

# offshore

## YACHTING

# WINTER HEAT

THRILLING DECIDER IN FINAL  
AUDI WINTER SERIES RACE

# SAILING WITH SPITHILL

ONBOARD WITH  
THE BMW ORACLE  
TEAM AT THE LOUIS  
VUITTON TROPHY

### BREAKING THE ICE

CRACKING THE TREACHEROUS  
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CRUISING NORTH FROM THE  
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WILL OXLEY SHARES  
FIVE OF HIS BEST TIPS



OFFICIAL MAGAZINE OF THE CRUISING YACHT CLUB OF AUSTRALIA

AUG/SEP 2010

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**WINTER HEAT**  
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*New Beneteau First 30 Coming soon.*



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**A**s I put pen to paper for my first “At the Helm” report, I find myself searching for words suitable to express our strong gratitude. As your newly installed Commodore it is my pleasant duty to communicate on behalf of all members, our thanks to immediate past Commodore Matt Allen.

Matt was elected to the board in 2002 and became a Flag Officer in 2005. Matt completes his three years as Commodore and he will largely be remembered as one of the most approachable, inclusive and popular incumbents to have served our great club in this office. Matt’s eight-year tenure as a member of the Board served to strengthen our Youth Sailing Academy and his work on the Audit Planning and Risk Committee has manifestly helped our club to reach the level of fiscal strength we enjoy today. The work Matt has put into the CYCA SOLAS Trusts in strengthening its reserves, raising its profile and carefully distributing benefits under the CYCA SOLAS Trusts charter has been magnificent. I am pleased to advise that Matt has agreed to stay on as Chairman of the CYCA SOLAS Trusts for the time being. The Flinders Island tragedy in October 2009 gave rise to a situation where the club needed strong and decisive leadership. As a club we were most fortunate to have Commodore Matt Allen as our leader. I reiterate our sincere gratitude on behalf of all members.

In other related and most satisfying news I am pleased to inform you that the club and the Seven Network have agreed to terms to extend the broadcast rights agreement for the start of the Rolex Sydney Hobart Yacht Race (which is due to expire after the 2010 race) for a further five-year term. Therefore the broadcast rights are now secured in line with the recently announced new term of the Rolex sponsorship. For the completion of both these agreements plaudits must go to both Matt Allen and our CEO Mark Woolf who were at the coalface of both negotiations.

It will be my aim as Commodore of our great club to maintain the strong position the club is enjoying

on so many fronts. I am in a fortunate position to be supported by a strong and cohesive board. The current chairmen of all the board appointed committees will remain the same with the exception of the Sailing Committee, which will be chaired by Rear Commodore Howard Piggott and the Rolex Sydney to Hobart Yacht Race Planning Committee which I will chair in place of the immediate Past Commodore.

The Board will focus on moving forward with the redevelopment of the premises. Much work has been done on this project and we are poised to see some action once the consent authority has handed down its determination, which will be to the long term benefit of all members.

Together with management we will continue to look towards long term strategies to take the club into the future. We will be continuing with and developing a strong succession plan and seek members to join committees where their respective skill sets can demonstrably help the club in its endeavours and policy development.

This is already happening to a significant extent and the recent rework of our constitution is a fine example of how our club can work. The combination of some very experienced members with in depth appreciation of the club and our forefathers wishes, ably bought together by Flag Officer John Cameron and with final touches added by Director John Markos. All this work culminated with an unprecedented unanimous vote of acceptance at the Extraordinary General Meeting held on June 15. Now the relevant committees are encouraged to review the club bylaws and where required make recommendations to the Board for consideration.

Sailing is what our club is all about. It is my hope to continue to engage



with our sailors and listen to their wants and needs. We will strive to improve our racing and cruising activities and we strongly desire to see our Youth Sailing Academy continue to thrive, grow and produce more magnificent young yachtspersons, both male and female, to see our club prosper on the water and in the committee room.

On that note I encourage any of you that feel you can contribute to please put your hand up. As I have said earlier, all the committees will be headed by the same chairperson as last year with the exception of the Sailing Committee with Vice Commodore Howard Piggott taking over chairmanship. Approach those chairmen and let them know you are keen. The club needs good people with a variety of skill sets and experience to volunteer for a range of duties and committee positions.

It is a humbling experience to be named Commodore of our great club. I look forward to the next two years and helping the club continue to prosper.

**GARRY LINACRE**  
Commodore CYCA

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DATE THE SHIFT

 **QUANTUM**  
SAIL DESIGN GROUP

Let me take this opportunity to welcome Garry Linacre onboard as CYCA Commodore and, as such, *Offshore Yachting's* newest columnist through his At The Helm contributions. Garry has been a great servant of the CYCA over many years and is a very active member of the sailing industry.

On the cover of this issue we have the Audi Winter Series, and you can find a full wrap up of the Sydney Harbour action on page 24.

We step onboard with the BMW Oracle team, the current America's Cup holder, as they match race against Britain's Ben Ainslie and the Team Origin crew. Has complacency crept into the camp? Angus Phillips' article places you in the cockpit to experience the sounds – and the silence – of the Oracle boat, and to see whether the team is up for the fight in the next America's Cup. To my mind, BMW Oracle's achievement in winning the America's Cup in such resounding style shows they have the firepower and campaign smarts to go into the 34th America's Cup as frontrunners. Read Phillips' article on page 34 to decide for yourself. While researching our North West Passage feature for this issue, I had the pleasure of catching up with Alex Whitworth, one of Australia's truly great yachtsmen. Whitworth, who dropped into our offices to show us the incredible photos of the journey, some of which have been used to illustrate Nancy Knudsen's piece about the passage. It's a story of sailing triumph and environmental tragedy as the melting ice caps open up one of the ocean's final frontiers, and well worth a read.

As many yachties cast off the cold weather of the southern states to head north to the Whitsundays, we've provided previews of the major Race Weeks: Audi Hamilton Island, Meridien Airlie Beach and Sunferries Magnetic Island. If you've got some



more time up your sleeve, you might consider heading further north towards Cape York, following in the wake of Captain Cook. Read our Cruising Log on page 67 for some inspiration. We've also welcomed a new columnist, Richard Bouzaid, who has been sailing with Emirates Team New Zealand in the Med and will bring us up to date each issue with an insider's view of one of sailing's most successful racing teams.

I hope you enjoy the magazine, please send me your feedback via editor@oceanmedia.com.au.

**MATTHEW HENRY**  
Editor

# offshore YACHTING

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One year (six issues)  
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Printed in Australia by  
SOS Print Group



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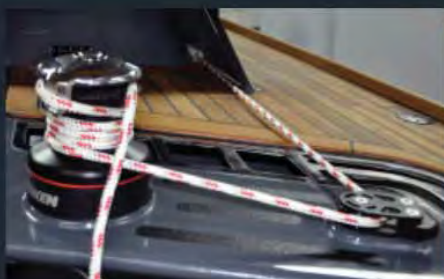
# performance



H<sub>21</sub>

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H<sub>30</sub>



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## Seven signs

*Seven confirms five more years as Rolex Sydney Hobart broadcaster.*

The spectacular Rolex Sydney Hobart race start on Sydney Harbour will continue to be televised on Channel Seven nationally until 2015.

The renewed broadcast agreement is effective from the 2011 Rolex Sydney Hobart, while the existing rights cover the 2010 edition of the 628 nautical mile blue water classic.

Seven Network will continue to produce a 90-minute live, national broadcast of the start, with commentary provided by CYCA member Gordon Bray, who has hosted the last three start broadcast programs.

"I am delighted to announce the Seven Network has been granted exclusive live broadcast rights for the start of the Rolex Sydney Hobart up to and including the 2015 race," said outgoing Commodore Matt Allen.

"Seven Network have strived each year to deliver a well rounded program that provides the general public and sailing audience with key information about the bluewater classic and all the yachts involved."

Seven Network's Head of Sport, Saul Shtein, is a former competitive sailor and will supervise the broadcast.

Seven Network will also provide regular 'in-race' updates shown at key intervals throughout the race.

Yahoo!7 will have exclusive worldwide internet rights to webstream the live race start and the regular race updates.

## New hand at the helm

*The CYCA has confirmed Garry Linacre as the new Commodore.*

CYCA members have elected Garry Linacre unopposed as the new Commodore at the club's 66th annual general meeting, replacing Matt Allen who recently completed his three-year term.

The new Vice Commodore is John Cameron, who moves up from Rear Commodore, while the two Rear Commodores, Howard Piggott and John Markos, were elected unopposed. Paul Billingham was re-elected as Treasurer.

## Test of time

*Rolex will remain a part of the Rolex Sydney Hobart until 2015.*

Rolex SA has extended its contract with the CYCA as the naming rights sponsor of the Rolex Sydney Hobart Yacht Race and its associated regattas, the Rolex Trophy One Design and Rolex Trophy Rating Series, up to and including the 2015 race.

"The CYCA is delighted to make this announcement and thanks Rolex for its ongoing involvement and support," said outgoing Commodore, Matt Allen, who also paid tribute to the brand's role in growing the race's international reputation, without which we may not have seen such an extraordinary fleet of world class 100-foot maxis in 2009.

Immediately following the 65th edition of the race, Rolex expressed a desire to continue its association, but the deal has only now been formalised with an extension of the sponsorship arrangement.

Rolex continues to sponsor the Rolex Sydney Hobart Yacht Race because the race is internationally recognised as an icon of challenge and adventure and its indomitable competitors command respect the world over. In a fast-changing world, the Rolex Sydney Hobart has stood the test of time and, now entering its 66th year, continues to test the human spirit. Rolex is also the sponsor of prestige sporting events like Wimbledon and the British Open golf.





## Roaring good time

*An offshore race into the notorious Roaring Forties is set to be revived.*

The 170-nautical-mile Mewstone Rock race into the Southern Ocean has not been sailed since 1985, but the Royal Yacht Club of Tasmania has sent a circular to yacht owners in Tasmania and interstate to gauge the level of interest in reviving what will be the southernmost ocean race in the Australia.

The race departs Hobart to round a rugged outcrop of rock at 43.52 degrees South, a 13 hectare granite island with steep cliffs and a small, flat summit.

Already a number of Hobart yacht owners, along with yachtsmen from Sydney, Perth and Brisbane have indicated their enthusiasm to take up the challenge of racing to the very southernmost tip of Tasmania early in 2011.

Tasmanian yachtsmen took up the challenge of sailing in a race around Mewstone back in the 1955-56 season with the inaugural race seeing line honours go to Duncan McRae's *Kintail* with Charles Calvert's *Huon Lass* winning on handicap. Several more Mewstone Rock Races were held, the last being in 1965.

In 1964-65, six yachts started in the Mewstone Race but none reached the island, turned back by a vicious south-westerly gale. The following season, the race went to *Bindaree* (Graeme Blackwood) from John Bennetto's *Norla*.

Among the yachts is *Natelle Two*, which now retired ocean racing yachtsman John Solomon sailed to victory in the last Mewstone Rock Race in 1985. Current owner Glenn Roper has invited Solomon to join him again for the revived race.

The RYCT plans to start the 2011 Mewstone Rock Race on a Friday evening so that competitors arrive at the Mewstone in daylight, as the rock has no light. Skippers will have to choose whether they sail inside or outside Bruny Island.



## Ichi feet

*Matt Allen will be chasing sports boat glory on a Melges 24.*

High profile Australian yachtsmen Matt Allen and Warwick Rooklyn have chose the Melges 24 to campaign between Rolex Sydney Hobarts.

Having both come from larger One Design classes, Allen and Rooklyn are drawn to the popular Melges 24.

"We have been watching the fleet grow in Australia for the past few years and decided that now is a good time to be part of the action," said Rooklyn.

Allen, the former CYCA Commodore and owner of the Jones 70 *Ichi Ban*, described the Melges 24 in a recent test sail as a mini Farr 52 sailing downwind.

With a regatta schedule that includes major events such as Geelong Week and Airlie Beach and a crew of four (360kg) it makes for an easily organised campaign.

**MAXITO MELGES**  
Matt Allen has bought a Melges 24 (pictured top) and will race at Airlie Beach this year.

## Keep the change

*Proposed amendments to the CYCA's constitution have been passed.*

The CYCA's constitution has been brought up to date after members voted unanimously in favour of adopting the proposed special resolutions at the Extraordinary General Meeting on 15 June.

Members attending the meeting voted to:

1. Repeal and replace the Memorandum and Articles of Association of the Company, and
2. Approve additional classes of membership for members: (a) YSA Crew Members; (b) YSA Junior Members and (c) Regional Members.

This represents a significant milestone in the history of the CYCA and will provide a framework for the future of the club.

Many years of work have gone into achieving the result, the outcome of which was to modernise documents that have governed the club since incorporation in 1953.

The material changes that have been incorporated into the new Constitution are changes required under the Corporations Act, the Registered Clubs Act of NSW and other legislation, and to remove provisions which discriminate on age and gender basis, to update certain provisions and language to provide clarity and to change the quorum for general meetings to 30 (formerly 20), and for directors meetings to six (formerly five).

A copy of the new Constitution and amended bylaws can be found on the CYCA website.



# AS BREATHTAKING AS THE SEA. CRUISER 45.

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See the CRUISER 45 at the Sydney International Boat Show 29 July - 2 August 2010.

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**W**ith many sailors putting their dinghies on the rack for the winter, the place to be is the Youth Sailing Academy at the CYCA.

The Talented Sailor Squad is the largest squad with 36 sailors attending five Sunday sessions. These sailors learn sail setup and control, get an introduction to spinnakers, and learn about communication in the boat, changing gears, race strategy, picking shifts and 'time on distance'. This is a fleet racing squad and the final session is an End of Season Fleet Racing Regatta. It is wonderful to see so many sailors in this group as it promises to establish a broad base from which they can push through and graduate to future squads.

The Development Match Racing Squad has 26 sailors this year, the majority whom are returning to gain more match racing experience. This squad will meet for six Sunday sessions and is coached by Seve Jarvin and Rob Bell.

## WINTER AT THE YSA

PAM SCRIVENOR REPORTS ON A  
BUSTLING WINTER SEASON AT THE CYCA'S  
YOUTH SAILING ACADEMY.

At the top end of the squads, we welcomed back the Advanced Squad sailors, 26 in all. Regatta practice is of huge importance for this squad and we are very fortunate to have the support of CYCA members as sponsors of these regattas. The Kellett Shield, established by the Kellett family, is a six-race fleet racing regatta and held after four weeks of training. The requirement is for each team member to helm for two races,

**HANGING OUT**  
The Talented  
Sailors Squad  
enjoying winter  
sailing.

therefore making it necessary to swap roles within the crew. In week five, match racing training begins and during the next eight weeks, starts and drills are discussed and filmed for post match discussion.

Over the next few months our Advanced Squad will compete in Governor's Cup Regatta in California, Club Marine NSW Youth Match Racing Championship, Australian Youth, Open and Women's Match Racing Championship and the Musto International Youth Match Racing Regatta. We are lucky to have such a solid grounding during the winter to prepare our teams for this full regatta schedule and we look forward to some great results from our teams.

The YSA has become a busy place on the weekends for the next few months and we look forward to some exciting racing and great results from our representative teams later in the season. ⚓

*Cyca.com.au*

# Will Mackenzie

## MATCH RACER

OFFSHORE YACHTING CAUGHT UP WITH YSA MATCH RACER WILL MACKENZIE FOR A QUICK INTERVIEW.

### First experience in sailing...

Way back when I was six years old at manly skiff club, with my dad. It was probably also the first time I experienced four-letter words.

### First big adventure in life...

My first massive adventure was in 2008 when I was lucky enough to work on Terry Snow's 60-foot catamaran, which we sailed around Australia on. It was an awesome 'job'.

### First taste of sporting victory...

When I was about 10, I won the MJ

novice fleet nationals. It was really good fun.

### Last time you had a big win...

Last year down in Melbourne I won the Youth Match Racing Nationals. That was a great feeling.

### Last new experience...

Trying to match race on Wellington Harbour in 40 knots.

### First time you sailed overseas...

That was a long time ago over in New Zealand on a family friend's yacht cruising the Bay of Islands. But the first time competing overseas was also in New Zealand when the YSA sent me over to beat the Kiwis. It didn't quite go to plan.

### Last book you read / DVD you watched / TV show you watched...

I'm not too much into reading but I do like DVDs. Does the DVD have to have a PG rating? If so it would most likely be to have 'The Hanger' – funny movie and I came relate to it sometimes.

### Last act of kindness...

Made mum a cuppa – with out her



even having to ask.

### Last new thing you learnt about sailing...

As simple as it is, you just cant hit people!

### Last non-sailing sport you played...

That would be rugby union, and I am always surfing when I get the chance.

### Last request...

You only get out what you put in, so I'd ask people to give it a red-hot go.

### WILL MACKENZIE

Age: 20

Lives: Balgowlah, Sydney

### Sailing achievements:

- 1st in Bavarian Youth International Match Racing Champs 2007
- 2nd in the Youth Match Racing states, CYCA in 2009
- 1st in the Youth Match Racing Nationals, Sandringham in 2009

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From his very first adventure jumping off a tin shed with a stocking for a parachute at the age of eight, to his most recent challenge braving 4000 miles of open ocean in a tiny skiff, Don McIntyre has downright refused to live an ordinary life. Now approaching 60, McIntyre's appetite for danger is still growing. While his childlike fervour may have been tempered by decades of experience, it's certainly not been extinguished, and at heart there still lives an eight-year-old kid who dreamt of flying away.

