of feedback, feel and control, without being either too light or excessively subject to weather helm. The feel of *Alibi's* helm is confidence inspiring and despite the forces from the powerful rig on this breezy afternoon, the large fin rudder guided by literally fingertip control at the helm had everything under complete control at all times.

The mainsheet track and traveler spans the deck ahead of the wheel in true racing format and is easily adjustable by the mainsheet trimmer. A stylish touch is the helmsman has teak laid deck seats either side of the wheel, ahead of which is the cockpit proper with large teak seats topping large lockers... All lines lead back to jammers on the coach house roof with two mainsheet and spinnaker sheet winches and the cockpit has four winches – two primaries for the headsail and two spinnaker winches.

The First 40 is designed for "like" racing, rather than One Design. It can be set up and optimised for IRC, GP IRC or simply more relaxing 'gentlemen's racing'. Although prospective owners have an extensive options list from which to choose, the intention of Vicsail, the local distributors of Beneteau sailing yachts, is to encourage all new owners to opt for the "Racing Pack" with taller aluminum mast with three set spreaders allowing a non-overlapping headsail and larger sail area, and set up with symmetric spinnaker rigging and spinnaker boom. This race setup provides a mainsail area of 50m², a 106 per cent Genoa of 40.5 m² and flying a 132m² spinnaker. Opting for the deep iron/lead keel of 2.45 metres, hanging 3,000 kg in a bulbous fin will also be encouraged. So, the plan is that all First 40 yachts delivered in Australia are of essentially the same specification and performance, right out of the box.

So, if racing is your passion, but you like to combine your competitive instinct with comfort and French chic, then take the *First 40* for a sail. I suspect that like me, you'll be seduced by its speed, power and poise so much so that you'll need to make up your own *Alibi* for escaping to sea. ○



For further information contact Vicsail, Tel 02 9327 2088
www.beneteau.com.au or visit your nearest Beneteau dealer.



FREEWHEELING FROM LANGKAWI TO PHUKET

REDISCOVERING THE SIMPLE JOY OF LIVING, ADRIFT
IN THE WARM AND TRANQUIL WATERS OF THAILAND'S
SPECTACULAR SOUTH WEST COASTLINE.

By Rob Mundle



The champagne-like burble of bubbles coming from a barely existent bow wave was the only sound breaking the silence that enveloped us. We were ambling along at just 2.3 knots across a vibrant blue, table flat sea, heading north and just a short distance off the enticing east coast of tropical Phuket, in Thailand.

As the magic of the moment became more deeply etched in my mind I realised there was something very special about going so slow: it was 100 per cent therapeutic. Thoughts of the world's financial predicament were long gone; as were any concerns associated with the general pressures of life and what was happening back home. We were in our very own cosmos: this was how life should be.

It had taken just 12 days and 120 miles of meandering north through the superbly diverse maze of islands between Langkawi (just inside Malaysia's northern maritime border), and Phuket to provide my girlfriend and me with a serious dose of life's true panacea. Our decision-making process dealt only with our next destination, or which beach-hut bar we should go to at sunset, or what to cook for dinner, and what wine should enhance that gastronomic pleasure. Life was tough!

**WE WERE IN OUR VERY OWN COSMOS:
THIS WAS HOW LIFE SHOULD BE.**

Our friends Alan and Mary Tatton, dedicated cruisers out of the Gold Coast, were our hosts. Their yacht, *Investigator II*, is a nicely proportioned Crowther 56 aluminium catamaran, and while 25 years old she suits their needs perfectly. They set off on this cruise in late 2007 and we joined them in Langkawi after an overnight flight from Brisbane.

Langkawi is an archipelago of 104 close-knit islands located on the Andaman Sea, not far from the coast of Malaysia. The name 'Langkawi' has its origins with two words, 'eagle' and 'marble', two very prominent attributes that the islands boast. Sketchy records of Chinese history indicate the main island was originally inhabited in the first century.

They had the yacht docked at Rebak Island Marina, a nicely presented resort complex a short boat ride from the coast. On the first morning we headed southeast to the island of Pulau Dayang, just six miles away, then beyond. It was stunning. The main island has a diverse throng of small islands speckled along its shoreline with narrow passes between them. Many were sheer rock faces hundreds of metres high which had seen their waterlines eroded by thousands of years of wave action. The thick, stippled green canopy of jungle draped over the peaks concealed monkeys, huge monitor lizards and other wildlife. At the same time the famous eagles of Langkawi wheeled across a deep blue sky in search of prey.

As we glided between the islands it seemed there was another outstanding feature of nature to enjoy at every turn – bays, beaches, inlets and towering cliffs. We were also quick to learn that this two week escapade was to be an 'eat-athon': Mary showed she'd lost none of the flair that led to her having a successful catering business in Sydney for many years.

This 25 nautical mile passage ended with us anchored off the island's capital, Kuah. We went ashore and headed for an evening at the very appealing Royal Langkawi Yacht Club. Surprise, surprise: we may as well been at the CYCA – Ray Roberts, Fraser Johnston and a host of other familiar faces were all there to compete in the Langkawi International Regatta.

Sunrise, breakfast, and then up came the anchor for a circumnavigation of Langkawi. This cruise proved to be an eye-opener with widely varying



Acc. Chalong.



Beach dining at Koh Lippe.



Approaching the bar on Lippe beach bar.



Sunset over the yacht.



Nature's steeples: the amazing cliffs of Koh Muk.

scenery and shorelines, and interesting diversions, like Hole in the Wall and Tanjung Rue where we anchored for a swim and lunch.

Telaga, where we stopped for the night, offers a sheltered anchorage and a small harbour with a marina, restaurants and shops. Next morning we hired a car for the day so we could go to Kuah to buy fresh provisions. What an experience that was! The 'rental car', an extremely dilapidated sedan, was owned by an employee of the marine company we hired it from, came complete with a trash-laden interior and bits falling off: but the price was right (\$15), and it worked – just. There was driving licence or insurance required.

First stop was the open air 'wet markets' where the freshest of fruit, vegetables, poultry, seafood and meat are offered. The fruit and vegetable section was fine, but the majority of the seafood had so many flies congregating on it that it was almost flying out of the place. As we walked

"EVERY BIT OF THE BEAST, FROM NOSE TO TAIL, WAS SPREAD OVER THE BENCH. 'ENOUGH', THE GIRLS CRIED!"

into the meat section we were greeted by the sight of four hooves lying rigidly and horizontally off the edge of a blood splattered white tile bench, and two men wielding meat cleavers hacking into what was a freshly slaughtered water buffalo. Every bit of the beast, from nose to tail, was spread over the bench. "Enough", the girls cried! We were out of there and then heading downtown where we found a great little bakery and the discount liquor store – which had a totally incongruous sign out the front reading, 'Tasty and Healthy'.

With the car groaning under the load we'd imposed on it we headed back to Telaga for 'sundowner' drinks on deck while watching a burnished amber twilight turn to a star-speckled night sky. As darkness moved in we noted what is becoming a disturbing trend among international cruising sailors: red flashing anchor lights. An increasing number of yacht owners think this makes them safer when at anchor, yet the Prevention of Collisions at Sea regs state categorically: "A vessel at anchor must display an all-round white light". The day will come when a cruising yachtsman will be making a difficult night approach to an anchorage, spot a red flashing 'anchor' light, mistake it for a channel marker, and BINGO, his yacht would be on the bricks. The ensuing legal action could destroy cruising plans for years.

We enjoyed dinner in the cockpit that night while we planned the next day's 'adventure' – an international trans-ocean passage from Malaysia to Thailand totalling all of 20 nautical miles! Our destination was Koh Lippe.



It was a light weather trip, and when we dropped anchor off the edge of the reef at the beautiful beach in Hat Pattaya Bay we knew immediately that our cruising life had become even better. Unlike many of the resort islands we would visit, Koh Lippe had not been ripped apart by avaricious developers or overrun by hordes of tourists. It is a relatively small, unpretentious island with a population of just 700. Here a Thai massage costing just \$12 is a must: it finds muscles you'd forgotten. Also, the many little open-air restaurants that nestle under a cover of trees on the beach and just behind it are excellent.

At sunset we were in a shack that was a beach bar, and there we sampled delectable fresh mango daiquiris. Later, after the sun had vanished in a spectacular blaze of orange and gold, we headed back to the yacht for a dinner on deck under the silvery glaze of a full moon. If we had a problem in the world right then it was that this was only our first stop, and we were going to struggle to leave!

But leave we did, and over the next two days we cruised past many islands that were geographically amazing. Some were simply rolling hills, others had sharp spine-like ridges over their entire length, but the most impressive were the sheer pinnacles of rock that soared 500 feet and more out of a sea only 30 feet deep. They were nature's steeples.

We enjoyed some superb sailing across an emerald sea towards the western shore of Koh Muk, the island where the legendary Emerald Cave is to be found. We soon located a recommended anchorage, and when we did we knew we were in paradise. Majestic and incredibly high cliffs capped by jungle marked the entrance to a cove that delivered dreams. There was a sliver of sand forming a beach that had clusters of palms along its length, all standing like sentinels guarding a dense and verdant jungle that swept upwards to the ridge in the background. We had this place to ourselves and we couldn't get ashore soon enough: champagne at sunset on the sand was compulsory.

Sadly though, our excitement was deflated the moment we reached shore. The entire length of the beach above the high water mark was a rubbish dump, a receptacle for all things plastic – literally thousands of rubber sandals and shoes from child size upwards (and not a pair among them!), cigarette lighters, plastic bottles and sheeting, polystyrene, fishing floats, synthetic rope, fishing nets etc. It seemed that if it was plastic and floated it was there as a consequence of ignorance or misfortune; all driven ashore by the prevailing wind and waves.

Time and tide waits for no man, and unfortunately that meant we couldn't get to see the Emerald Cave, but as anyone who has been there will tell you, the cave has an 80 metre long, low profile tunnel you swim through to reach a natural phenomena; a huge cavern that is surrounded by lofty rock faces and an abundance of jungle foliage, and it's completely open to the heavens.

Making this wonder of nature all the more remarkable is the clear water of the lagoon and the sandy beach that welcomes all who venture there.