Perhaps it's not surprising that a man so frequently adrift far from civilisation feels such an affinity with Captain Bligh, himself a castaway after the infamous mutiny on the *Bounty*, 221 years ago. So compelled was he by the story of Bligh's desperate journey back to land on a 23-foot open boat with just the stars for guidance, McIntyre felt inspired to recreate the trip. So he built his own replica open boat, plotted a course from Tonga to Timor and, equipped with only primitive navigational equipment, a hastily assembled crew

ADVENTURER

## LEADING A MUTINY

SAILING CAN TAKE YOU A LONG WAY FROM THE COMFORTS OF AN ORDINARY EXISTENCE, AS ADVENTURER AND SOLO-SAILING FANATIC DON MCINTYRE KNOWS ONLY FAR TOO WELL.

BY MATTHEW HENRY



### MUTINEERS

Above: the tiny *Talisker Bounty Boat* – not a particularly comfortable place for four blokes for 67 days. Left: Don McIntyre, all smiles before heading off on the expedition.

and a boatload of courage, set off on the 67-day journey. Just like that. Battling six-metre seas, shallow reefs and an absence of toilet paper along the way, McIntyre and his crew faithfully turned maritime legend into living adventure. We caught up with him shortly after the trip and asked him to fill in the blanks...

**When we finally finished the journey, I felt...** Serenity...

satisfaction...wow! We did it. What's next? You go through the lot. We survived! Bring on the hamburgers!

**The crew's trip was...** Different for each individual. Dave Wilkins wanted to get off often; he did not like the food or the hardships, but in the end put up with everything and did the journey. He learnt a lot about himself. Dave Pryce took it all in his stride and enjoyed every minute. Chris Wilde came back a totally different person, from a despondent young man wondering what life had to offer to someone who now wants to cram every second with the opportunities he has discovered out there. That was



one of the highlights of the trip for me, to see the changes in Chris. He now has confidence in himself and a passion for life and wild places.

#### The most frightening part was...

Going to the toilet over the side and looking at the fact that there was no freeboard and the boat was just about underwater. This was in the first two days of the trip. I started to wonder if we could survive. Then there was the night we very nearly lost everything – possibly even our own lives – when we came across a reef in the dark only 200 metres away. That was a very close call and we were lucky to survive that.

#### Following in the footsteps of Captain Bligh was...

A truly amazing experience, sailing beside him every day. I became very close to him and, importantly, to his men, who are often forgotten. We think of it in black and white but I thought of them in living colour alongside us in their little boat. He was a great man to keep all the crew together and under control and he was also very lucky. He had similar close calls that we did with reefs, so he is everything and more of all that was written about him.

#### I keep taking on these crazy challenges because...

I am just a big kid that has always wanted to have fun, and these adventures are a lot of fun. So I am never without a plan for living and enjoying life thanks to good health. That is the biggest treasure you have so I never want to waste that. I am not getting any younger and know that, but the adventures will just change. If I never have a new plan afoot for the next adventure I get very restless and come up with crazy ideas. You need a vivid imagination for that. From those dreams one idea will eventually stand out and then it is on, you just go for it.

**Next up...** I have a few options on the table, but it's looking more and more like a treasure hunting expedition in the Pacific for a few years. I built a new expedition boat, a 50-foot, 40-tonne, steel, ice-strengthened motor sailor in China a couple of years ago. It carries its own flying boat. It is now in the Philippines ready to go, so stand by for some more fun, but for now the next adventure is to try to raise more money for the Sheffield Institute Foundation and then finish my book and documentary, *Chasing Bligh*. 📖

## NUMBERS GAME

**0** Rolls of toilet paper onboard.



**1** Knockdown suffered during the trip.

**1.6** Weight in tonnes of the Talisker Bounty Boat.

**4** Crew on the boat (including McIntyre).

**5.6** Litres of rum Captain Bligh had on board.



**18** Age of the youngest crewmember, Chris Wilde.



**25** Length of McIntyre's boat, in feet.

**55** McIntyre's age.

**67** Days at sea for the Talisker BB crew.

**221** Years since the Bounty mutiny.



**1789** The year of the mutiny.

**4000** Miles at sea in an open boat.



**250,000** Dollars McIntyre hopes to raise to combat motor neurone disease.

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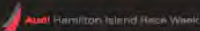
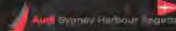


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## GATHER YE ROSEBUDS

RAY ROBERTS HAS RACED TO HOBART 19 TIMES, EDGING CLOSE TO VICTORY BUT NEVER SECURING THE COVETED TATTERSALL'S CUP. NOW WITH A FORMER RACE WINNER IN HIS POSSESSION, COULD 2010 BE HIS YEAR? DI PEARSON

Dubbed "Hollywood" by his mates for his natural flamboyance and showmanship, Ray Roberts has continued to live up to his moniker by acquiring the 2007 Rolex Sydney Hobart overall winner *Rosebud*. In doing so, Roberts has launched his most audacious challenge for a Hobart crown to date. "I'm in the marine business, and as such I buy and sell boats all

the time," says Roberts, who has renamed the yacht *Evolution Racing*. "I bought *Rosebud* as a combination of that, and to try and win the Hobart and other races; to prove that this is a great yacht."

The Sydney yachtsman has raced to Hobart 19 times, tasting victory with a divisional win last year and a best placing of third overall 2007. With *Rosebud* significantly modified and updated, he's hoping 2010 will serve

him up the Tattersall's Cup.

Roberts bought *Rosebud* from her original owner, American mathematician Roger Sturgeon, after she sustained hull damage and lost her rig in the Middle Sea Race last October.

"There was a crack in the bow, so I took the boat to New England Boat Works and had it repaired," he says. "I had a new mast built by Ben Hall of Hall Spars. It's quite different — we utilised America's Cup technology, so it's very high tech."

Roberts, who started his work life as a fitter and turner, has never shied away from a challenge in sailing or in business. "I liked the challenge of getting a broken boat and fixing it, developing it and getting it up to speed, then selling it," he says.

A Bruce Farr design launched in 2007, *Rosebud* was the first yacht built to the Transpac 65 Box Rule. But, says Roberts, "It's not an STP 65 anymore — it's an IRC racer."

In addition to her Hobart crown, *Rosebud* picked up third in division in the 2007 Transpac race. Both events were sailed in light to moderate conditions, and Roberts is as interested as the rest of us to see what his latest *Evolution Racing* can now do in all conditions.

Roberts' first test sail in his new yacht was in late July at the New York Yacht Club Race Week, sailing with a combination of his regular Australian crew including multiple world champion Steve McConaghy and Jamie MacPhail.

His Australian crew also includes Andy Hudson, Richard Hudson (as crew manager), Tim Davis and Jake Newman, "But I've got some *Rosebud* guys too; Jim Slaughter (Grinder), Matt Smith (Pit), Keats Keeley (Bowman) and Ben Hall from Hall Spars, who has designed a fabulous mast."

When not racing in Australia, Roberts' other playground for business and sailing is Asia. In June he was awarded the 2009-2010 Asian Yachting Champion Skipper and Yacht of the Year, after first winning those titles in 2007-2008 with a DK46, a brand of yacht he markets and sells in Australia.

This season, the TP52 *Evolution Racing*, and a cohesive crew that has been with Roberts for years, helped him win. And while he had the Yachting Champion Skipper award in the bag before the series ended, the Yacht of the Year came down to the final two races of the last event, the Sawadee.com regatta.

*Evolution Racing's* crew fought tooth and nail on the circuit against

### ROSE TINTED GLASSES

*Looking back on Rosebud's triumphs and tribulations.*

#### May 2007

*Rosebud* in build at Westerly Marine, California

#### June 2007

Roger Sturgeon takes delivery

#### July 2007

First real test in the Transpac, comes third

#### September 2007

Claims third in San Francisco Big Boat

#### January 2008

First major ocean racing crown, Rolex Sydney Hobart overall winner

#### May 2008

Wins Block Island Race, New York

#### February 2009

Dockwise Yacht Transport signs as major sponsor, renamed *DYT Rosebud*

#### April 2009

Breaks 35-year-old record at Fort Lauderdale to Charleston race

#### August 2009

Third in Rolex Fastnet, UK

#### October 2009

Dismasted in Rolex Middle Sea Race

#### November 2009

Sold to Ray Roberts, renamed *Evolution Sails*

#### Early 2010

Sent to New England Boat Works for repair and mods

#### July 2010

Roberts has his first test sail in New York



## Inbox

With her mast snapped and her hull damaged, *Rosebud* was lucky to still be afloat. The Rolex Middle Sea Race is notorious for punishing yachts, and the raging conditions in 2009 reduced this champion thoroughbred to a lame duck in seconds. One crewmember sent an email home to tell family everything onboard was alright, capturing the final moments of *Rosebud's* life before she would be sold and renamed *Evolution Sails*.

"We have broken our rig. All crew are safe. The rig has been cut away and we are powering to Milazzo on the north coast of Sicily ... we are about 44 miles away. We do have structural damage to the bow from landing off of a very large wave but we are water tight. We had really come back into the fleet at the time of the failure. *RAN* was just a few boat lengths to weather, *Luna Rosa* was about 0.25 nm to leeward. *Bella Mente* was about 1 mile back and *Alegre* was just ahead and to leeward."

And then crash, down came the mast. Lucky no one was injured, but it was the end of the line for *Rosebud's* association with Roger Sturgeon.

former Asian circuit winner Neil Pryde and his Welbourn 52 designed *Hi Fi*. Only a boat length separated the pair in the last two races.

"It was exciting for us and for those watching; nail biting stuff. We are slightly faster upwind, *Hi Fi* is slightly faster downwind, so it always comes down to tactics and crew work."

Helping him to the Asian series trophies was an unprecedented fifth consecutive Royal Langkawi Regatta title win in January, where Roberts runs an Evolution Sails loft.

As a successful businessman, there's much crossover from the world of management to his sailing campaigns.

"Work and sailing are team-building experiences and you have to stay focused. In today's environment there's always the push to stay competitive – and it's the same with sailing.

"I also need to have strong management teams – to train and develop them so they can take on more responsibility – and I have a good team," he says.

Next on the agenda is the task of shipping Roberts' latest *Evolution Racing* to Australia. Meanwhile his TP52 is being prepared for Meridien Marina's Airlie Beach Race Week and Audi Hamilton Island Race Week, both of which he has won the last few years. ⚓



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# WESTWARD RETURNS

THE CLASSIC YACHT AND FORMER SYDNEY HOBART WINNER, *WESTWARD*, HAS SAILED BACK UP THE DERWENT FOR THE FIRST TIME IN 60 YEARS. BY EDITOR-AT-LARGE PETER CAMPBELL

Over the years I've watched many yachts sail up the River Derwent to Hobart at the end of a long voyage that included crossing Bass Strait. One of the most emotional arrivals was on a sunny but chilly morning in June when the cutter *Westward* finally returned to her home port after an absence of more than 60 years.

As I wrote in the last edition of *Offshore Yachting*, *Westward* won the Sydney Hobart Yacht Race in 1947 and 1948, the only Tasmanian yacht to have twice won the race overall. She has sailed back to where she was designed and built by the famous Hobart shipwright, the late Jock Muir, after being gifted to the Maritime Museum of Tasmania by her owner for the past 55 years, Queenslander Stan Field.

Captain Mike Webb, a retired

master mariner and vice-president of the Museum and a crew of three fellow members of the Derwent Sailing Squadron sailed the old wooden yacht on the long delivery voyage down the Australian East Coast and across Bass Strait. In total, it took them five weeks to prepare the yacht for the trip and then sail her down to Tasmania.

There was quite a lot work to be done and a few surprises, too, such as when they unfurled the mainsail to find a rather disturbed two-metre-

long tree snake, along with family and/or friends, which had made the sail their home.

Eventually sailing from Hervey Bay, *Westward* made good time south, sheltering in Coffs Harbour, Sydney Harbour and Twofold Bay before making a dash across Bass Strait between south-westerly fronts.

All looked well until there was a loud bang in the stern as she sailed south abeam of Eddystone Light. It seemed like a major gearbox problem and there was also an intake of water.

After anchoring in beautiful Binalong Bay, *Westward* was towed into St Helens where the locals rallied round, organising the old yacht to be slipped and the problem rectified (fortunately it was a propeller shaft fitting rather than gearbox).

After a delay of a week, *Westward* finally resumed her voyage and sailed up the Derwent to a rousing welcome in Constitution Dock – even the Lord Mayor of Hobart was there, resplendent in his mayoral robes and hat. At present, she is berthed alongside the trading ketch *May Queen*, but the Museum is hopeful she will eventually have her own berth in the Dock that for the past 65 years has hosted the fleet at the end of every Sydney Hobart Race.

In the meantime, there is a lot of work to be done on the hull and rigging of *Westward*, but Mike Webb is confident she will sail regularly on the Derwent as well as being on display in Constitution Dock. "She still sails well, particularly off the wind," he said at the end of the voyage from Queensland.

*Westward* will certainly be in display at the Australian Wooden Boat Festival in Hobart from 11-14 February and the veteran yawl *Maris* will also be in Hobart for the Festival.

Another noted yacht built in Tasmania, *Caprice of Huon*, will also be in Hobart early in the New Year with current owner David Champaloup already entering the one-time Admiral's Cup team yacht for the Cruising Yacht Club of Australia's Sydney to Hobart Cruise in January.

Not only is the Wooden Boat Festival a remarkable gathering of wooden boats, old and new, but this summer could also be a gathering of some famous yachts that contested early Rolex Sydney Hobarts.

Perhaps the CYCA, with the collaboration of the Royal Yacht Club of Tasmania, could organise a Great Veterans Race on the Derwent similar to the one it runs on Sydney Harbour at the start of the Audi Winter Series each year. ⚓

**WESTWARD LEADING**  
The cutter *Westward* sailing up the River Derwent as she returned to Hobart.

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*Home of the Rolex Sydney Hobart Yacht Race*



**CYCA  
Winter Ball**

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On Saturday 27 May, over 75 members and guests attended the annual CYCA Winter Ball in full masquerade theme. The new band Slide McBride had everyone up and dancing with a mixture of popular tunes. The Silent Auction, another feature of the evening, raised \$6,500 in support of NRMA Careflight.



1. Rhonda Carr, Alice McClure, Tanya & Peter Dayman. 2. Jessica Danyluk & Ryan Tuohy. 3. Zoe Taylor & Deborah Walton. 4. Tanya Dayman, Ashleigh Mitchell, Rhonda Carr, Alice McClure & Janey Treleaven, President, Associates Committee. 5. Adam Barnes wearing his own custom built carbon fibre mask. 6. Peter Hemery, Kerry & John Winning. 7. Brad Kellett in disguise in his court jester's mask. 8. Janey Treleaven, President, Associates Committee and her hand painted mask. 9. Ashleigh Mitchell. 10. Master of Ceremonies David Kellett dances with his wife, Kendi Kellett, Vice President, Associates Committee. 11. Andrew and Jane Smith making a bid on silent auction item. 12. Fiona Davies taking to dance floor with Tony Kirby. 13. Brad & Victoria Kellett.

# CYCA Summer Series

## 2010-2011



Photos: Andrea Francolini



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**CRUISING YACHT CLUB OF AUSTRALIA**

*Home of the Rolex Sydney Hobart Yacht Race*

# The big chill

AUDI WINTER SERIES 2010

LIGHT-AIR RACES PUT PATIENCE TO THE TEST FOR THOSE RACING ON SYDNEY HARBOUR OVER WINTER. BY JENNIFER CROOKS

In what will be remembered as one of the most frustrating series in recent history for its light winds, it was also one of the most exciting after a gripping photo finish. The divisional winners in the Audi Winter Series 2010 were only declared once the last boat in the final pointscore race had crossed the finish line.

Of the 140 yachts entered for the entire series, Division B was the largest with 23 competitors and had one of the smallest margins

separating the top 10 heading into the last race. In a true nail biter of a finish, Gordon Andreson's Beneteau 47.7 *Sintara* and Tony Kirby's X-41 *Patrice Six* were tied on 63 points entering the final round on Sydney Harbour, with Guy Stening's *Optimum* third just 0.8 points behind. *Optimum* was to be the victor after a very tight last race.

"It was anyone's game and that's the way we approached the race. It has been a good competition but also fun," said Stening.





Season rivalry in Division D between *Akela* (Alan Mather) and *Scarlett O'Hara* (Robert Skol) ended with the *Akela* crew being treated to dinner by *Skol* – the stakes (no pun intended) after an early season bet between the owners and good mates.

The decision not to go skiing for the second half of the series proved fruitful for Steve Wyatt and his crew aboard the Bavaria Match 35 *Double Trouble*, as they took out top podium position in Division F.

In the big boat Division A, Dick Cawse's Lyons/Cawse 60 *Vanguard* started the season determined to take out the crown after finishing second to *Broomstick* in the 2009 Audi Winter Series. Bob Steel's TP52 *Quest* continued his strong summer form into winter taking out second

place with David Pescud's Lyons 53 *Sailors with disAbilities* finishing third, proving that having a disability is no hindrance to sailing.

The Audi Winter Series 2010 Principal Race Officer had the toughest job the harbour, trying to keep all competitors happy despite the trying conditions. A couple of tough days on water saw races abandoned as no one was able to finish before the 1630 cut off time.