Our next destination of desire was Koh Phi Phi Don. Again it was the perfect sail, a beam reach in a wind which at one stage reached 30 knots. *Investigator II* just ate it up. When we got there we were yet again in awe of the natural beauty of amazing cliffs and rock formations. Mother Nature certainly let her mind run wild when she created this part of the world.

The village on this island was devastated in a horrendous fashion by the tsunami in 2004. Hundreds of locals and tourists perished and more than 70 per cent of all buildings were destroyed by the power of the massive wave, but today it's almost back to normal: it's as packed as ever with tourists from, it seems, the majority of places on the planet.

Ao Chalong, 26 nautical miles from Phi Phi Don, was our eventual port of entry for Thailand, and the following day it was another stimulating beam reach while getting there.

We were seriously impressed by the standard of food and the wide variety of the restaurants we found on the nights we ate ashore, and the waterfront restaurant in Ao Chalong was no exception. This was the perfect

launching pad for our final three days of cruising round the southern tip of Phuket and up the west coast.

Only a few hours after leaving Ao Chalong we had arrived at the other end of the spectrum. We were slap bang in the middle of the hedonistic lifestyle that comes with Patong, and it had to be seen to be believed. The legendary nightlife seems to go 24/7 and knows few bounds. It was certainly different with its colourful and pulsating streets full of girlie bars, ladyboys and transvestites.

Hours later, soon after sun-up, that hedonistic way of life was fading in our wake. We'd returned to our own freewheeling lifestyle and were casually cruising in perfect conditions over the 10 nautical miles to where this journey would end, Layan Beach. The despondency that came with the thought of having to head home did not become any easier when we reached our destination. It could easily be described as Thailand's answer to Whitehaven, in the Whitsundays. There was no massive development to be seen, the water was clear, the tree line came down to the edge of the sand, and there were hardly any humans on the beach. When we dropped anchor the water was so clear we could see the chain all the way to its end. It was a scene almost too good to be true, and the invitation to dive into the sparkling blue water was so strong that we had to indulge in one last swim – and it was a long one.

As we swam towards the beach we savoured every last drop of a wonderful voyage. This entirely stimulating experience reminded me yet again there are only three words that really matter in life – Happiness is Everything – and we were very, very happy. ○

"WE ENJOYED SOME SUPERB SAILING ACROSS AN EMERALD SEA TOWARDS THE WESTERN SHORE OF KOH MUK, THE ISLAND WHERE THE LEGENDARY EMERALD CAVE IS TO BE FOUND."

BEST OF BOTH WORLDS - SAIL AND POWER

The Marten 49 and (below) the Aquabay 70.

ON CHARTER WITH OCEAN DYNAMICS



LUXURY YACHT CHARTER COMPANY OCEAN DYNAMICS, BEST KNOWN FOR ITS HAMILTON ISLAND-BASED MOTOR CRUISERS, HAS INTRODUCED TO THEIR FLEET A BRAND NEW MARTEN 49 HIGH-PERFORMANCE SAILING YACHT *OCEAN AFFINITY* AND THE ULTRA-CHIC NEW AQUA BAY 70 SPORTS MOTOR YACHT.

The all-composite Marten 49 is designed to combine the sparkle and excitement of a performance racing yacht with the ability to make fast comfortable passages while short handed or while cruising. From conception the Marten 49 was designed to be a superb family cruising yacht, a top performer at regattas and a fast and comfortable passagemaker for distance cruising all in one sleek package.

With a lifting keel, the yacht boasts improved performance when racing upwind and thanks to its shallower draft it enhances accessibility to harbours and anchorages when cruising, making it an ideal vessel for the notoriously shallow waters around Brisbane's Moreton Bay where *Ocean Affinity* will be based for much of the year.

By combining the talents of designers Reichel/Pugh, SP technologies design engineers and the experience of Marten Yachts, a yacht of outstanding pedigree has been created, possessing race-bred performance

qualities but delivering a spacious and functional layout. And yes, you can now charter her through Ocean Dynamics.

Specialising in day and overnight charters for corporate groups, weddings, family charters and holidays, Ocean Dynamics seeks to ensure that the charter is "all about you". From the moment you step on board any of the company's vessels, the crew are there to give you a warm welcome and look after every requirement.

Ocean Affinity, the company's new Marten 49 cruiser/racer and is now available for luxury day and overnight charters from Moreton Bay and the Whitsundays. The yacht has three cabins, two bathrooms and a spacious saloon area and can easily accommodate four people for overnight charters. Thanks to the versatility of the Marten design, *Ocean Affinity* is built equally for a relaxing weekend getaway cruising the bay as for an exciting day of action-packed sailing.

Available from the Whitsundays and Moreton Bay throughout the year, *Ocean Affinity* starts from \$3,000 per day for a fully catered charter. Catering is prepared onboard by your hostess includes a sumptuous selection of gourmet meals including fresh local seafood and produce. The galley it's equipped with a gas stove, microwave and fridge and freezer. There is a Bose stereo with separate stations for the saloon and cockpit areas and a Sony TV. All linen and toiletries are provided on overnight charters.