Every week, all divisional winners were placed in the draw to have the opportunity to drive a brand new Audi A5 Sportback 3.0 TDI quattro for the week. One lucky recipient, CYCA director John Markos and owner of *Eye Appeal* was so impressed with the Audi that he has recently purchased an A5 convertible to drive on a more

permanent basis.

"Having not experienced an Audi before winning the drive for the week, I was very impressed by the comfortable drive and the space which easily accommodates the family," Markos said.

This is the fourth year Audi Australia has sponsored the Audi Winter Series and the Cruising Yacht Club of Australia would like to thank Audi for their continued support of the club, the Winter Series, the CYCA's Youth Sailing Academy and two major ocean races - the Audi Sydney Gold Coast Yacht Race and Audi Sydney Offshore Newcastle Yacht Race and the sport of sailing in Australia

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

DIVISION	BOAT	MODEL	OWNER
A	<i>Vanguard</i>	Lyons/Cawse 60	Richard Cawse
B	<i>Optimum</i>	Melges 32	Guy Stening
C	<i>Europa</i>	Wauquiez C45	David Mason
D	<i>Mean Machine</i>	Modified Mumm 36	Chris Rabbidge and Ian Uther
E	<i>Jet</i>	Swarbrick Js9000	Justin Graham
F	<i>Double Trouble</i>	Bavaria Match 35	Steve Wyatt
G	<i>Carats n Kilos</i>	Hick 30	John Santifort
H	<i>The Holy Gale</i>	Beneteau 277	Jason Klass
J	<i>Trim</i>	Northshore 369	Shaaron Walsh
K	<i>Takana</i>	Jeanneau 36i	Paul Williams
SYDNEY 38	<i>Next</i>	Sydney 38	Richard Holstein



## Bermuda triangle

EERIE BECALMINGS, A SERIES OF HEAVY SQUALLS AND AN UNHELPFUL GULF STREAM TAUNTED THE FLEET IN THE RACE TO BERMUDA. BY PAUL KINGSTON

**D**ominated by light to moderate conditions, it was a much slower race to Bermuda for the 183-boat fleet that was hoped for.

Oceanographer Jennifer Clark hit the nail on the head in the pre-race briefing, declaring, "the 2010 Newport Bermuda Race will be a dynamic event this year with respect to ocean currents."

Many navigators and captains never saw the favourable boost they were predicting from the current, and were also plagued with a weather lottery dishing up unpredictable conditions. The crew of 48-foot *Carina*, which won Class 3, counted seven heavy squalls, while the 25-strong crew of Alex Jackson's 100-foot supermaxi *Speedboat* didn't drop a reef during the entire race.

Those vessels that headed east generally enjoyed better conditions, with *Speedboat*, *Carina* and *Clover III*, the top boat in the cruiser division, sailing close to the rhumbline and

doing well from that early decision.

Generally the larger, faster boats had an easier time of it through the Gulf Stream than the smaller vessels. *Speedboat* was first across the line, finishing the 635 nautical mile course in 59:17:56 – almost six hours off Pyewacket's 2002 record of 53:39:22, which still stands. *Speedboat*'s average speed of 10.7 knots was impressive for the circumstances, but less than anticipated.

The sponsor of *Genuine Risk* made his first race to Bermuda a memorable one by claiming victory on corrected time in the Open Division for canting keel vessels, with *Il Mostro* crossing the line in second and correcting behind *Genuine Risk* to claim third.

The 2012 Newport Bermuda Race may well be hoping for stronger conditions next time around, but the 2010 event, with the third biggest fleet since the race's inception, proved a very successful year nonetheless.

[www.bermudarace.com](http://www.bermudarace.com)



## Euro vision

AUSSIE 18-FOOTER TEAMS FILLED THE PODIUM BUT WERE DENIED THE CHAMPIONSHIP TITLE.

BY FRANK QUEALEY

**A**ustralia's Seve Jarvin, Sam Newton and newly recruited member of the *Gotta Love It 7* team Scott Babbage, dominated the European 18ft Skiff Championship which was sailed at Malcesine, Lake Garda, Italy.

The *Gotta Love It 7* team recorded eight wins and two second placings for a total of 12 points to defeat fellow Australian teams *SLAM* (Grant Rollerson) on 32 points and *applianceonline* (John Winning Jr.) on 34 points.

America's Howie Hamlin (CST Composites) finished fourth on 38 points with the top European team, Hungary's Liberty Sailing Team (Miklos Ujhelyi Gaspar) fifth on 44 points. As top Europeans on points, the Hungarian team becomes the European champion.

[www.18footer.org](http://www.18footer.org)





ANZ AUCKLAND TO DENERAU OCEAN RACE

## Northern exposure

WILD WEATHER LASHED THE FLEET IN THIS YEAR'S AUCKLAND TO FIJI RACE.  
BY JODIE BAKWELL-WHITE

Typically when sailing 1150 nautical miles almost directly north from New Zealand to Fiji, you can rightly expect "a bit of everything." On the eve of the race start Auckland was battered by a southerly blast of howling winds and torrential rain, but race day dawned clear and still. The 15-strong fleet left the Hauraki Gulf under sunny skies in light to moderate southerly winds, but forecasters were warning of more weather on the way. And sure enough, by the time the pace setters were clear of New Zealand's North Cape, the fleet were forging their way into head winds gusting up to 50 knots.

The Open 60 *O'Canada*, skippered by Olympian Dan Slater, took the early lead and never let go, going on to claim line honours and the President's Trophy crossing the finish with an elapsed time of five days, 19 hours and 41 minutes. Their nearest rival, the Bakewell-White 52, *Wired*, arrived to the Denerau finish line 30 hours later.

The smaller, lighter boats including *REVS* (Ross 40), *Bullrush* (Elliott 12) and *General Lee* (Bakewell-White 36), plus the larger, heavier boats like *Lion New Zealand* (Ron Holland Whitbread Maxi) and *Starlight Express* (Davidson 55) all closed the gap, and the second half of the race determined the corrected time winners.

The only Aussie entry, *General Lee*, went in the water just a couple of weeks prior to the start of the race. The Bakewell-White 36 was built by Davie Norris Boat Builders in Christchurch, and will go on from Fiji to compete on the home waters of her two Western Australian owners.

On board the Beneteau First 50 *Bird on the Wing*, Brent Marshall and crew were enjoying Hors D'oeuvres and full meals. In spite of the on board luxuries, *Bird on the Wing* still claimed the coveted IRC win by a narrow margin from *General Lee*.

"*General Lee* was very fast when they were in their conditions and had a high quality crew, all of which made our victory sweeter," said Marshall.

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# Supersize Hamo

SUPERYACHT RACING AND AN EXPANDED PARTY PROGRAM SUGGEST RACE WEEK UP FOR A BIG ONE. BY ROB MUNDLE

The 27th staging of Audi Hamilton Island Race Week will see this tropical feast of sensational sailing around the Whitsunday Islands, and a social calendar that's second to none, take on some distinct new dimensions. The most impressive addition comes at the biggest end of the racing: this year there will be a Superyacht Division, a move which organisers hope will see some of the world's largest and most spectacular yachts bring added colour and excitement to the series. The star of this division will undoubtedly be Lang Walker's new 58-metre long sloop *Kokomo*, but determined not to be outclassed is the 50-metre long ketch, *Perseus*. Bob Oatley will also be in this division with his Rolex Sydney Hobart race record holder *Wild Oats XI*.

On the social side, Audi Hamilton Island Race Week will again cater for every taste and every budget. One of the interesting new additions

to the agenda will be the inaugural 'casual and carefree' pool party on the Thursday lay-day.

Indications prior to the close of entries were that the final fleet would be a very satisfying number – somewhere between 180 and 200.

Among the racing highlights will be the showdown between Peter Harburg's Reichel/Pugh designed 66-footer, *Black Jack*, and near sistership *Wild Oats X*, which this year will be skippered by Iain Murray. While these boats should be the leading contenders for the Gun Boat trophy for most line honours, they will certainly have their work cut out if they are to be champion yacht in IRC Grand Prix Division One.

Among the hot boats lining up are the new TP52 *Georgia*, former Race Week champion, *Yendys* (Geoff Ross), Stephen Ainsworth's *Loki* and Rob Date's *Scarlet Runner*.

The South Pacific Cup will return this year with the kiwis forming a team

to challenge Australia, which won the trophy two years ago. The defending Australian team is yet to be named.

While the glamour yachts will hold a considerable amount of the spotlight, the other divisions, which represent the widest imaginable cross section of yachts and crews, will all be racing hard and 'funning' harder. And on the subject of fun, there will be plenty of that to be enjoyed when the Prix d' Elegance is staged before the start on Friday, August 27. It's a prize at Race Week that can be won by any competing yacht and crew: all that's needed is an element of creative genius. There will be two categories: The Best Presented Yacht and Crew (yacht in first-class trim, and matching crew uniforms), and the Best Fun-Themed Yacht and Crew, so let your imagination run wild.

*Audi Hamilton Island Race Week*  
20-28 August, 2010  
[www.hamiltonislandraceweek.com.au](http://www.hamiltonislandraceweek.com.au)



**CHUTES AWAY**  
Mini maxis searching for breeze in the windless 2009 Audi Hamilton Island Race Week.

AUDI / ANDREA FRANCOLINI



MERIDIEN MARINAS  
AIRLIE BEACH RACE WEEK

## Coming of age

AIRLIE BEACH RACE TURNS 21 THIS YEAR AND WILL CELEBRATE WITH A RECORD FLEET. BY ROB KOTHE

**A**irlie Beach, the gateway to the Whitsundays, will host the 21st annual Meridien Marinas Race Week 2010 and another record fleet is on the cards.

On the IRC scene, Jim Farmer's *Georgia*, an IRC version of Emirates Team New Zealand's TP52, will be doing battle with the 2009 winner, Michael Hiatt's Farr 55 *Living Doll*. Ray Roberts' Cookson 52 *Evolution Racing* and Aucklander Rob Bassett's *Wired*, a Bakewell White 52m, will also add some grand prix style competition. But the 40 to 45 footers across the class could easily spoil the big boats' party. It's sure to be another enthralling IRC contest this year.

According to regatta director, Denis Thompson, "The IRC racing division is strong with the top guns having long ago figured back-to-back regattas certainly sharpens them up."

The sports boat class will possibly have its best ever fleet with quality and talent everywhere. The new Super 30 division, the IRC Cruising Division, the cruisers with and without spinnakers, inshore sports boats and the multihulls will all have strong fleets.

Airlie Beach Race Week's naming right sponsor Meridien Marinas' CEO Russell McCart, who is also Commodore of Royal Queensland Yacht Squadron, loves this event.

"This is a great regatta, top class sailing and great fun. We are all looking forward to having a great 21st birthday party," said McCart.

And partying there will be aplenty, as the event celebrates its 21st. Regatta HQ - Meridien Marina's Abel Point Marina race marquee, esplanade parties, fireworks and some top bands headlined by the Wolverines.

*Meridien Marinas Airlie Beach Race Week 12-19 August, 2010*  
[www.airliebeachraceweek.com.au](http://www.airliebeachraceweek.com.au)

[www.queenslandholidays.com.au/sailing](http://www.queenslandholidays.com.au/sailing)



## Magnetic north

MAGNETIC ISLAND RACE WEEK IS QUICKLY EMERGING AS A SMART ALTERNATIVE FOR THOSE HEADING NORTH, WRITES ROB KOTHE.

**F**our years ago Townsville Cruising Yacht Club (TCYC) sailors realised the sheltered waters around Cleveland Bay and Magnetic Island would be the perfect setting for another Australian winter season regatta.

In a sign that many other sailors share their enthusiasm, last year the event attracted 50 boats and as many as 75 could be on the water this year.

"As more and more good reports have gone back south after each regatta, the numbers of sailors adding Sunferries Magnetic Island Race Week to their winter schedule has been growing rapidly," said Regatta committee member Mark Vickers.

One of these heading to Magnetic Island for the first time in 2010 is George Snow, who raced the legendary maxi *Brindabella* in her halcyon days, but now takes his time a bit more, taking up a spot in the cruising fleet. Snow and his family will be sailing their Beneteau Oceanis

50 *Argo Blue*.

"We have a crew of all the family, four kids and their partners and so its turned into a family get-together and we are going to cruise on further north after the event," said Snow.

There are six divisions this year: IRC Racing, Performance Handicap Racing, Cruising with Spinnaker, Cruising non Spinnaker, Sports Boats and Multi-hulls.

Also a drawcard is the vibrant shoreside scene, with functions every day and the Zinc Shoreside Party - a real feature of the Saturday night festivities. After live music from 2.00pm, there are community displays, art exhibition, racing highlight vision, prize giving and more. Friends and family can also get up close to the action on board the Sunferries spectator boat.

*Sunferries Magnetic Island Race Week 3-7 September, 2010*  
[www.magneticislandraceweek.com.au](http://www.magneticislandraceweek.com.au)

**ATTRACTIVE OPTION**  
The fleet racing downwind at Magnetic Island Race Week 2009.

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# Winning in the blood

VEOLIA MARIS IS LINING UP FOR A THIRD SUCCESSIVE CROWN IN THE LORD HOWE ISLAND RACE. BY PETER CAMPBELL

Three grandchildren of the famous marine artist Jack Earl, the original owner of the classic yawl *Veolia Maris*, have teamed up with current owner Ian Kiernan in a bid to win the Hempel Paints 37th Gosford to Lord Howe Island Yacht Race for an unprecedented third time.

Skipper Tiare Tomaszewski, 44, will be joined by her twin sister Leilani and their younger brother Matt, 29, and Kiernan will navigate on the 414 nautical mile race that starts from Broken Bay on Saturday, 30 October 2010.

"We sailed with our grandfather when we were little kids and have often raced the boat with Ian since he bought it, including racing to Hobart, Lord Howe Island and the

Gold Coast, as has Ben, our elder brother," recalled Tiare, a member of the Sydney Amateur Sailing Club.

"I sailed with Ian when Maris won her first Lord Howe Island Race but could not compete in last year's race because of work commitments," added Tiare, a film producer. All four grandchildren are in the media and film production business, a fact that Tiare puts down to their grandfather's artistic talent rubbing off on them.

"*Veolia Maris* is in great shape and we hope that Ian will set us on the course of least resistance, as he has done so well over the past two Lord Howe races," she said. "We hope to arrive on the island in time for Melbourne Cup Day celebrations at the Bowling Club, as we did in 2009,

which also happened to be the yacht's 50th birthday."

Maris will again be the smallest, oldest and lowest handicapped yacht in the IRC division, and being as well sailed as she is must rank as favourite for handicap honours.

The relatively shallow, long keel of the Alan Payne-designed, Jock Muir-built Tasman Seabird class yacht assured her a place in the fleet this year, but limits on draft and moorings at Lord Howe Island mean a number of deep draft yachts will miss out. Of 15 deeper draft vessels nominated for positions, only five have been accepted.

*Hempel Gosford Lord Howe Island Race*  
30 October, 2010  
[www.gosfordsailingclub.com.au](http://www.gosfordsailingclub.com.au)

**ON A HAT-TRICK**  
*Veolia Maris* is looking to make it three on the trot in the Lord Howe Island Race 2010.

## Island Bound

Confirmed yachts for 2010

- + *Occasional Coarse Language*, Warwick Sherman, CYCA
- + *Ray White Spirit of Koomooloo*, Grant Dawson, RQYS
- + *Karisma*, Mike Freebairn, MHYC
- + *Quetzalcoatl*, Anthony Sweetapple, CYCA
- + *Balance*, Paul Clitheroe, CYCA
- + *Loyal*, Sean Langman, HYC
- + *Veolia Maris*, Tiare Tomaszewski, SASC
- + *Polaris of Belmont*, Chris Dawe, GSC
- + *King Billy*, Phil Bennett, RSYS
- + *Charlie's Dream*, Peter Lewis, RQYS
- + *Copernicus*, Greg Zyner, MYC
- + *Stampede*, Rob Francis, CSC
- + *Frantic*, Michael Martin, LMYC







ROLEX COMMODORES  
CUP

## Cape Town contenders

ELEVEN NATIONAL TEAMS WILL COMPETE IN THE RORC'S ANNUAL COWES WEEK OCEAN RACE, INCLUDING A SURPRISE ENTRANT.

**T**his year marks the first time an African team will contest the Rolex Commodore's Cup, an international teams regatta held during Cowes Week, which starts on 15 August 2010.

As with Hong Kong's presence in 2008, for this to happen a number of stars have had to come into alignment.

According to Mike Bartholomew, skipper of RSA the team's King 40 *Tokoloshe*, "It was Eddie Warden Owen from the RORC who actually suggested to Rick Nankin and myself that we should consider putting a South African team together. The whole thing really just grew from there. We approached two others we knew well, Phil Gutschi and Rick Garratt, to see if they could join the party. Both were enthusiastic from the word go."

The second catalyst, in

Bartholomew's opinion, has been having the yacht eligible for the Rolex Commodores' Cup sailing in the Solent for the past two years.

"Previously it would have been too much of an ask to put a team together and, in any event, there were not any really competitive boats in South Africa."

*Tokoloshe* has proved a force to be reckoned with in recent months, going head to head with some success against other Rolex Commodores' Cup contenders on the Solent circuit.