While onboard, you can experience the beauty of the warm Whitsunday waters, visit Whitehaven Beach and stroll in the silica sands, or snorkel at many of the secluded bays to observe the colourful fish and coral. Alternatively, if you choose to sail further south in the beautiful Moreton Bay you can visit islands of sand dunes and the many beautiful beaches that south-east Queensland has to offer as you sail among the dolphins, turtles and whales that frequent the area.

For the experienced sailor, take the helm of the Marten 49 and enjoy the distinctive and individual character of this exhilarating yacht. The state-of-the-art electric sail handling, together with advanced navigation instrumentation and autopilot systems make *Ocean Affinity* a breeze to sail.

Ocean Dynamics also currently offers a range of luxury motor cruisers from Hamilton Island including a Maritimo 60, Riviera 47 and Kevla Cat 3000. Being awarded the winner in 2008 Whitsunday Tourism Awards and finalist in the Queensland Tourism Awards is testament to the quality and service provided on each and every charter.

Aqua Bay, a 70-foot sports motor yacht, is the latest luxurious addition to the motor cruiser range and is available in the Whitsundays from May to October, and in Sydney from November to April each year. Sleeping six to eight guests for overnight charters or accommodating groups of up to 30 for day trips, *Aqua Bay* is perfect for the most discerning of guests - expansive and comfortable, yet organised to provide private quiet areas. The clean, minimalist lines can be seen throughout, giving an ambience of uncomplicated, uncompromising elegance. With forward sundecks and large entertaining areas, this is the ideal vessel for taking in the sunset with friends and family, while enjoying a refreshing cocktail. ○

SPECIAL OFFER

Ocean Dynamics is offering *Offshore Yachting* readers some great long weekend escape packages from the Whitsundays. For a limited time readers of *Offshore Yachting* can experience a three-night, fully catered charter aboard either the Maritimo 60 or the Marten 49 for up to four guests for \$9,500. Included in this price is a half-day fishing charter on *Ocean Escape*, the 30-foot Kevla Cat. Or if you would prefer to drive yourself, choose to self-skipper the Riviera 47 and get seven nights for the price of five.

Ocean Affinity will be competing at this year's Audi Hamilton Island Race in August with Pilatus Aircraft as a major sponsor. To schedule an appointment to view the yacht while at Hamilton Island or for an information brochure email info@oceandynamics.com.au, call 0400 744 850 or visit www.oceandynamics.com.au.



The luxurious Aquabay motor yacht.



As good looking inside as out, the Marten 49 is an ideal charter package.





DIALED TO PERFECTION

Photo: Andrea Francolini

A GOOD SUITE OF NAVIGATION ELECTRONICS IS INDISPENSIBLE TO THE MODERN OCEAN RACING SAILOR, BUT NOT ALL ARE CREATED EQUAL. *OFFSHORE* HAS EXAMINED SOME OF THE BEST PRODUCTS DESIGNED FOR RACING CURRENTLY AVAILABLE ON THE MARKET.

By Kevan Wolfe

Time was yachts once made the annual trek south to Hobart with just a set of charts, a compass, a protractor, a couple of 2B pencils, a log and a set of wind instruments to get them there. A few carried high profile navigators who knew their way around a sextant, like the redoubtable “Sightie” Hammond.

Sightie always made a point of letting everyone know he had plotted the position of the yacht he was sailing on by using celestial navigation. He would always finish his position report with a curt “observed”.

But most of the time the navigation was all dead reckoning or best guess. Knowing what we know today, it was brave stuff.

Today, it’s a vastly different scene as serious competitors carry a specialist navigator and a tactician with an array of instruments and software packages that would rival the cockpit of a Pilatus PC-12NG.

In the early days British instrument manufacturers Brookes & Gatehouse, better known as B&G, developed a system of integrated wind speed, wind angle and boat speed analogue readouts that was virtually the

system of choice for serious ocean racers. But the system had its moments and soon acquired a nickname old-salts will remember affectionately.

Other manufacturers such as VDO and Raymarine have developed instrumentation for yachting over the years but none as comprehensive as B&G and a newcomer to the market – Nexus.

Nexus was formed about two years ago. It’s an offshoot of instrument manufacturer Silva and inherits a 30-year legacy from the Scandinavian company.

Nexus offers two levels of instrumentation for racing yachts – the Nexus NXR and Nexus NX2 series.

The Nexus NXR is a grand prix system that is becoming popular in Europe on blue water and offshore yachts, while the NX2 system gives the racer versatility in display and calibration without spending a fortune.

Both systems use the Nexus server as their central processing point and with the NXR multi-controller the navigator or tactician can access any of the digital information in any combination from on deck or at

the nav station. A series of preprogrammed data combinations for different points of sailing or particular locations can be set up, so in round the cans racing the navigator doesn't need to leave the rail.

The Nexus system includes an HPC compass that has a six-axis configuration to counter heel and pitch, so that the apparent wind angle, true wind angle and direction are accurate, even if the boat is being sailed on its ear.