The vast majority of the crews will be South African, easily meeting the strict eligibility criteria for the event, which requires 50 per cent nationals onboard.

"Most of the individuals are from Cape Town. Even Phil, who is from Port Elizabeth, keeps his

boat there. The main exceptions are the navigators, Andrew Cape on *Windpower* and Rick Oswald on *Zelda*, and, of course, some of the regulars on *Tokoloshe*."

The Royal Ocean Racing Club is expecting 11 teams representing France, Ireland, Hong Kong, South Africa and the United Kingdom to contest the international trophy.

The shaping field looks to be as competitive as ever. The sea battles that have been fought in recent weeks off the coasts of France and Ireland, and, of course, on the event venue waters of the Solent suggest that a no quarter given epic is in the making.

*Rolex Commodores Cup*  
14 August, 2010  
[www.commodorescup.rorc.org](http://www.commodorescup.rorc.org)

**CLIFF HANGER**  
*Checkmate*, the Netherlands entrant sails past the Isle of Wight with England's iconic white cliffs in the background in the Rolex Commodores Cup 2008.

.....

# ONBOARD ORACLE

ARE BMW ORACLE RACING UP TO SPEED?  
ANGUS PHILLIPS WAS ONBOARD WITH THE  
AMERICA'S CUP HOLDERS AT THE LOUIS VUITTON  
TROPHY IN SARDINIA TO SEE IF THEY CAN STILL  
CUT IT WITH THE WORLD'S BEST.

.....





**HOT PURSUIT**

Australian Joe Newton got his America's Cup start with James Spithill as part of the Young Australia team in 2000. With four Cup campaigns under his belt he's a valuable asset for BMW ORACLE in the trimmer's role. Facing page: Spithill at the helm and (below) 28-year-old Dutch ocean racer Simon Tienport on the bow.





**T**he fiercest enemy of America's Cup teams is complacency. The clock never stops in sailing's premier event, even months before the next venue and protocol are announced. Tick, tick, tick...

It's the simmering undercurrent at Louis Vuitton Trophy events around the world as aspirants gear up in old Cup boats for their next run at the Auld Mug. You find it in the oddest places—even at the top of the heap, on Cupholder BMW-Oracle, for example.

The lads seemed remarkably relaxed as we towed out in May for the second race of the LVT Series in Sardinia, to face British Team Origin and its high-octane skipper, three-time Olympic gold medalist Ben Ainslie.

Maybe too relaxed. What, no prerace pep talk, not even a *sotto voce*, all-hands strategy session? It seemed like just another boring day at the office for the Oracle brain trust. Helmsman Jimmy Spithill, tactician John Kosteki and navigator Ian

Moore lolled around chatting until the sea breeze came in, then Spithill carved out an uninspired, off-the-pace start.

The LVT is an unforgiving format, with short, windward-leeward races of just four or five miles. When BMW-Oracle rounded the top mark a couple of boat lengths behind the Brits, navigator Moore gave Spithill the bad news. "Three and three," he said, indicating that the downwind run, where the trailing boat gets its chance to attack, would be just six minutes long—three on port and three on starboard. It's a rare sailor who passes Ben Ainslie in equal equipment on a six-minute leg. Race over.

Oh, there was plenty of work yet to do reining in the great warhorse that is a Cup class boat. If you've never





raced on one – and few Sunday sailors have – you’d quiver at the knees to hear the racket these thundering beasts make, creaking and crackling under incredible loads. Cup boats charge upwind at tacking angles so sharp, the masthead fly often appears to point dead ahead. Then, rounding the mark, the running backstays groan like torture survivors as they’re eased, the mast pops straight and a cloud of snowy asymmetrical spinnaker blooms off the bow.

You don’t hear a lot of chatter. These professional crews know their jobs, and each does his as near to perfection as can be done. Nobody is telling Ross Halcrow how to trim the jib or Dirk (Cheese) de Ridder how the shape the main. Anyway, you couldn’t hear them if they did, what with all the creaks and groans and crackling carbon fibre. And that’s in eight knots of breeze; in 18, it’s time to don helmets and earplugs.

The general din is occasionally pierced by the intermittent shriek of a siren mounted on the barney post amidships. These are specially installed for LVT events to keep teams from overloading backstays to the breaking point on the borrowed craft. When the siren goes, you must ease. What with crew hunkered under the gunwales to cut windage, the wind rushing by, the groaning of the boat, the air raid howls of the siren and the brain trust communicating through headphones, sailing these boats is more like high-tech foxhole warfare than yachting.

I’ve been privileged to sail on a number of IACC boats, starting with the very first one in 1992, Bill Koch’s original *America3*, a fat tub nicknamed “The Spud.” They tried out a carbon fibre keel on it with a 15,000-kilo lead bulb on the bottom. The first time they tacked, they sent a man below to peer through an inspection glass in the bottom. He came racing back up in terror, having watched the bulb swing wildly across the boat like a giant pendulum. “Stop the boat! Stop the boat!”

IACC boats have come a long way since, growing narrower and more powerful in each iteration. But they’re still a handful and always will be. And winning races is never easy.

Which brings us back to complacency. I didn’t think too much about Oracle’s low-key approach until a couple of days later when I got an offer to sail with the Artemis team, headed by Paul Cayard. Conditions were similar – an hour-long wait for the breeze to fill. But nobody was



time in sailing, but the eyes of the wizards in the back of the boat – Cayard, Hutchinson, navigator Kevin Hall and strategist Cameron Appleton – were trained far up the course from that moment on, and no puff of breeze went unnoticed.

The attention to detail paid off in an easy victory that day and more down the road, as Artemis wound up tied for most victories in the round-robin with six and was third overall in the regatta, while BMW-Oracle fell out of the running in Sardinia.

When I told Cayard about the relaxed mood on BMW-Oracle, he was surprised. “They didn’t have a strategy session?” he marveled. “That’s weird. I guess their guys have long-term contracts sewn up. The guys on this boat are still fighting for their jobs.”

In the battle for the Auld Mug, any team that really hopes to win the America’s Cup must be on their game. It’s a fight – a gritty, dirty, mud-slinging shit fight – from here to 2013 or 2014 or whenever they decide to have it, and the fight starts now. ↓

*Angus Phillips is the sailing correspondent for the Washington Post.*



lolling. Cayard and helmsman Terry Hutchinson called the lads together for a skull session that was long and intense. They talked through various scenarios – where to start on the line, what to do if the enemy, Italy’s *Azzurra*, wanted the same spot, which side of the course to favor, how to attack if you got behind.

Nothing of course was set in stone, because everything changes all the

**LOOKING FORWARD**  
Opposite page top left: Shannon Falcone got an early start in yachting – a Transatlantic race with his parents at age three. Now he’s BMOR’s grinder.

**Opposite page left:** In the pit of an International America’s Cup Class yacht used in the Louis Vuitton Trophy, IACC boats were first introduced in 1992 for the San Diego America’s Cup.

**BRAINSTRUST**  
Above: Tactical talk at the back of the boat while in the foreground, Dirk “Cheese” de Ridder trims the main. Below: Mark Mendelblatt, well known for his achievements sailing dinghies, scales the mast.

# BREAKING THE ICE

THE NORTHWEST PASSAGE ELUDED NAVIGATORS FOR MORE THAN 300 YEARS, AND EVEN TODAY ITS SHAPE-SHIFTING, ICE-CHOKED CHANNELS PRESENT THE MOST PERILOUS, CHALLENGING AND ALLURING OCEAN ROUTE OF THEM ALL. LAST YEAR SEVEN VESSELS MADE THE PASSAGE – AND SOME OF THOSE WERE LUCKY TO SURVIVE IT. BY NANCY KNUDSEN

In the summer of 2009, the sailing yacht *Fiona* was anchored in Resolute Bay, a tiny Inuit community north of the Arctic Circle in Canada's Northwest Passage, when her crew were woken at 4am by shouts from the shore. Skipper Eric Forsyth went on deck to see what was up, and in the endless daylight of the Arctic summer saw immediately that he and his friends were in grave danger.

"Pack ice was moving into the bay at an astonishing rate," recalls Forsyth, a veteran of some 40 years of long-range cruising and winner of America's coveted Blue Water Medal. "We quickly raised anchor and motored into the clear pools between the floes, but the spaces got smaller and smaller until finally we were forced against the shore. The tide was on the ebb, and by the afternoon *Fiona* was hard aground with her port bilge resting on the sea bottom."

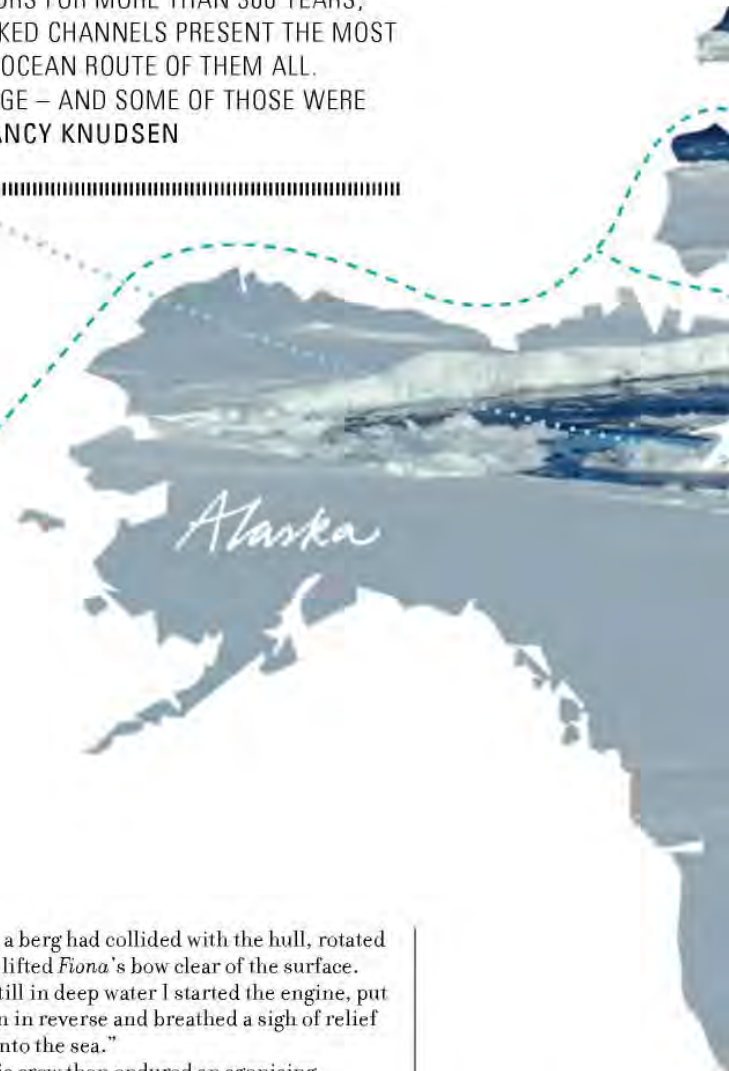
With any other vessel that might have been the end of the story, but luckily for Forsyth and his crew *Fiona*, a rugged Westsail 42 cutter, was made of sterner stuff. The sea was calm and with her long, straight keel and generous beam she survived a grounding that would have done irreparable damage to a more modern boat. But, as Forsyth recounts from later in the voyage, the Northwest Passage wasn't done with her yet.

"I was awakened by a crash and the sudden tilting of my bunk. We all

rushed on deck; a berg had collided with the hull, rotated underwater and lifted *Fiona*'s bow clear of the surface. With the stern still in deep water I started the engine, put the transmission in reverse and breathed a sigh of relief as we slid back into the sea."

Forsyth and his crew then endured an agonising and helpless wait as *Fiona* was slowly sardined by the encroaching icepack. While the crew fended off icebergs that threatened to crush the yacht's hull and damage her vulnerable rudder, the GPS informed them the ice was forcing them off course by around seven nautical miles a day. Things reached a head when the Canadian Coast Guard told them to get their grab bags and be ready to abandon their yacht to the ice. But once again *Fiona* rode her luck – just as it looked as though all was lost, the wind changed and the ice floes retreated.

**DIRE STAIRS**  
*Precipice* was stuck in the ice in Perry Strait for a day. They had two choices: let the boat get frozen in and abandon, or bash through 300 yards of ice. They chose option two.







*Greenland*

*Arctic Circle*

*Canada*

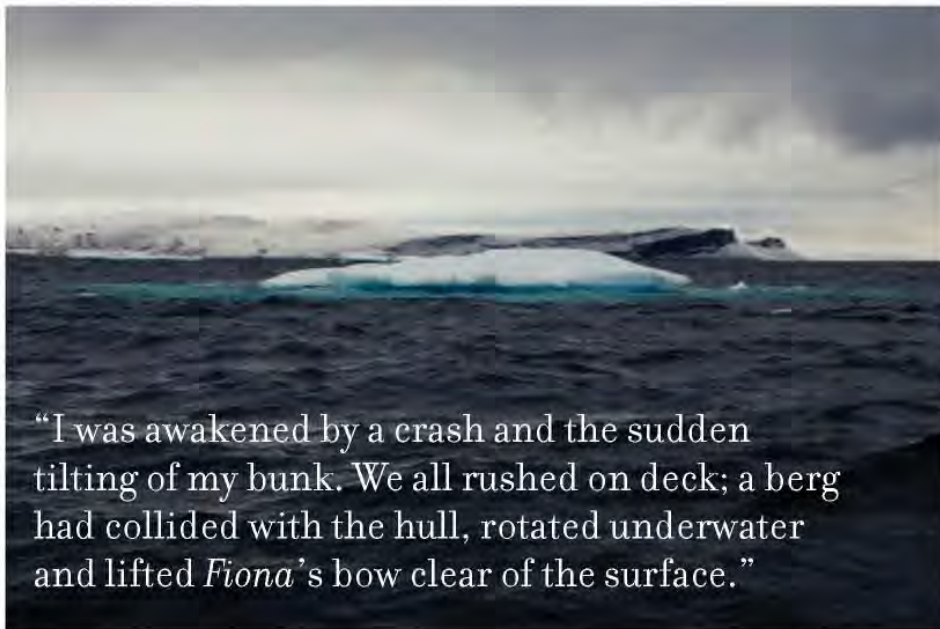


## THREADING THE NEEDLE

While the navigation is now well known, sailing the North West Passage is still not for the faint hearted. The voyage of about 7,000 nautical miles usually takes about four months, but the toughest challenge is the 4,500 nautical mile Passage itself, measured above the Arctic Circle from the Bering Strait to the northern edge of the Labrador Sea. Timing is crucial – the Passage must be sailed during the few milder weeks of the short Arctic summer. Proximity to the North Pole means neither autopilot nor compass will work accurately, which adds an extra layer of difficulty. Apart from the constantly moving ice floes, which can squeeze a boat until it splits, there are the rogue drifting icebergs and – perhaps worst of all – the submerged bergs known as ‘growlers’ which lurk below the surface. As if that were not



ALEX WHITWORTH



“I was awakened by a crash and the sudden tilting of my bunk. We all rushed on deck; a berg had collided with the hull, rotated underwater and lifted *Fiona*’s bow clear of the surface.”

enough, there are the infamous Arctic mirages, caused by light rays bending in the freezing atmosphere, that can drive a sailor crazy.

The Northwest Passage eluded the best of sailors for more than 300 years. From the late 15th century on, as sea trade exploded around the world, the fabled short cut to the Americas became an elusive dream for European powers wanting a quicker sea route to the East, and for young sailors seeking adventure, wealth and fame.

Like the Sirens of Greek mythology who lured young sailors to a watery grave, the elusive North West Passage fired seafarers’ imaginations and

seduced them into quests that ended in failure or death by drowning, freezing or starvation. There were many famous names among her suitors – John Cabot, Martin Frobisher, Sir Francis Drake and even Captain James Cook, William Bligh, George Vancouver, and the tragic Sir John Franklin.

It was not until 1906 that the Passage succumbed to the good seamanship and steadfast determination of Norwegian sailor Roald Amundsen, who took three years to accomplish the feat. But the route never became the commercial shipping lane that Europe had hoped for. For many years afterwards very few boats attempted

**FRONTIER EXISTENCE**  
Top: A derelict fishing boat, one of several in Paamiut. Above: Ancient blue ice, with Limestone Island in the background, at the top of Peel Sound.

the challenge until, as today’s Inuit put it, ‘something strange’ started happening.

According to climate change scientists, temperatures in the Arctic have been rising twice as fast as elsewhere on the globe, and the decline in ice cover since 1977 has been 2.6 per cent each decade. Now, a century after Amundsen, in 2007 and 2008, the few vessels that sailed the frigid waters reported that they were comparatively ice-free. That included Australia’s veteran cruising/racing sailor Alex Whitworth, who sailed through with two crew on his way to compete in the UK’s Fastnet Race. But that was then. The summer just past was very different.

Lulled by the two comparatively ice-free seasons, a record number of vessels (23 in total) made the attempt in 2009. Not all were sailing boats – there were cargo vessels, some motorboats and two cruise liners. But like the capricious *Siren* that she is, last summer the Northwest Passage reversed her warming trend. It was a year when some sailors didn’t make it, with many abandoning the voyage, becoming grounded or trapped by the ice. In all just seven sailing boats made it through.

## MAGNIFICENT SEVEN

Aside from the fortunate *Fiona* there was the Canadian-flagged *Silent Sound*, a 40-foot fibreglass sloop with a crew of four. Her skipper Cameron Dueck, a Hong Kong-based journalist conducting an investigation into climate change in the region, is in no doubt as to the most important quality



to take into the Passage. "Patience," he says. "Patience. You will never beat the ice. It will always beat you."

*Baloum Gwen*, a 49-foot steel yacht skippered by Frenchman Thierry Fabing, was making a return run through the Passage, having sailed it from east to west the previous year. Her voyage passed relatively without incident, a fact that Fabing puts down to his direction of travel – while others sailed into the freezing ice, he sailed out of it. Also making the passage was *Ocean Watch*, 64-foot steel cutter making a circumnavigation of the Americas. These were tough boats with experienced crews, but not all the vessels taking on the Northwest Passage that year were so well equipped for the task. Three were private sailing yachts, and two of those had young children onboard.

The first of these was the *Fleur Australe*, a 65-foot aluminium ketch sailed by famed French Vendee Globe sailor Philippe Poupon and his actress wife Geraldine Danon. With them were their four children, aged from 13 years to 12 months. While Poupon was pleased with the boat, which he designed specially for the purpose, he later admitted that the

increased ice made the 2009 transit difficult and that the passage had been "a risky venture" – a big admission for the veteran of thousands of miles in the Southern Ocean.

The other family yacht was the wooden-hulled Bristol Channel Cutter *Precipice*, crewed by American couple Rolland and Debrah Trowbridge and their two daughters, 11 and nine. Their voyage was a catalogue of near-disaster. Grounded in harbours too shallow for their eight-foot draft they had to be dragged out by friendly Inuit. They were isolated by ice floes, cursed with contrary winds or no wind at all, and forced to hove to for long periods in relentless, damaging icy winds. The Trowbridges' diary of their adventure makes for unsettling reading.

"Our dinghy is gone, our spinnaker pole tried to escape its mount, and our windvane sustained some damage. We had a wave hit us in such a way early last night that I thought we had hit something solid."

In the end the Trowbridges' sturdy yacht, only the fifth wooden boat ever to make it through the Northwest Passage, was beset with so many engine problems through over use that they decided it was prudent to



**DOUBLE DUTCH**  
Top: Dutch Harbour looking south from Mt Ballyhoo. Captain's Bay and volcanic peaks can be seen in the distance. Above: a curious young seabird perched itself on *Berimilla* for a little while, as the boat sailed through the cold in David Strait.

abandon her in Nome for the winter, planning to return this summer to retrieve her. Rolland observed at the end of the voyage that he was glad she was "still floating".

Finally, there was *Perithia*, a fibreglass Bavaria 44 crewed by German couple Uwe and Kathrin. While most of those sailing had many decades of yachting experience, Uwe and Kathrin had taken up sailing a mere six years previously. They didn't carry a VHF radio, and a change of plan caught them without paper charts. They were trapped in the same ice pack as *Fiona* while in Resolute Bay, and at another time were so threatened by strong winds and high



waves that Uwe felt he had no choice but to call a Mayday. With no radio communications they waved down a rare cargo ship that happened to be passing, and were towed back to Cambridge Bay.

The *Perthia's* experience underlines the importance of preparation for any yacht and crew intent on navigating the Passage. Every year Canadian icebreakers mount hugely costly rescue operations in response to ill-prepared crews and vessels that run into trouble in the ice. Jean-Pierre Lehnert, of the Canadian Coast Guard's marine communication and traffic services centre in Iqaluit, says that while the Coast Guard will always help those in trouble, such rescue efforts are expensive for Canadian taxpayers. "It's probably around CA\$25,000 to CA\$30,000 per day to task a ship," he said. "That's a lot of money and loss of time and resources."

#### VANISHING WILDERNESS

While transit through the Passage is challenging, the rewards are many for those who succeed. All sailors who make the passage are moved by the staggering beauty of the Arctic and its wildlife. Seals, polar bears and walrus abound on the ice floes, and among

the bird life are ptarmigans, ravens and snowy owls.

"My most vivid memory is the day we first saw the ice ahead of us, and simultaneously ran into a large herd of walrus," remembers Cameron Dueck.

Another highlight was the abundance of whales, and their otherworldly mating calls. *Fiona's* log

reads, "As we blew up the dinghy on the foredeck we could hear the song of Beluga whales coming through the hull, they must have been under the boat which was in about 170 ft of water. Their tune sounded like someone playing a saw with a violin bow." Some of the encounters with wildlife were a little too close for

**LOCAL MOTION**  
A local fishing boat skipper in Paamiut, Greenland.



“The Inuit are a seafaring people, when they see you arrive by sail there is always a bond between you. We dined with our hosts on everything from caribou, seal, fish and geese, whale and even bears.”

comfort – when Uwe and Kathrin on *Perithia* were caught in the ice a polar bear walked right up to the boat and tried to enter the cockpit.

While these sailors were in awe of the dangerous beauty that surrounded them, they found the local Inuit communities always welcoming and ready to help. The Inuit have a reputation for shyness, but turning up in a sailing boat always made a good first impression. “The Inuit are a seafaring people,” *Silent Sound*'s Cameron Dueck commented. “When they see you arrive by sail there is always a bond between you. We dined with our hosts on everything from caribou, seal, fish and geese, whale and even bears.”

Despite the warm welcome offered by the Inuit, all is not well in the melting Arctic wastes. David Thoreson, making his second transit of the Northwest Passage aboard *Ocean Watch*, says the experience confirmed his worst fears about the seriousness of climate change.

“There are numerous dangers but the most pressing is increased demand to develop the region's energy resources,” he said. “Continued melting of the ice means these resources are more accessible. Any type of spill in northern waters would be a major disaster.”

David Thoreson also stressed the negative impact that the opening of the Passage could have on the Inuit people. “With more boats visiting,

stresses grow on small native villages who are not equipped for tourism and western habits. Most communities are dry – no alcohol – and tourists tend to want the amenities. This creates numerous difficulties.”

Then there's the question of the wildlife. Polar bears are already under threat from receding ice. The bears hunt while the land and sea are frozen, and must fast the rest of the year. The longer they fast the hungrier they get, and the less likely they are to breed.

So what lies ahead for those who sail the Northwest Passage in 2010? Ominously, according to the University of Colorado's National Snow and Ice Data Centre, the sea ice did not reach its maximum extent until the last day of March this year, and this late peak could indicate that 2010 may be an even more difficult year than the last. While scientists are generally agreed that the melting of the Northwest Passage is forecast to continue, the experiences of last summer and the uncertain forecast for this year may make many sailors, for the coming season at least, think carefully before taking on the unpredictable ice. ↓

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Three o'clock in the afternoon in Franklin Sound and the fog rolls in. With ice floating ahead, it's a mine field for sailors. It's hard enough to see where the ocean stops and the sky begins.

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# McCONAGHY

McCONAGHY **36** ONE DESIGN



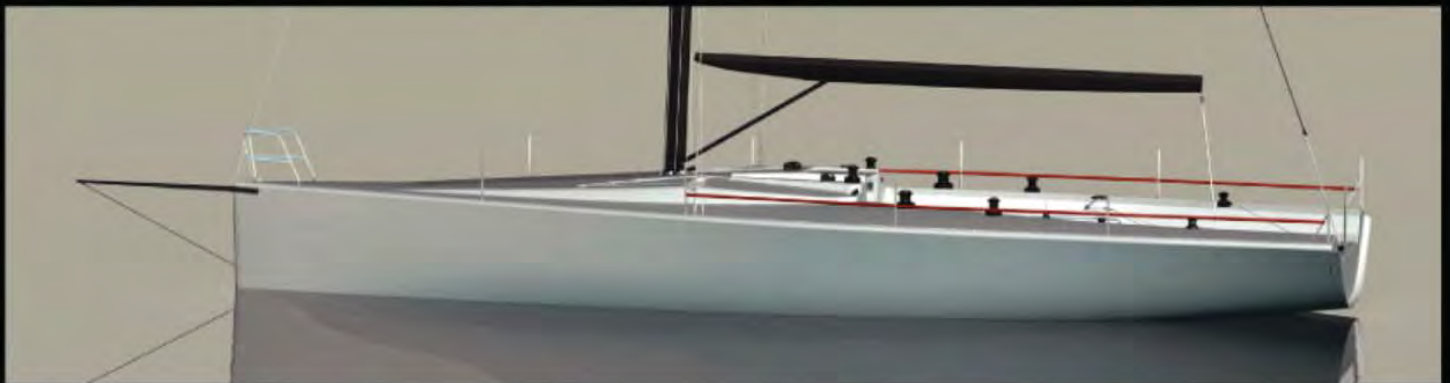
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## THE NEW BREED OF SPEED

A CHANGE IS BLOWING THROUGH THE  
FLEETS OF FAST 40'S RACING AROUND  
THE WORLD, AND IT'S COMING QUICKLY,  
WRITES ANTHONY TWIBILL.

---

**T**he venerable Farr 40 has proven one of the most popular and successful international racing yacht classes of all time. But this aging design, together with local race fleets of Sydney 38s, 36s and many fast European cruiser racers, are under assault from a new wave of dedicated racers, redefining mid size IRC and One Design performance. These new yachts draw upon the best design expertise and sailing technologies developed over the last decade for America's Cup campaigns and the challenges of global ocean racing. To tempt your desire for sailing excitement in fast fleet racing, we have profiled a selection of these new game-changing "fast 40's".

Whatever your choice of yachting weapon, whether for close racing around the cans or long offshore passage racing, it's only a matter of time before this arsenal of exciting and affordable new racing designs make their mark at the top of the results boards at clubs and regattas throughout our region.



## McCONAGHY M36

**B**uilders of the fastest GP racing yachts in the world, such as *Wild Oats XI*, *Alfa Romeo* and *Leopard*, McConaghy Boats have recently focused on developing their production yacht line.

MODEL	McConaghy 36 One Design Grand Prix
LENGTH OVERALL	11.28m
BEAM ON DECK	3.50m
DRAFT	2.80m
DISPLACEMENT	2,900 kg
DESIGNER	Harry Dunning
BUILDER	McConaghy One

The McConaghy One business unit focuses on performance production racers – everything from entry-level international Optimists and ultra-light Mach 2 foiling Moths up to all-new production racers. Manufactured at McConaghy Boats' Zhuhai, China yard, these racers blend efficient

production with industry leading techniques to deliver serious bang for your buck.

McConaghy recently released drawings of two new production racing yachts – the McConaghy 36 One Design and the Ker 40. The M36 is designed by America's Cup yacht designer Harry Dunning and crafted by McConaghy Boats to be a light displacement, high performance racer. With top level racing in local and international regattas in mind, the M26 is designed to strictly controlled One Design standards but should also perform mixed fleets.

The objective of the M36 Class is to develop a high level and entertaining racing program while maintaining the integrity of the One Design concept by ensuring that all boats are as identical as possible in terms of construction, hull shape and appendages, weight, deck layout, sail plan and performance.

The boat is built to the highest standards utilising the latest hi-tech materials and building techniques comparable with that used in America's Cup yacht construction and fit out. The product is the ultimate high-performance boat at an affordable racing price tag.

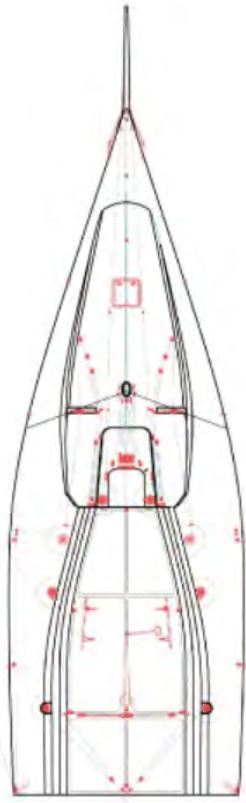
Kiwi businessman Neville Crichton, a long term McConaghy Boats customer and former Farr 40 owner, has reportedly expressed interest in the new M36 class and has put his name down for one of the first boats to be based on Sydney Harbour. In a visually stunning McConaghy touch, hull #1 is to be finished with a high gloss clear coat over the carbon topsides.

The M36 is lining up with many other fast 40 designs as an affordable successor to the Farr 40, and perhaps even the premier One Design class. With a quoted price of USD\$226,000 (ex factory China) and an indicative price for a competitive sail wardrobe of around USD\$50,000, the pricing appears very competitive indeed, and not what weekend warrior racers would expect for a McConaghy boat.

The optimised hull form is e-glass based instead of carbon to keep costs down. The rig and sail plan have also been toned down to make this boat less extreme to sail, which will not only reduce the overall cost but also broaden the appeal of the M36 One Design without sacrificing the overall performance of the yacht.

[www.mcconaghyweb.com](http://www.mcconaghyweb.com)





## KER 40 BY McCONAGHY

The Ker 40 design, to be built at McConaghy Boats, is not simply a larger M36. Rather than focusing on One Design, this is a high performance IRC yacht for offshore and regatta racing.

The Ker 40 is from the pen of Jason Ker of Ker Yacht Design, who drew on advanced technology from America's Cup campaigns for this new design. Ker's preference is for high performance over low rating, and many buyers of Ker designed boats will vouch for having a lot of fun along the way. Ker hull shapes boast a great combination of low drag and high stability, essential for making them highly competitive under IRC rules and, coincidentally, well placed to perform under almost any race regulations. Combined with McConaghy Boats' pedigree in yacht construction, if they can nail the price for a more affordable 40-foot campaigner, then a McConaghy racing yacht could be within the reach of many more aspiring racing yachtsmen – not just the multi-millionaires.

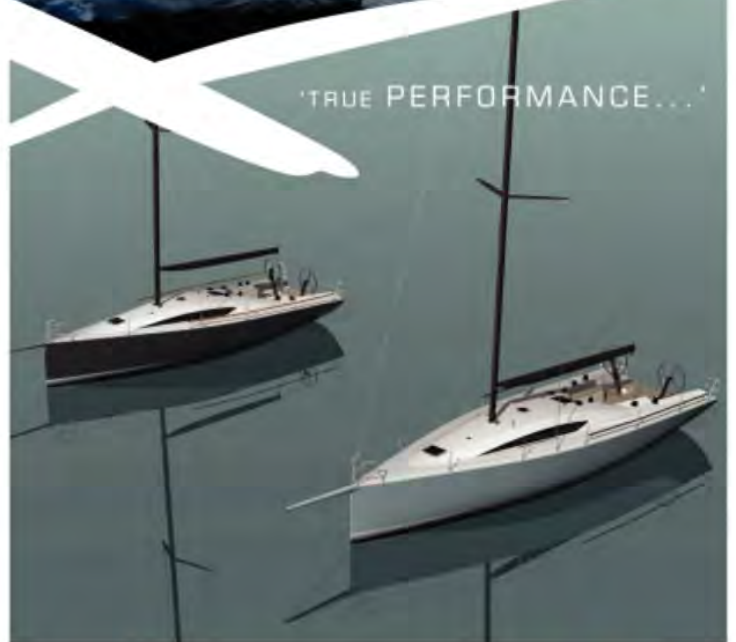
[www.mcconaghyweb.com](http://www.mcconaghyweb.com)

MODEL	Ker 40 One Design by McConaghy
LENGTH OVERALL	12.20m
BEAM ON DECK	4.15m
DRAFT	2.60m
DISPLACEMENT	4,800 kg
DESIGNER	Ker Yacht Design
BUILDER	McConaghy One

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## STALLION MARINE RP42

**S**tallion Marine in Queensland recently launched the 42-foot Stallion RP42 *Black Jack Too*. Though more a custom creation than a global series production boat, this flexible racer-cruiser is exciting news for lovers of performance sailing.

MODEL	Stallion Marine Reichel Pugh 42
LENGTH OVERALL	12.6m
BEAM ON DECK	3.95m
DRAFT	2.9m
DISPLACEMENT	5,400 Kg
DESIGNER	Reichel / Pugh
BUILDER	Stallion Marine

"We wanted to build a boat that left no questions unanswered and offered the best of everything," says Stallion Marine's director David Biggar. "Every aspect of the yacht had been built using the best available technology and components. Added to the world-class design pedigree, the hull is from ATL composites, the mast and rigging is from Southern Spars, and the winches and deck hardware are from Harken."

The Stallion RP42 has a fully infused construction of e-glass and carbon fibre with a foam core. It is a sleek design with clean decks including a fixed bowsprit, clean cabin top and hidden halyards with twin carbon fibre wheels. The interior is minimalist with removable furniture,

including the three double beds. There is also an option to have a lift keel which reduces the yacht's draft and is good when transporting because it allows the boat to be lifted from a single point.

Two of the new RP 42 yachts have already been completed with two different configurations available, one with full push-button hydraulic operation and one optimised for IRC racing.

"This means the Stallion RP42 offers the flexibility of streamlined shorthand cruising or full racing."

Mr Biggar started Stallion Marine five years ago, beginning with performance catamarans. The Stallion RP42 is the firm's first monohull yacht.

"The RP42 design was completed in mid 2009, with the first two boats in the water by April this year and we are thrilled with the results so far," Biggar said.

"In fact the push-button hydraulic boat, *Black Jack Too*, recently took out the Queensland IRC State titles this year at the Royal Queensland Yacht Squadron in Brisbane – the first race it had competed in."

*Black Jack Too* skipper Mark Bradford, who has also skippered yachts in the America's Cup, has said "I am very happy with the way the boat is performing and we are very surprised with her downwind speed".