The mast head wind transducer is also unique and unlike the normal cup designs it has a three-bladed propeller and double wind vanes that are toed in for stability at all wind speeds. Instead of a paddle wheel the boat speed sensor is an ultrasonic unit that uses two transducer elements in the one housing that react instantaneously to changes in boat speed.

Nexus has paid particular attention to its transducers recognising that the input to the system is only as good as the output of the sensors.

The Nexus sail performance software is included free of charge with all Nexus servers and a PC can be hooked in to become an integrated monitor for all the data in analogue or digital format. It creates waypoints and routes and will calibrate the transducers and system setup. The software will also create performance graphs and analysis to improve the boat's performance.

Marry this up with a set of flexible Multi XL readouts with 63.5mm (2.5in) digits, which have been proved to be about the ideal size for racing yachts, and the system can be geared to suit One Design and Rating fleets up to Maxis. Despite their size they weigh only 300 grams each, are nitrogen filled, fully waterproof and fully programmable. They can be mounted anywhere with lightweight carbon mast brackets available.

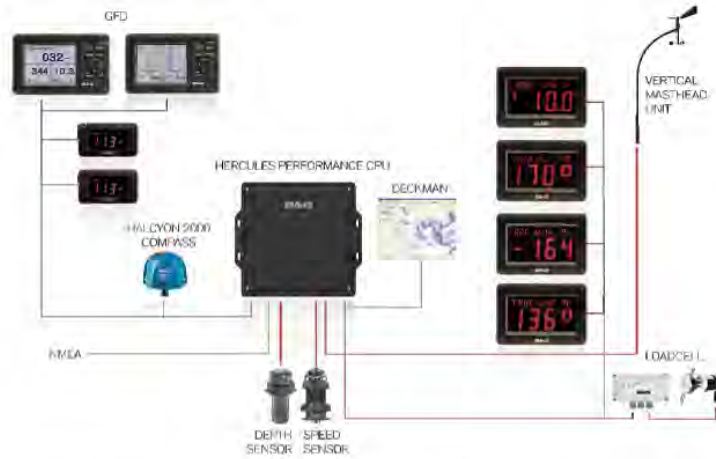
Fifty years on and Brookes & Gatehouse is again at the forefront of tactical race instrumentation. Deckman 9, the latest version of the B&G tactical navigation software, which was used by all the Volvo Round the World yachts, now incorporates the overlay of AIS (Automatic Identification System). The Volvo yachts used this to keep tabs on the position, speed and course of their rivals.

Deckman is versatile with sophisticated processing capabilities. It has a fully featured tactical navigation interface that gives navigators a clear view of the racing area and functions that include a start display showing line bias angles, time and distance to line intersections, time to go options, polar calculations and accurate tracking.

Deckman now has an enhanced graphics engine – including new layline options, with shaded limit layline sectors that help the navigator to visualise wind shift limits when approaching a mark.

The start screen indicates the favoured end of the start line as well as the layline to marks

Panasonic Toughbook displaying Nexus FDX software, which monitors and displays the nav system info on a PC.



A typical high performance racing system from B&G.

with live updates of boat's position. Added to this is the ability to quickly generate windward/leeward courses, track wind-shifts and overlay laylines adjusted for tide influence on the chart and at the same time assessing options on future legs.

A competitor handicap tool allows the navigator to keep

track of the opposition in handicap events with race position calculations based on mark rounding times.

Offshore Deckman makes best use of the current weather conditions to calculate the best optimum track.

Using the Optimum Routing module the navigator can calculate the fastest route to the destination, while also using wave avoidance to track around areas with dangerous wave heights.

Other key features for offshore use include the multiple polar tables, one for performance targets, one for navigation – allowing the navigator to adjust

one polar to be accurate for the actual performance of the yacht, while the crew trim for 100 per cent performance based on their own polar.

Performance testing is also possible via a suite of integrated data logging and analysis tools. These give accurate assessment of the performance of the yacht and crew under different conditions, during or after a race.

Single boat testing, such as a comparison of headsails, can be gauged with a polar table overlay.

Deckman's integrated database logs all available data every second for seven days, then at reduced frequency for a full year, allowing analysis of historical data against current performance.

Deckman tactical navigation software gives all the information required for the navigation and tactical decision making.

The B&G H3000 System is designed for racing or serious cruising. The system allows the owner to start with a basic system and build

on it. The combination of the H3000 Hercules Performance CPU and a Vertical Masthead Unit provides accurate wind data, virtually instantly to the helm, navigator and trimmers on deck. Dynamic Damping makes the readout easy to read, and the data reacts quickly to wind shifts or acceleration.

Display units can be selected from the entire H3000 range, the new HVision displays are recommended for most on-deck applications requiring quick and clear data updates to crew.

The B&G WTP2 System is the most powerful and flexible instrument package for high-end racing yachts and superyachts. The system includes the latest generation of the grand prix level Wave Technology Processor at its core.

This calculates and increases the accuracy of

"MOST OF THE TIME THE NAVIGATION WAS ALL DEAD RECKONING OR BEST GUESS. KNOWING WHAT WE KNOW TODAY, IT WAS BRAVE STUFF."





A top-end B&G Deckman 9 suite at the nav station of a Volvo Ocean Race.