The Stallion RP42 starts from \$599,000 for the IRC Optimised Configuration, and from \$689,000 for the full push-button version.

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

## SYDNEY GTS37 & 43

**F**amous for its Sydney 38 and 36 racer-cruisers, the Sydney Yachts brand is experiencing a rebirth under new owner Darren Williams, who was a driving force behind the launch of the Sydney 38 many years ago.

Since buying the Sydney Yachts brand from the troubled Azzura Marine last year, Williams has been busy reinventing the fast racer-cruiser concept. Appointing Ker Yacht Design to rethink the ageing 36 and 38 models, the two have together worked from a blank sheet to create the all-new, IRC-optimised Sydney Yachts GTS37, and a larger GTS43.

Already under construction in Australia, the two designs are lightweight, yet specified to be "ocean tough, seriously fast while easily managed, traditionally seaworthy and technically advanced." Both boats are designed to be safe and comfortable, engineered to ISO Standards, Category A. The GTS37 features a large open cockpit – a trademark Sydney Yachts design enabling simple and efficient crew manoeuvres and, when not racing, plenty of space for entertaining.

A refined double spreader rig with non-overlapping headsails ensures ease of handling, and makes life easier for the owner by requiring fewer crew to race and making cruising a more relaxed affair.

The Sydney GTS37 and GTS43 are designed for winning under IRC, and draw on extensive America's Cup technology. Computational Fluid Dynamic (CFD) models were used to design the hull shapes, and after a number of design options were analysed, Ker came to some surprising and exciting conclusions. The hulls are the most efficient ever made by Sydney Yachts, with forgiving handling characteristics and maximum performance.

[www.sydneyyachts.com](http://www.sydneyyachts.com)



MODEL	Sydney GTS36
LENGTH OVERALL	11.4 m
BEAM ON DECK	3.52 m
DRAFT	2.45 m
DISPLACEMENT	4,950 kg
DESIGNER	Ker Yacht Design
BUILDER	Sydney Yachts



MODEL	Sydney GTS43
LENGTH OVERALL	13.1 m
BEAM ON DECK	4.09 m
DRAFT	2.70 m
DISPLACEMENT	6,700 kg
DESIGNER	Ker Yacht Design
BUILDER	Sydney Yachts



Photography - Sjoelen Hurling

Black Jack Too  
Designed by Reichel Pugh  
Built by Stallion Marine

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Design standards by well-known yard M Boats of Buenos Aires. The Soto 40 OD is all about efficient and enjoyable yacht racing. There's not a lot downstairs, so forget about overnights. The design brief was for the best and outright fastest 40-foot racing yacht possible, at an affordable price. The Soto 40 OD will race under IRC with a rating of 1.239 (under a recent trial certificate), but fundamentally it is about exhilarating, high speed One Design racing. When compared to the current crop of 40 footers doing well on IRC, it's lighter, faster, more stable and carries a bowsprit instead of a conventional spinnaker pole.

With a large square-headed mainsail, PBO rigging, twin backstays, a mast jack, carbon mast and gunwale 'winglets', it's certainly not your average 40-foot racer. In fact, it could give many 50 footers a run for their money. Although not yet tested for Cat 1 or 2 offshore races, and the current boats racing have not been inclined for stability testing, the stability curves prepared by the designer exceed the stability and safety requirements to race offshore.

From the enormous cockpit to the integrated hiking wings on the gunwales, the Soto 40 One Design is certainly one of the new benchmarks for serious One Design sailors seeking something special - and fast.

[www.longitudeyachts.com](http://www.longitudeyachts.com)

## SOTO 40

Tim Long of Longitude Yachts in Australia has always had a lust for sailing performance. An advocate of speed with simplicity, he was an early adopter of short-handed sailing systems. New approaches such as asymmetric spinnakers on bowsprits feature on his latest passion, the Argentinian-designed and built Soto 40 one-design racing yacht.

Long is now enthusiastically promoting the Soto 40 as the next big thing in 40-foot racing yachts, and we think he's on the right course.

The Soto 40 comes from the design-board of Javier Soto Acebal, and unlike some designs profiled here still in development, a fleet of Soto 40s are already on the water in South America and the USA. The

powerful design is making some of the most experienced sailors in the region take notice, including 2009 Volvo Ocean Race 2009 winner Torben Grael, who liked the Soto 40 OD so much, he bought one for himself. Before long we'll see boats start to arrive in Asia Pacific and Australia.

Soto 40s are built to strict One



MODEL	Soto 40 One Design
LENGTH OVERALL	12.3m
BEAM ON DECK	3.75m
DRAFT	2.6m
DISPLACEMENT	4,200 Kg
DESIGNER	Javier Soto Acebal
BUILDER	M Boats



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*Soto*  
one design

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Chances are you've heard of Adam Minoprio. Last year, the then 24-year-old was the youngest ever yachtsman to be crowned champion of the ISAF World Match Racing Tour. Regarded as a proving ground for future sailing talent, the list of WMRT champions is a virtual honour roll of sailing royalty, with big names such as Russell Coutts, Peter Gilmour and James Spithill all gracing the podium over the years. Seeing as 2009 was only Adam's second year on the circuit, it could be described as the quintessential meteoric rise.

## DRIVING AMBITION

AFTER SOARING TO THE TOP OF THE ISAF WORLD MATCH RACING TOUR IN 2009, ADAM MINOPRIO MUST NOW PROVE HIMSELF ALL OVER AGAIN, JODIE BAKEWELL-WHITE REPORTS.

But next year will see Adam take a break from the WMRT to embark on one of sailing's truly monumental adventures, the 2011-2012 Volvo Ocean Race. Like many aspiring sailors, Adam views round-the-world ocean racing as the ultimate test and as another step towards his goal of securing a start in an America's Cup campaign. Adam has already signed with Emirates Team New Zealand's Camper campaign along with Australian skipper Chris Nicholson and fellow kiwi Stu Bannatyne as watch captain. He will likely be the youngest sailor on the boat.

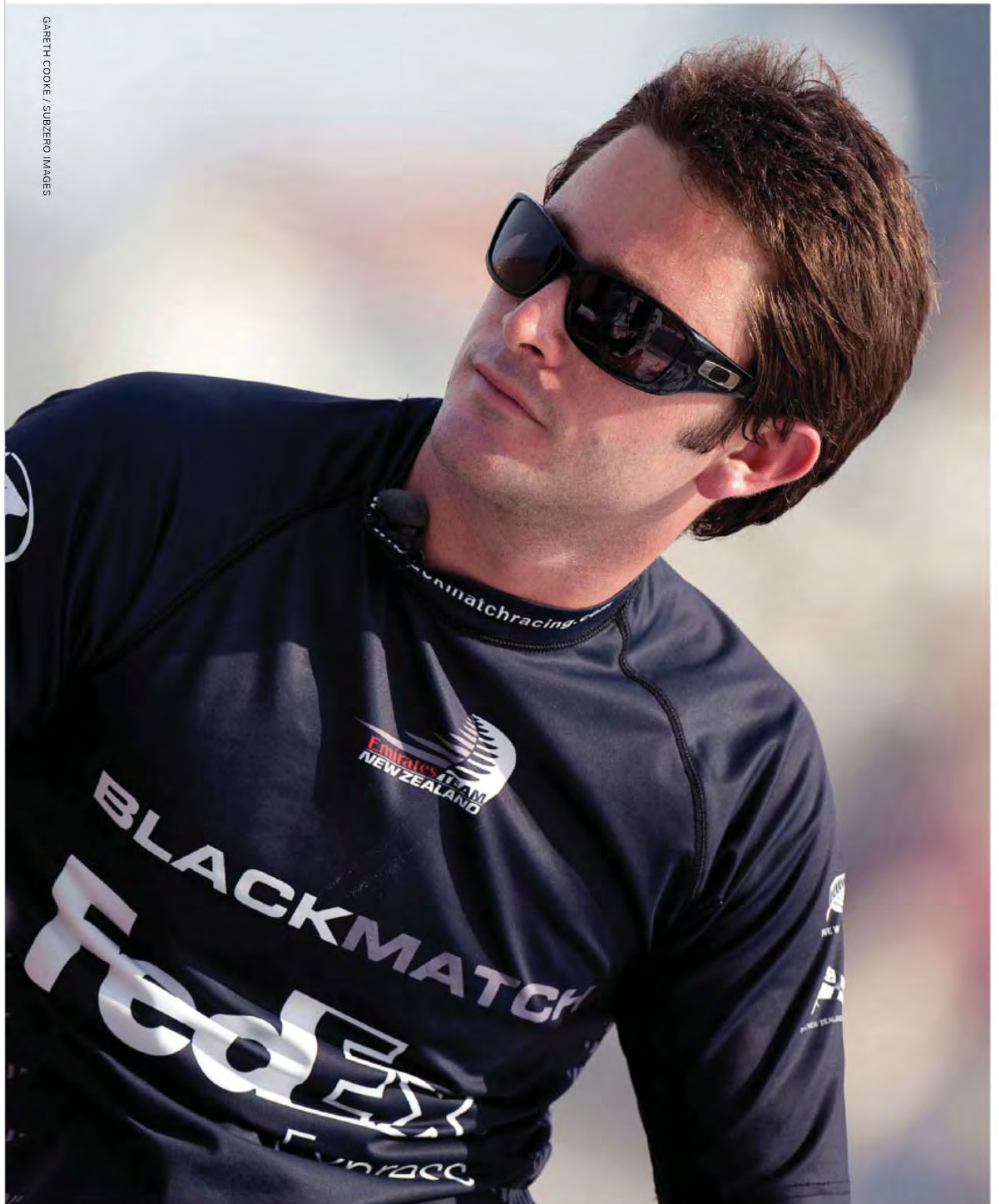
Ocean racing is not completely new to Adam, who sailed the relatively benign 2008 Rolex Sydney Hobart onboard Syd Fisher's TP52

*Ragamuffin*. If the new recruit is nervous about the transition from relatively small boat match racing to the long distance, high speed drama of the Volvo Ocean Race, he doesn't show it.

"It's all about sailing the boat as fast as you can to achieve a goal common to all the guys on board – to win the race," he says. "I've done a bit of ocean racing in the past, nowhere near as much as some of the guys who've done Volvo before, and that's going to be the biggest learning curve for me and I think it's going to be an awesome experience.

"Definitely it's a massive challenge, but hopefully I can step up and not let the team down. I think it is every sailor's dream to do a Volvo Ocean Race







and race around the world and also to compete in the America's Cup – and I would definitely like to do that. I want to be the best sailor I can be.”

**W**orking in his favour is the fact that Adam is certainly no stranger to hard work. Breaking into the highly competitive WMRT generally requires a world class sailing reputation or high ISAF ranking – neither of which he possessed. But Adam is matter-of-fact about his success.

“Our first tour event was the Monsoon Cup back in 2006. We were all at university and just doing a couple of events around Australasia,

**MY GENERATION**  
Above right:  
taking on match  
racing legend  
Peter Gilmour at  
the Monsoon Cup,  
where Minoprio  
first made his mark.

and then the qualifier came up. And we thought that it was a big opportunity for us, so we went and did it.”

His team, BlackMatch, won that qualifying regatta and found themselves in the starting line up for what was the second edition of the Monsoon Cup WMRT regatta in Kuala Terengganu, Malaysia. “That was pretty interesting for us,” he says, acknowledging that he was perhaps a bit out of his depth in terms of experience. “We got absolutely hammered by the competition, but we learnt a lot.”

Despite finishing near the back of the fleet in 2006 the Monsoon Cup beckoned again in 2007, and this time

around the young kiwi team made more of an impression. They finished the round robin in second place, yet match racing legend Peter Gilmour, who topped the round robin, chose to race off against the relatively untested BlackMatch to advance.

“We took him to two all before he won, and that was kinda cool,” says Adam. “I think that was where we got noticed for the first time.”

The other competitors on the tour weren't the only ones to notice. Emirates Team New Zealand offered BlackMatch Racing their support, and the team, now wearing the ETNZ logo, were immediately in a much better position to persuade organisers they were worthy of a place in the 2008 regattas.

“2008 was do or die for us. With Team New Zealand's support we could use their name to help get us into events, but the deal was that we had to perform.”

And perform they did. Improving as the 2008 season progressed, they wrapped up the year with three second places and a tour card for the following year.

Things continued to go well, with BlackMatch winning the opening event of the 2009 season – the Marseille International Match Race.

“We were never that strong in the J80s, but we managed to take a victory and I think that really set the tone for the year,” says Adam. “It gave us the confidence we needed, and from there on in we had a lot of confidence going into the regattas.”

Confidence and self-belief are traits this young sailor appears to have in spades. It would be easy to feel intimidated taking on the likes of Peter Gilmour, Mathieu Richard and Ben Ainslie, but Adam appears to take such challenges in his stride. “We know we can beat them all,” he says. “We just need to keep our confidence up and do what we know how to do – race to win.”

In August 2009 Adam topped the ISAF match racing rankings and has maintained that status since. “Hitting number one on the ISAF rankings was a big moment for us. I was only the second kiwi to be ranked number one in the world, so we were really pleased with that.”

Peter Gilmour is a driving force behind the current day WMRT, and he admits that having the likes of Adam Minoprio and the marginally younger Aussie, Torvar Mirsky, competing on the circuit adds to the excitement.

“They are great,” says Gilmour. “Their opportunity in the sport is



SAINDER VAN DER BORCH



“We took Peter Gilmour to two-all before he won. That was where we got noticed for the first time.”

coming very early when benchmarked against my generation, and they will no doubt be much better than we ever were. Personally I love them being on the tour because the youthful enthusiasm and ambition is very infectious! They really like taking a swipe at the older generation.”

When asked what characteristics Adam has that lead to his success on the tour in 2009 at such a young age, Gilmour says: “The skill set and analysis they have done as a team, as well as the free thinking and relaxed style is very refreshing. I heard him recently say ‘all I can control is my own thinking’ when asked what he thought about other competitors, and that is very intuitive for a young sailor.”

Gilmour is convinced that the future holds great things for Adam.

“He will no doubt go on to win more World Championships and international events as well as upwards to the America’s Cup,” he says. “He will have to work on his team and people skills as the boyish adolescence leaves him and the confrontation of real commercial challenges comes to the fore. This

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is a growth phase all top sailors go through at some point.”

**A**dam was raised on a farm in Northland, New Zealand, and has been on and around boats for as long as he can remember. Cruising yachts were simply part of life for the youngest member of the Minoprio family and his two older brothers, Simon and Matt. He was seven years old when he competed in his first yacht race, and from there his natural talent quickly shone through. Like other New Zealand sailing icons before him he notched up plenty of the sport’s junior milestones.

Optis came first for Adam, who won the New Zealand Optimist National Championship title once and twice

placed second during the late ‘90s. From there he went on to win New Zealand’s prestigious P Class Tanner Cup in 2001. Adam’s years in the junior classes came when Team New Zealand’s 1995 America’s Cup triumph was fresh in the hearts and minds of all New Zealanders, and the young sailor’s role models – Sir Peter Blake and Sir Russell Coutts – were heroes to the entire nation.

With Adam well and truly bitten by the sailing bug, the Minoprio family moved from Northland to Auckland to avoid the long distance travelling required to satiate the passion for sailing that Adam and his brothers had developed.

“Dad built us a couple of Optimists when we were on the farm and we’d go down sailing from Whangarei most

weekends,” Adam recalls. “When I was 12 we moved to Auckland, because mum and dad were sick of travelling up and down.”

Ready to advance from the junior classes, Adam sailed in the youth skiff class for a year, during which he competed at world championship level. However when he considered his options in the Olympic classes nothing seemed to fit. The Royal New Zealand Yacht Squadron’s Youth Programme was Minoprio’s platform to move into the world of professional match racing, and starting in 2002 he completed a three-year training course.

“When I was 15 and out of the P-Class I did 29er for a year, but then none of the Olympic classes suited my body type at the time. So I went to the

**ALL BLACKS**  
Minoprio helms while his Black Match team trimmers Dan McLean and Tom Powrie work the sheets.

GARETH COOK / SUBZERO IMAGES

**MATCH UP**  
Minoprio and team  
battle Ian Williams  
of Great Britain.



“He will no doubt go on to win more World Championships and international events as well as upwards to the America’s Cup.”

PETER GILMOUR

youth training programme because of its reputation, and it was a way that I could keep sailing. It seemed like a pretty good idea at the time and [older brother] Simon had already done it.”

There is no doubt that this match-racing training programme, offered now for close to 25 years, is a breeding ground which has time and time again transitioned talented youngsters into match racing helmsmen and crew of international standing. Graduates include other world renowned sailors such as America’s Cup class helmsmen Gavin Brady and Cameron Appleton, as well as Cup sailor and former Star class world champion Carl Williams.

Adam himself is in no doubt that enrolling in the Squadron Youth Programme was a crucial decision in his sailing career. “It was really important, definitely a big move,” he says. “I don’t think I would have got to where I am now if I hadn’t done it.”

Adam graduated from the programme five years ago, and formed the BlackMatch team with colleagues Nick Blackman and David Swete. Fourth member Tom Powrie joined the following year, and in 2009 Dan McLean came on board. It is this core group of five who pulled off last year’s WMRT victory, and who are currently striving to defend that title. ⚓

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The calming sound of the breeze whooshing through the rigging; the gentle click of pawls in the winch drums as sheets are trimmed – the thump of the diesel engine ramping up the revs as a winch button is pressed. These are the sounds of modern sailing. Some sailors are happy with all of them, but others say one of these is out of place.

The use of stored power aboard racing yachts is a contentious issue polarising sailors. On one side there's the purists who are keen to maintain what they see as the true spirit of sailing, while on the other are the advocates of technology, who feel that the performance of sailing yachts should not be hampered by human limitations.

Recently we've seen swimming propelled to a crisis point over the use of high tech body suits, which have allowed athletes to push the limits of human performance to new heights. With diesel motors now replacing human muscles in yachts as small as 40 feet, some sailors are likewise beginning to feel nervous over the influence of technology in sailing.

The use of cutting-edge technology in sailing – as in any sport – certainly has its place. Without it we would still be getting about in hollowed out tree trunks. Carbon fibre, PBO rigging, laminate sails and composite hulls have made a huge improvement to performance and ease of use, and not just for racing boats. Few people – perhaps with the exception of diehard classic yacht enthusiasts – would advocate returning to the days before these developments. But the question remains, where should we draw the line?

#### POWERING UP

In the mid '90s, when a few of the 1930s J Class America's Cup boats were in the process of being rebuilt, I remember discussing the use of state-of-the-art materials and technologies such as carbon fibre masts, hydraulic winches, PLCs (programmable logic controller), load cells and the like with the project manager of one of the J Class rebuilds. His argument was that the J boats were state-of-the-art when they were built and their owners were continually upgrading to new rigs, sails and the latest developments. It was therefore within the spirit and tradition of the class to have the best on offer.

## PUSH MY BUTTONS

PUSH-BUTTON SAILING IS NO LONGER THE EXCLUSIVE PRESERVE OF SUPERMAXIS. WITH A FLOTILLA OF SMALLER YACHTS ADDING CANTING KEELS AND HYDRAULIC WINCHES, HYDRAULICS ARE REPLACING HUMANS AT A RATE OF KNOTS.

BY GUY WADDILOVE

It's fair to say the modern J Class owners have developed rules that compromise the purity of the original vessels, but it's allowed them to competitively race arguably the most beautiful yachts ever built with fewer crew, making the class safer and more accessible to amateur sailors. As an added bonus, technology means these boats are able to cruise with a relatively small number of hands. This practical thinking, developed by the founding members of the class, stands as an example of technology implemented to the mutual consent of all involved. The class has flourished in recent years because of this pragmatic approach.

Aboard modern racing maxis, using power for winches and other functions has become de rigueur, such that a large racing yacht without power winches and a power-driven canting keel are not competitive in major international regattas. If we accept that super maxis "need" stored power to race, what about smaller boats?

#### PLUGGING IN

Stored power can be provided from batteries, generators or the yacht's main engine and aboard racing yachts, it is primarily used to drive canting keels and winches. Since early in the 2000's, canting keels

have been fitted to an increasing number of boats, starting with maxis in the early development days and more recently on a range of smaller boats, right down to Mini Transat 6.50 (although unpowered at this small end of the scale). Canting keel technology allows the keel and bulb to act as moveable ballast by swinging the keel to windward. This provides a righting moment for the boat when it is sailing level for better performance. To put this in numbers, the Volvo Open 70 Class showed a 30 per cent improvement in speed when fitted with canting keels.

The power required to shift the keel to windward on a maxi can only be provided by a main engine. Human power alone would not suffice to shift the weight fast enough to make it worthwhile, or even safe – the thought of being fully powered up with the keel on the wrong side (possibly because of an accidental gibe) when a squall comes through is quite frightening and potentially catastrophic. If a hydraulic system and means of powering it are on board to power a keel, the next step normally is to include a winch package to tap into the hydraulic system, since a hydraulic winch package draws only a fraction of the power required to cant a keel.

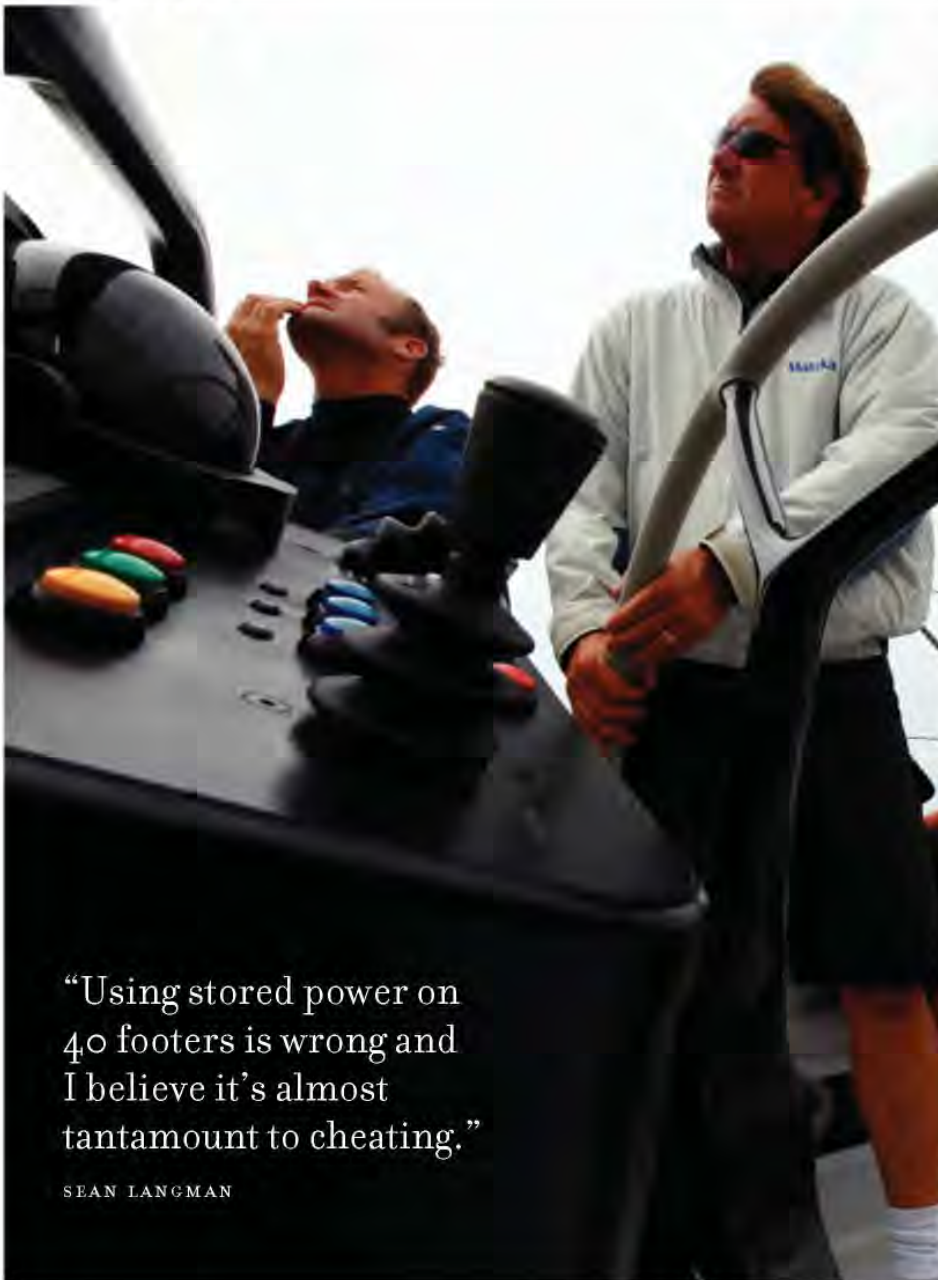
Using stored power for the keel and winches has a number of benefits for racing yachtsmen including reducing the number of crew required, consistent power on tap with no fatigue, and more advantageous crew weight distribution as the trimmer can be hiked out on the rail using a black box to trim the sheet.

Olectric, in conjunction with Central Coast Hydraulics, are Australia's most prolific suppliers of integrated electronic and hydraulic systems for race boats. The two companies have worked together on more than 25 canting keel projects including *Alfa Romeo*, *Leopard*, *Wild Oats XI*, *Highland Fling*, four Volvo Ocean boats and most recently *Singularity*. Olectrics Grant Gosschalk describes the increased functionality that a PLC driven electro-hydraulic package can provide.

"The advantages of the systems are that they make sailing easier; the hydraulics provide more grunt to the winches and allow a level of functionality to be included that would not be possible otherwise," says Gosschalk.

"Winch speeds can be varied and switched to different modes for set manoeuvres and any number of

**POWER PLAY**  
America's Cup skipper John Bertrand hits the button to power up a hydraulic winch onboard Investec Loyol during the SOLAS Big Boat Challenge 2009.



“Using stored power on 40 footers is wrong and I believe it’s almost tantamount to cheating.”

SEAN LANGMAN

**DIVIDED LOYALTIES**  
Sean Langman with a panel of push-button options before him while at the helm of the 100-footer Investec Loyal. When it comes to smaller boats though, Langman believes stored power is not just unnecessary, but unfair.

other functions can be integrated into the system, it really is down to the imagination of the owner or his design team.”

Gosschalk acknowledges that this level of sophistication does come at a price. Ideally the company requires a month to get the system optimised, and for sailors inexperienced with the technology it can be a steep learning curve. Maintenance and repair will often require specialist technicians, although with modern communications technology this can often be done via a modem in the PLC that a technician can dial into remotely.

#### CHARGED DEBATE

Despite the obvious advantages, some respected racing sailors still object to the march of the technology, particularly into the realm of smaller yachts. Well known Sydney yachtsman and veteran of 19 Rolex Sydney Hobarts, Sean Langman, is one sailor with firm opinions on the matter. Langman’s widely publicised opposition to hydraulic systems culminated in a protest sail in the 2006 Rolex Sydney Hobart, when he traded the high octane AAPT maxi for the humble *Maluka of Kermantie*, a 74-year-old wooden gaff-rigger with none of the technical trappings of a modern yacht.

## Techno Wars

Sailors are not alone in watching technology change their sport.

### speedo

#### SPEEDO SUITS

Ever since the Speedo bodysuit first hit the pool in 1992, the sport has waded through a quagmire of controversy. It took a freakish surge in world records at Rome in 2009 to prompt FINA to dive in and ban them. Now haunting the sport is the question: should these records still stand?



#### TOW-IN SURFING

Many surfers were initially diffident to the “tow in” form of the sport. Sure, you can catch huge waves otherwise impossible to paddle into, but who let the jet ski drivers in? Over the decades, towing in has earned big cudos for propelling surfing into previously unimaginable realms, but it’s still for a privileged few.



#### F1 ENGINES

In an effort to cap costs and put the brakes on a high-octane arms race, F1’s governing body strictly controls engine performance. But the sport is still so dominated by technology that some wags have suggested races could be more easily decided using remote control cars, freeing up drivers to film more bank ads.



#### GOLF CLUBS

With the modern player driving 350 metres off the tee, even the US Open can look like a glorified game of pitch and putt. Greg Norman for one has lamented the loss of the game’s subtle skills – like using irons. But the argument is as old as golf itself. *Golf Illustrated* even published an article hitting out at golf ball technology as early as 1910.

"I believe the spirit of sailing is using the wind, wave and tide to reach an objective," says Langman. "Pushing buttons, using stored power takes away the fundamental essence of the sport which is man working with a wind driven vessel to beat an opponent or to make a land fall."

It's not just a philosophical objection he makes, Langman believes it's also one of sportsmanship.

"The mixing up of stored power boats with human powered boats in a race – the advantage to the stored powered boats is astronomical. To me sailing with stored power is a totally different sport and it is quite tragic that it has been allowed to creep into smaller size boats. Using it on 40-footers is wrong and I believe it's almost tantamount to cheating."

Volvo Ocean Race veteran and professional sailor, Bouwe Bekking, is a strong supporter of stored technology, but also has some reservations with installations on small yachts.

"If you get to a certain size you have to have powered winches because

you can't physically manually operate them, but putting them on 40-footers seems ridiculous because even if you are cruising you can manage without it. I think that it has been a really good development, there is a need for it and lots of boats are doing it so it must be worthwhile."

Tactics and technical skill are still crucial to getting a good result in a regatta, but should boats that can run their winches faster or cant their keel quicker have an advantage? How can this be penalised on a boat-by-boat basis? IRC has introduced handicapping for stored power on yachts but it remains to be seen as to how accurate this handicapping is because the efficiency of a hydraulic system has so many technical variables that could easily advantage or disadvantage a yacht racing with it.

Noise and comfort are other very good reasons not to run an engine or generator while sailing. Traditionally, people have gone sailing to enjoy the tranquillity of time on the water, so having the engine revving every time a winch button is pressed is not desirable. It is impossible to

turn back time and eliminate what has been developed in the field of stored power, so racing yachtsmen will have to decide for themselves whether they want to improve their sailing performance with an engine or stay true to the roots of their sport. And although sailing has traditionally been the cleaner, more environmentally-friendly side of the boating world, yachties of the future may have to be careful what craft they label "stink pots". ↓

**WIND UP**  
A Harken electric powered winch (below), the kind becoming common on smaller boats. Full hydraulic systems are still prohibitively expensive for many owners buying small boats. The performance gain is also often not enough to justify the added weight of batteries and electrical systems.



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**A**mong the many Australian sailors who have made an impact on the international circuit, Justin “Juggy” Clougher must rank as one of the most successful. The Tasmanian’s remarkable record, mostly achieved as a bowman, includes line honours and an overall handicap win in the Rolex Sydney Hobart. When he spoke to us from his Newport, Rhode Island home he was still glowing from his fourth Newport to Bermuda Race win, and pushing for a place in the 2010 Rolex Sydney Hobart.

**PC: How did you get into sailing?**

JC: My family had a 30-foot Van de Stadt yacht, and there were many sailing trips away when I was young. I joined the local Sandy Bay Sailing Club when I was 11, and my first schoolboy championship was with [future world champion] Stuey Hamilton. The first keelboat I raced on was an International Cadet, and then later Cadet Dinghies and Rainbows at the sailing club. All my mates sailed, and many went on to become world champions.

**PC: When did you get your big break in international yacht racing?**

JC: My first international race was the 1983 Brisbane to Noumea aboard *Hotshot*, a Carter half tonner from Tassie. Then I sailed in the Clipper Cup in Hawaii aboard *Sweet Caroline* in 1984. I delivered her up there and was then invited to stay and race in the series. From there on I sailed on some local US boats, and within a few months I was on a brand new Reichel Pugh 47 that Tom Blackaller sailed on. I think we won every race we entered. Then Jim Kilroy, who is still a close mate of mine today, asked me to sail on his maxi ketch *Kialoa*. As a boy I used to watch his boats come up the Derwent, I never dreamed I would end up racing one.

**PC: The Whitbread Race on *EF Language* must have been a significant turning point in your professional sailing career. What did you learn from it?**

JC: That was a hard race. We were underdogs, but we stepped the intensity up and sailed our boat hard. We never let up. There was a lot to lose at the end, but we kept our focus. We applied inshore focus to a long race, and it worked.

## LEADING FROM THE FRONT

FEW ROLEX SYDNEY HOBART-WINNING CREWMEMBERS WEAR THEIR VICTORY WATCH WITH MORE PRIDE THAN JUSTIN ‘JUGGY’ CLOUGHER. PETER CAMPBELL ASKED THE TOUGH TASMANIAN WHAT IT TAKES TO BECOME A WORLD-CLASS BOWMAN.

**PC: How did it feel to win the Sydney Hobart in *Rosebud*, and receive your Rolex watch?**

JC: I could never have imagined an outright victory in this race. It’s really a crew watch, but I’m very proud of it. I’ve been offered other Rolex watches since, but I have the only one I want, and you can’t buy it! It was a joy to be part of the huge effort to bring *Rosebud* down and pull it all off. I sent a message to Jim Kilroy and Ted Turner (both past winners in the 1970s) to let them know that a US boat had finally picked up their footsteps. The both replied immediately.

**PC: What is your favourite long ocean race, and does any one boat in particular stand out as a champion?**

JC: Definitely *EF Language* and *Pirates of the Caribbean* are my top of list. *Rosebud* crossing the line after the heartache of light winds outside the Iron Pot comes very close. But every race and every boat is special. I have loved them all.

**POINTY END**  
Juggy doing yachting’s toughest job with aplomb. Pictured riding the bow during a bumpy Rolex Trophy 2007.

**PC: This past year you sailed on *Leopard of London* in her Atlantic record bid, which unfortunately ran out of wind, and then aboard *Speedboat* in the Newport to Bermuda Race.**

JC: The recent Bermuda Race was a great result in getting *Speedboat* back online. She is a very potent boat. The weather was quite gentle, which made the experience very comfortable, we couldn’t really capitalise on her reaching power, as it was 10-15 upwind. With *Leopard*, I joined in a frenzy straight from an 180-miler aboard *Rambler*. My mate Ralfy Steitz ran me in a tinny at ballistic speed to the other side of New York’s Long Island, and I jumped on *Leopard* and went below still in my overnight race gear. By the time I had stowed my gear we were already on the record shot. I rang my wife and told her I wasn’t coming home that night. We were on the pace until it all collapsed outside the Irish Sea.

**PC: How long have you lived in Newport, Rhode Island? Has it changed much since its America’s Cup heyday?**

JC: The town is changing but still a fabulous yachting hub. I have been based here since ‘84, but have owned a home there for 19 years. I live on the hill behind the Ida Lewis Yacht Club, 200m from New York Yacht Club. I am very good mates with Dave Elwell, Commodore of the NYYC.