Nexus NX2 wind dial.

the data displayed by eliminating the effects of the motion of the boat.

Once a suitable system is chosen it's then time to consider the controllers and displays. B&G offers a range of display units depending on the use and the size of the boat. The WTP2 Full Function display is both a flexible display unit and a controller, while the 20/20, 30/30 and 40/40 units offer clear red backlight displays for

maximum visibility.

Wind data is corrected to remove the errors induced by the motion of the yacht, measured by a dedicated multi-axis gyro sensor. B&G say that data is calculated and displayed quicker than on any other system.

The WTP2 can be configured to accept a large variety of data including multiple GPS, heading and speed inputs along with sensors to allow measurement and display of almost any variable on the yacht – rudder angle, forestay load, mast rake etc. The settings can then be duplicated during a race, or when testing.

The IMU (Inertial Measurement Unit) provides highly accurate Heading, heel and trim data, while deckman software is the primary

“A SERIES OF PREPROGRAMMED DATA COMBINATIONS FOR DIFFERENT POINTS OF SAILING OR PARTICULAR LOCATIONS CAN BE SET UP, SO IN ROUND THE CANS RACING THE NAVIGATOR DOESN'T NEED TO LEAVE THE RAIL.”

interface for WTP2. Seamlessly integrated, via a direct Ethernet link, Deckman provides race functions to the processor and deck displays.

Both the B&G and Nexus systems provide a sophistication in navigation and tactics for racing yachts that has only been made possible in recent years. Which system to use? It all depends on how much you want to spend. ○

For further information on Nexus, visit the OceanTalk website www.oceantalk.com. For Brookes & Gatehouse visit www.navico.com

Nexus is an offshoot of the Silva brand, pictured here.





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THE SYDNEY TO HOBART YACHT RACE

Second Edition By Michael Ludeke

Review by Peter Campbell

“To me, competing in the Sydney Hobart is an adventure, a challenge and a competition. It is an adventure taking one to the open ocean. It is a challenge to one’s organisational ability, seamanship and navigational skills, and a competition with other yachts and on many occasions with the sea itself.”

So said the late John Bennetto, the first yachtsman to compete in 44 Sydney Hobart races. These memorable words and the total fleet numbers over 64 years are among many extraordinary events, fascinating stories and statistics recorded in *The Sydney to Hobart Yacht Race, Second Edition*, compiled, written, edited and published by Hobart yachting aficionado Michael Ludeke.

Millions of words have been written about the Sydney Hobart but, remarkably, this is the first book that deals completely and solely with this classic ocean yacht race.

David Bartlett, MP, Premier of Tasmania, says in the foreword to Ludeke’s book, “Like the climbing of Everest, or the winning of the Tour de France, the challenge is never finished, but rather reinvents itself for each new batch of hungry sailors who join the leather-faced veterans in their determination to once again make the journey to Hobart.”

Ludeke’s second edition expands on what originally was basically a book that collated the results and statistics of the Sydney Hobart race, including the now only complete set of printed results for each race from 1945 to 2008.

His statistical chapters, compiled with extensive input from the CYCA, Lisa Ratclif, Tony Cable, myself and others, list a whole host of race records, not just those elapsed time records established and then broken by the maxis and supermaxis, but also corrected time records and other little known (or at least, seldom printed) records of personal and boat performances.

For example:

- Only *Rani* (1945) and *Wild Oats XI* (2005) have won line and handicap honours and set a race record in the same year, although six boats have won the line/handicap double in the same year.
- Since 1945 yachts from 10 different countries have taken line honours while yachts from seven countries have won the Tattersalls Trophy for first place on handicap. Yachts representing New South Wales have got the gun 31 times while yachts from that State has taken handicap honours 43 times.

Ludeke also dispels the long-believed sailing myth that Victoria had never been home to a Sydney Hobart line honours winner until Grant Wharington sailed *Skandia* to victory in 2003. His research shows that the Livingston brothers’ *Kurrewa IV* (originally *Morna*) was definitely entered as a Victorian yacht when she took line honours in 1954, 1956, 1957 and 1960. Racing as *Morna* and then *Kurrewa IV*, this classic timber boat

still holds the record with seven line honours victories although *Wild Oats XI* achieved a record fourth successive line honours win in 2008.

The new book uncovers the race’s origins followed by an analysis of each race and updates results and statistics up to the 64th bluewater classic in 2008.

I never cease to enjoy reading stories such as those in this book about sailing greats as the late Peter Luke (co-founder of the race with the late Captain John Illingworth RN), Trygve and Magnus Halvorsen (triple handicap winners with *Freya*), Vic Meyer and *Solo* and the Rooklyn family dynasty of Jack and son Warwick in their maxi boats.

The mystery of the Tasmanian yacht *Charleston* which vanished with all hands on a delivery voyage from Hobart to Sydney in 1979 makes chilling reading, while I remember in vivid detail the story of John Quinn, the ‘miracle man’ of the 1993 race and his dramatic night time rescue from a galeswept Tasman Sea. Then there is the extraordinary encounter of Ludde Ingvall and his maxi yacht *Nicorette* with a frightening ‘twister’ south of Sydney as bushfires raged along the coast.

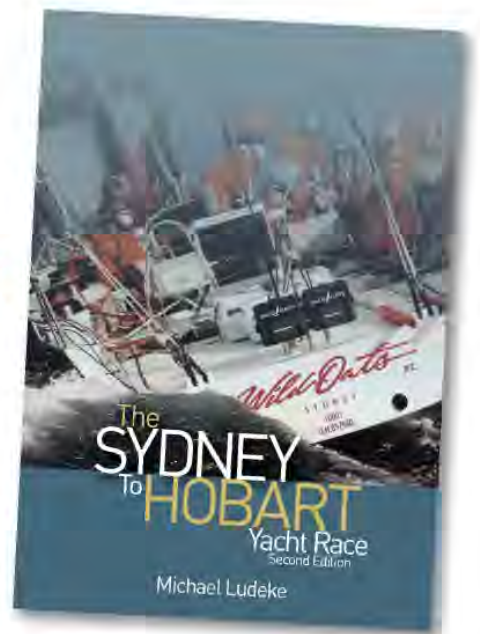
Lastly, Ludeke gives appropriate space and a title to the chapter ‘Lest We Forget’ in recalling the tragic 1998 Sydney Hobart. It is sad but important reading for anyone involved with ocean racing.

One set of statistics surprisingly missing from *The Sydney to Hobart Yacht Race, Second Edition* is a complete list of those yachtsmen who have sailed in 25 or more Hobart Races and yachtswomen who have competed in 10 or more Hobarts. The book only lists the top 10 sailors who have competed in most races, now headed by Tony Cable with 45 Hobarts in his logbook.

Ludeke should also have updated his example of how the Rolex Sydney Hobart Yacht Race handicapping system works from the now obsolete IMS system to the current IRC system, although the principle of each yacht being given a time correction factor to produce a level playing field remains unchanged.

Nevertheless, I can recommend this book as a worthwhile addition to the bookshelf of every ocean racing sailor, yachting journalist and commentator.

The Sydney to Hobart, Second Edition by Michael Ludeke is available for \$39.95 from Ludeke Publishing, Boat Books, Angus & Roberston and major yacht chandlers. ○





THE BOXING KANGAROO AND THE BRITISH BULLDOG

By Peter Campbell

In recent weeks I have had the pleasure of co-operating with that famous ocean racing navigator Richard 'Sightie' Hammond in preparing his 'Reflections of a Navigator' articles for *Offshore Yachting*. I had the good fortune to be a reporter at seven Admiral's Cup regattas and Sightie's article has brought back many memories of wonderful days at Cowes and on the Solent.

One of these days was the great match race in 1981 between Englishman Peter de Savary and Australia's Alan Bond, both of whom were aiming to win the America's Cup at Newport, Rhode Island in the USA in 1983.

Flamboyant characters in their own right, their ocean racing boats were representing their countries in the Admiral's Cup and they seized on the opportunity to whip up some publicity for their America's Cup challenges in the lead-up to the Admiral's Cup at Cowes. Their promotion, with a big money 'winner takes all' purse, did not please the organisers nor, for that matter, the purists of yacht racing. Sightie, as navigator for Alan Bond that year on *Apollo V*, told me the story:

The Royal Ocean Racing Club, as organisers of the Admiral's Cup, were not in favour of this self-promoted challenge due to the possibility of an accident and the chance of Australia not being able to give a full commitment to the Admiral's Cup. Both de Savary and Bond ignored the request to withdraw the challenge and the match race started on time in Osborne Bay, near Cowes, as planned.

Each owner had put up 10,000 gold Krugerrands, with the crews set to share in the handsome prize. There was no stopping Bondy or de Savary.

Victory until now had beaten *Apollo V* in every race, but in this match John Bertrand had injured his back and could not sail. Bernie Case took the helm and Hugh Treharne became tactician, the role he later had in the America's Cup. *Apollo V* raced away to a comfortable lead only to find after a couple of hours of sailing that the time limit had expired with 10 minutes to go, less than a mile from the finish line.

De Savary refused to extend the time, a terse radio call being heard

"Rules are Rules", so both boats dropped their sails and hoisted their specially made battle flags and headed back to Cowes.

The night before the race Bernie and I were having a social drink with a friendly de Savary crewman who divulged a series of antics designed to embarrass Alan Bond and *Apollo V*, including as a victory dinner at the marina with champagne poured by appropriately dressed models, and a large specially-made victory cake to accompany the champagne. To rub it in, a large battle flag showing a British bulldog had been made.

We rushed off to plan our battle flag, deciding on one showing a bulldog taking a hiding from a boxing kangaroo. Bernie's wife Lee and John Longley's wife Jenny designed the flag and a local sailmaker made it overnight.

We continued sailing with *Apollo V*, crossed the finish line and hoisted our battle flag, upon which de Savary lowered his, acknowledging that we won the day. However, we felt the true and accepted spirit of the contest had been violated in many ways.

Not only did we prove that we could win, but after this Admiral's Cup came to an end *Victory* was sold to a new owner in the USA. The boat was re-measured and the rating increased by over one foot, meaning that all race results for *Victory* were overstated.

The boxing kangaroo at the 1981 Admiral's Cup was not the same boxing kangaroo that Alan Bond flew on the bow of *Australia II* after it crossed the finish line to win the America's Cup in 1983, but ours did have something to do with it.

Before leaving for Newport in 1983, *Australia II* team manger Warren Jones decided to use the idea from the Admiral's Cup flag and had the concept designed professionally.

You can notice the raised leg of the kangaroo kicking the bulldog which has been retained on the development of the America's Cup yellow and green flag.

The flag is now Australia's unofficial sporting emblem and whenever Australia competes on the international scene, you will see the boxing kangaroo flag flying in the crowd. ○

"WE RUSHED OFF TO PLAN OUR BATTLE FLAG, DECIDING ON ONE SHOWING A BULLDOG TAKING A HIDING FROM A BOXING KANGAROO"

NUTS & BOLTS

IN HIS FIRST COLUMN FOR *OFFSHORE*, RENOWNED NORTH AMERICAN YACHTING JOURNALIST CHRIS CASWELL CLEANS OUT HIS GARAGE. IT'S A GUY THING, SAYS CASWELL.

I was in the garage by mistake the other day, well, I actually wanted to be there, but the mistake was that my wife caught me there. It was one of those pleasant spring mornings that brings out something from deep in the female gene pool.

She surveyed what would be called a two-car garage if it weren't for the fact that we own three cars, all of which sit outside so that the garage can store our overflow.

"Seems bigger than 21 feet", she said enigmatically.

The comment seemed to pose the same landmines that a "Notice anything new?" question holds for any man. Cautiously, I asked what she was talking about.

"Well, it seems that we have far more boxes of gear from the Privateer than we've had from any of your other boats, even though they were nearly twice as long."

This was not a good conversation, because when she's happy with the boat, it's always ours. When she's not, it's mine.

"I think," said She Who Must Be Obeyed, "that you should go through all that boat gear and throw out what you'll never use".

So there it was. It was Clean The Garage Day and I just hadn't seen it on my calendar. I'll never admit it to her, but I'd been thinking along the same lines because I discovered that somewhere in the garage, I'd lost my workbench.

Digging out the workbench like an archaeologist, I discovered my box of bolts.

Every man has one of these, and the size of it is a testament both to his age and his mechanical aptitude. Mine actually started back when I was campaigning a Flying Dutchman, and it filled quickly with the bits and pieces that were removed with the fads of boatspeed.

It's now a much larger Tupperware box filled to the brim with little brass and chrome fasteners, seasoned with an interesting aroma of old bedding compound, paint, varnish, and salt water. I never think of corrosion as having a scent but, if I did, this would be it.

I poked at the box and a few stainless steel clevis pins arose from the depths. These had once held a turnbuckle to a chainplate but I'd apparently decided they were bent, so I'd replaced them. I kept the old ones, of course, because you never know when you might want to save 75 cents on a pin that holds up \$20,000 worth of mast and sails.

There were some sheet metal screws that I knew were next to worthless because they had that pale bluish anodizing that goes with screws from a



cheap Japanese window shade, but I left them there because someday I might have a window shade problem.

I did find a spray nozzle for a can of WD-40, but it seems that the nozzle size has changed in the past two decades because this one won't fit. Back in the tub because they may change sizes again some day.

I studied several cams I'd removed from cam cleats which were so worn they no longer held even the thickest lines, and I set them aside to consider tossing out.

There were trailer light plugs from every trailer I've ever owned, and I put them aside because I didn't think any of them even worked. Of course, some had been removed when I changed cars, but which was which?

I did decide to throw out the swivel post from a broken masthead wind indicator. The plastic windvane was long gone, leaving just the post, and I felt comfortable sacrificing it.

By this point, I realised that I'd spent several hours going through this metallic diary, remembering the boats and the parts. I'd had a good time, I could honestly say to You-Know-Who that I'd thrown away some gear, and my hands had that dusty-dirty grime that would prove I'd actually been working.

That old tub of bolts is still there, and I'll probably go back to it in a couple of years for another walk down memory lane.

OK, I admit it. I put the cams back in the box, which is really cryogenic storage for dead parts. Perhaps someday they'll discover a way to resharpen cams, and then I only

have to look through the other boxes to find the missing bases. I know they're there. ○

"I'LL NEVER ADMIT IT TO HER, BUT I'D BEEN THINKING ALONG THE SAME LINES BECAUSE I DISCOVERED THAT SOMEWHERE IN THE GARAGE, I'D LOST MY WORKBENCH."

CHRIS CASWELL BIO

With more than 40 years as an award-winning boating journalist and as a former editor of both *Yachting* magazine and *Sea* magazine, Chris Caswell is a well-known racing sailor in the USA with silverware in everything from Lasers to ocean racers. The author of six books on boating, his most recent on yacht chartering took him to the lochs of Scotland, the canals of Burgundy, and the islets of Tahiti. Caswell is a dedicated sailor who says he's owned more boats than he wants either his banker or his wife to know about. *Offshore* welcomes Chris to the team as a regular columnist and we hope you enjoy his wry reflections on the world of yachting.



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