**PC: What advice can you give to young Australians who want to become international sailors?**

JC: Yachting skills are important but so are life skills. You need to be able to take care of yourself. I was willing to do anything to sail. I am fortunate that I could sail well, but I also have technical skills that got me a step further. I could fix anything, was prepared to ‘live dirty’, and I never really let anybody push me around. With all the technical gear, hydraulics etc on these boats, any technical or mechanical skills will take you far.

**PC: What about the skills and techniques required to be a top international bowman on grand prix racers such as the TP52s, 60-footers and maxi boats?**

JC: Watch carefully, don’t be arrogant, keep your head down and learn from your mistakes. It’s dangerous stuffing through waves on these super-fast boats so you’ve got to be smart, strong and sensible. Nerves and emotions can be stretched, but it’s not worth risking





your life. You do have to be a bit gung-ho sometimes and have balls of steel. And remember, it's not how you get into trouble (because you will) it's how you get out of the trouble that counts.

**PC: When you race do you carry any special equipment, other than the usual for'ard hand kit of knife, marlin spike etc?**

JC: I have three Lirakis chairs [classic bowman harness] and my Gerber tool. I can use this as a spike and knife anytime, as a back-up. Offshore, I always have a strobe in my pocket, day or night. I have a lightweight harness made by Metolius, which I can wear all day in comfort. I custom designed it myself, and now many of the Volvo boats and other race boats have requested them. And I always carry food in my pocket. That's me mate – food fiend!

**PC: What other jobs do you do on a grand prix racing yacht?**

JC: I have fallen into a technical role as well as the electronics department, and also I am boat nurse, and I deal with the media when necessary. We all have to be prepared to multi-task on board.

**PC: Is the rest of your family into sailing as much as you are?**

JC: My wife Kerry was sailing when I met her. We've sailed together all round the Med and done Atlantic Crossings. I got to know her in Mexico before the 1992 Cup in San Diego. She has been very supportive of my comings and goings, but she is fortunate to know many of the teams, and she has worked for some of the high rollers that own the boats. Our kids Zoe (11) and Graeme (8) are into sailing too, they attend Sail Newport clinics down at Fort Adams.

**PC: When you are not sailing, what are your interests?**

JC: You name it, I'll give it a go! I love skiing, water-skiing, and flying. I am helicopter pilot, have been for many years. I enjoy it immensely.

**PC: Can you tell us any details about the US boat you're organising to bring down for the Rolex Sydney Hobart this year?**

JC: I can tell you it's blue and over 65-foot. It's yet to be confirmed. I'd say it's 50-50 right now, but we are pushing for it. I am always working the Hobart Race angle with every boat owner, but I wouldn't bring them unless they had a chance to win it. I am not that mercenary.



“It's dangerous stuffing through waves on these super-fast boats, so you've got to be smart, strong and sensible. Nerves and emotions can be stretched, but it's not worth risking your life.”



**PC: How would you sum up your career as a professional sailor on the international grand prix circuit?**

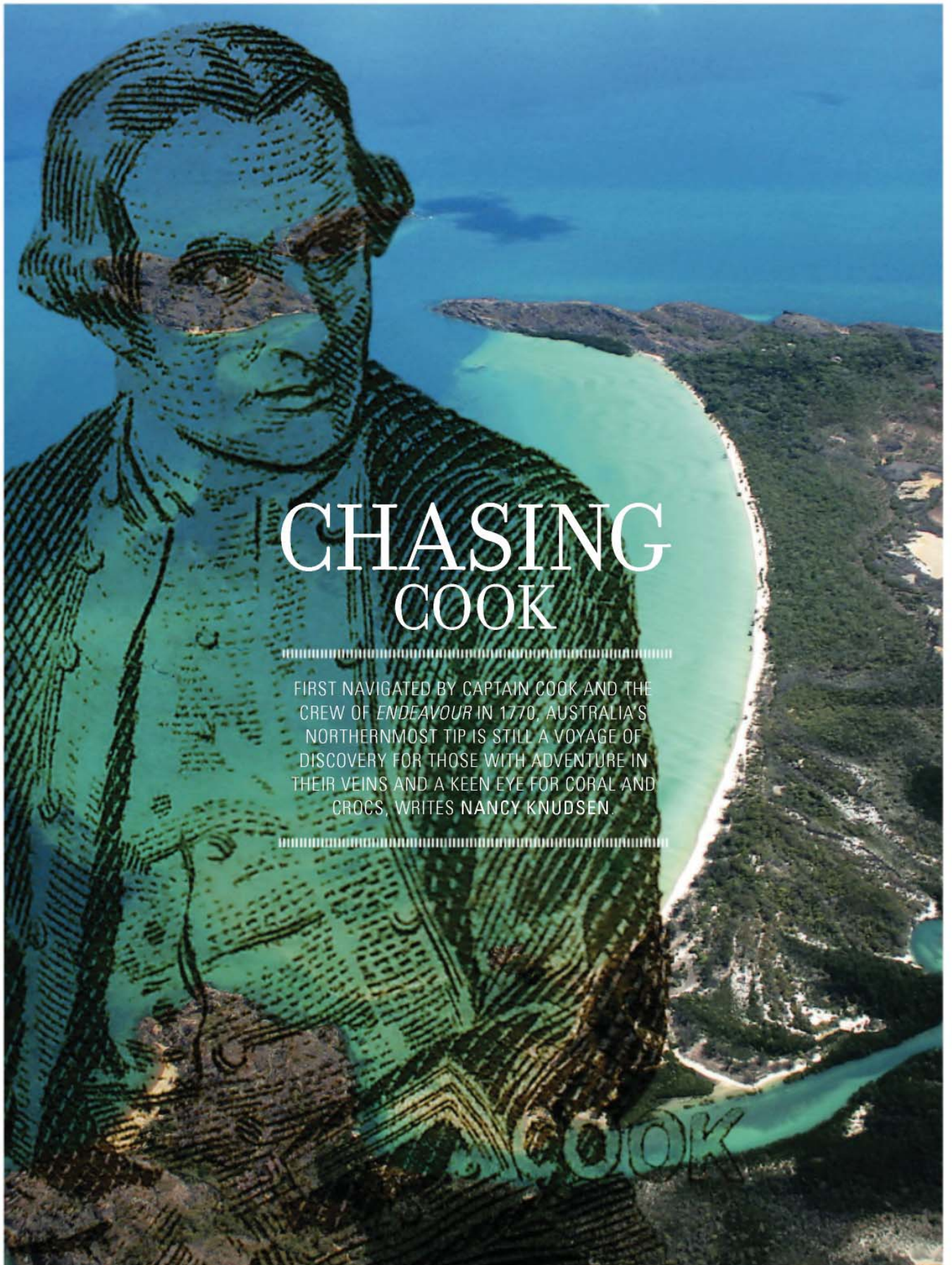
JC: I am fortunate to have a job I love. I still love it, but for many years we barely made a living. These days, for the rising stars the road is much smoother. The sacrifices have been large, but the rewards for me have been well worth it. If I could do it all again I wouldn't change a thing. ⚓

**MOMENTS INTIME**

**Top: Juggy picks up the Rolex watch in the 2007 Rolex Sydney Hobart – a big honour for any crewmember. Above: Hard at work during the Rolex Trophy 2007.**

**The rise of Juggy**

- 1984:** Competes in first grand prix race at the Clipper Cup in Hawaii.
- 1996:** Winner, Newport Bermuda Race, *Boomerang*
- 1997:** Winner, Whitbread Round the World Race, *EF Language*. Line honours, Rolex Sydney Hobart, *Sayonara*.
- 2000:** Bowman on America's Cup yacht *America One*.
- 2003:** Bowman on America's Cup yacht *One World Challenge*.
- 2006:** 2nd place, Volvo Ocean Race, *Pirates of the Caribbean*. Yachtsman of the Year, *Royal Yacht Club of Tasmania*.
- 2007:** Winner, Rolex Sydney Hobart, *Rosebud*.
- 2010:** Winner, Newport Bermuda Race, *Speedboat*



# CHASING COOK

FIRST NAVIGATED BY CAPTAIN COOK AND THE CREW OF *ENDEAVOUR* IN 1770, AUSTRALIA'S NORTHERNMOST TIP IS STILL A VOYAGE OF DISCOVERY FOR THOSE WITH ADVENTURE IN THEIR VEINS AND A KEEN EYE FOR CORAL AND CROCS, WRITES NANCY KNUDSEN.

COOK



It had been another blissful cruise through the Whitsundays. In perfect weather we had sailed in easy camaraderie with other yachts, had countless sundowners watching golden skies, dined under the stars, sailed some more, sunbaked, snorkelled, read and slept.

On our Peterson 46 yacht *Blackwattle* my husband and I had now reached Port Douglas. But tonight the adrenalin was flowing, because tomorrow, instead of turning south again for Sydney, we were going to sail in the wake of Captain Cook and cruise north to the tip of Cape York.

Both experienced racers, we were used to sailing within a reassuring cocoon of start lines and scheds, routes and rules. But if we headed north, then after Cooktown there would be no marinas, no fuel supplies, no handy mechanic, no scheds with other boats, not even a volunteer coast guard. I had read how there was nothing up there, just uninhabited islands and, as Captain Cook himself described it, “a labyrinth of coral”. And we had never sailed in coral waters.

The yacht, however, was as ready

as we could make her. We had packed one of everything and then packed another ‘just in case’. We’d fitted mast steps to enable us to climb high and watch for coral. We had bought the charts, read the guides and weighed the boat down with a ridiculous amount of provisions. We felt as prepared as we could be.

We sailed north from Port Douglas on a bleak dawn, with brown disturbed water and a depressing grey sky. I hoped it wasn’t a bad omen for the voyage. During the day the soaring Atherton Tablelands dominated the western skyline, a welcome change from the flat, bland blur of coastline we had become used to.

Soon we were surrounded by islands. Our pioneering forefathers were evidently too busy cutting down trees, planting crops and minding their cattle to bother giving these

outcrops fancy names, but their lack of imagination made navigation easy for us. Low Island, is, for instance, a very low island. Double Island is distinguishable because it is divided in two. High Island is high, and Two Isles is – well, you get the idea.

No-one should venture into these waters without visiting that quaintest of North Queensland towns, Cooktown. It was here that Captain Cook cleverly saved his holed and sinking ship *Endeavour* by ‘fothering’ it while underway (plugging the leak by directing a mixture of cinders and chopped rope yarn under the hull, causing it to be sucked into the hole) and then successfully beaching it. Cook and his crew spent 48 days making repairs and living off the land.

At first glance it appears Cook picked an ideal anchorage – Endeavour River is broad, and seems to be protected from the south east trades. But don’t be fooled. With a tide running and the wind and water currents confused, we spent one uncomfortable night with the boat sailing in circles and jaggling at the snubber before finding an alternative berth.

Cooktown itself though is sleepily attractive and welcoming, and the locals are more than happy to talk about its history. During their stay Cook and his men enjoyed peaceful relations with the local aborigine (who taught them the name *gangurru*, which eventually morphed into kangaroo). While Cook got his

**WORTHY ENDEAVOUR**  
Sailing north from the Whitsundays is a rewarding experience if you don’t mind a bit of isolation.

supplies for free, provisioning here these days is a more costly business – the shops are so expensive it made my eyes water.

From Cooktown it was only a few hours sailing to Lizard Island. Here Captain Cook slept overnight under the trees, and climbed the hill to sight the way ahead. The elegant Lizard Island Resort has conveniently erected a beach bar on the sand right next to the yacht anchorage, so you don't have to go far for refreshments. On arrival we could see white sands dotted with bodies lolling on beach towels, swimmers bobbing in the sea and half-naked sunbathers chilling out at the bar.



We welcomed the chance to stroll on the beach, still dripping from a swim in water as clear as the gin and tonics served at the bar. We found tropical shells, walked the boardwalks through shady mangroves then followed the track past the remains of a local tourist attraction. Mrs Watson's House. This historic building has a tragic past. In 1879 the Watsons, their infant daughter and two Chinese servants were the only inhabitants of Lizard Island, farming trochus shells for a living. While Mr Watson was away, the family was attacked by aborigines. Mrs Watson, aged 21, her baby and one surviving servant escaped in a drum, only to drift to the waterless Howick Island, where they died of thirst nine days later.

Leaving this sad tale in our wake we headed north, deeper into the

maze of coral reefs, all the while very conscious that we must anchor while the sun is high enough to sight coral dangers easily. The boat raced like a greyhound over a lightly rippled sea, so we oversailed our planned destination of Howick and ended up 48nm later in the vast Ninian Bay. The distances we made each day were far exceeding our forecasts. Usually pretty good at ETA's, we were puzzled as to why we were making such rapid progress.

The next day found me up on the bow, nervously looking out for hazardous coral outcrops. My task wasn't too difficult, as the coral's rainbow colours made it laughably easy to spot in the clear water. The first atoll we passed was Morris Islet, a tiny coral cay with just one palm tree growing out of a small spit of sand – the perfect child's drawing of a desert island. At night we dined on crunchy salads from Port Douglas and freshly caught fish hooked earlier in the day by Ted, our skipper.

The weather turned increasingly humid and misty the further north we sailed. *Blackwattle* became wet all over – the decks, the settees below, the bunks, the cabin sole, all damp to the touch. Cook's men, we imagined, must have endured a very clammy time below decks onboard *Endeavour*.

We found Portland Roads a secure and beautiful anchorage, with rocky shores fringed by lush rainforest. The few houses we saw were drowned in vegetation, and appeared to be boarded up. Two other boats arrived while we were there, and we were alarmed to see a female crew member of a Croatian-flagged boat dive into the crocodile infested waters. We shouted a warning, only for another crew member to reply in musically accented English, "Oh yes, but she does not care for her life!"

We kept moving north, until eventually there was no sign of human habitation at all. Even the ubiquitous fishing trawlers had vanished, and sometimes it was so quiet that I could hear the whoosh and whisper of each separate wave as it passed against the side of the boat. We would have felt quite alone if not for the company of the dolphins. We would watch for ages as they cavorted, sometimes lying sideways, keeping pace with the boat, staring with a single upturned eye as I waved ridiculously.

Soon we realised something that we should have known a long time before. As we sailed north inside Australia's Great Barrier Reef, both the hard-edged outer reef and the

labyrinth of coral that is loosely called the inner reef had been drawing ever closer to the mainland. So while there was nothing to stop the south easterly trades from blowing free, there was little room for a fetch to develop, producing waters flat as a tabletop. It made for some truly fast sailing, and explained why we had been underestimating our arrival times.

For the most part the bays to the left offered good mud for anchoring and were full of mangroves, while the anchorages behind the coral cays to the right were pristine with white sandy beaches and the occasional palm tree. There were so many anchorages we simply sailed on and on while the sun was high, confident that another safe haven would be along soon. Margaret Bay, Bushy Islet... time and landscape passed in a dreamy, humid procession.

Finally we enjoyed a fast run to Escape River, our last stop before approaching the tip of Cape York itself. We made radio contact with other sailing boats again as we entered Escape River, and the VHF crackled with Dutch, Slovenian, Croatian and English voices, part of the flock of circumnavigating boats that come this way each year.

We were only a short distance from Cape York now, and before long we sighted Albany Passage, a narrow waterway with 5-knot tidal flows and high rocky hills on each side. We had to pass through it to round the Cape. Once again, I couldn't help thinking of Captain Cook and the crew of *Endeavour* sailing these waters for the first time. He entered without knowing whether this narrow strait was a dead-end bay or the way to Indonesia, and I was again overwhelmed by his bravery and seamanship.

We timed it carefully, going through under motor and pushed along by a 3-knot current, in bright sunshine with hundreds of gulls wheeling over us in the crisp morning air. We swung around the famous tip to anchor in its lee in shallow water, and one of my great sailing ambitions – to sail to the tip of Cape York – was fulfilled.

That evening as we sat on deck enjoying a nightcap there was not a light to be seen except from our boat and distant lighthouses. The Milky Way had never looked milkier, and a gentle breeze rocked the boat to sleep. As I drifted off in *Blackwattle's* cosy cabin, one thought cruised round and round in my mind. This voyage was not so hard, and with such a flat sea it wouldn't be too difficult to return south again. Why ever didn't we do this before? ⚓

**W**hen *Smackwater Jack* sank during the 1980 Trans Tasman race, her sistership was close by and suffering in the same conditions. The wind was blowing so hard that boats were surfing the waves with just bare poles. When *Smackwater Jack* turned into the wind and found her storm sails were too big, her crew did something most of us would not consider; they roller reefed the storm jib onto the boom and hoisted it as a small mainsail that gave steerage into the wind, slowed the boat and was small enough to be manageable. It was a clever bit of improvisation, and shows how in a storm the right knowledge and preparation can save your boat – and your life.

## ROUGHING IT

DON YOUR LIFE JACKET AND CLIP ON YOUR HARNESS, AS PACIFIC SAILING SCHOOL SHOWS US HOW TO HANDLE IT WHEN THE WEATHER TURNS UGLY.

**T**here's no one-size-fits-all method for dealing with heavy weather, other than not being out there in the first place. The peculiarities of your boat's particular design will play a lead role in how it handles in rough weather. For example, a Sydney 38 goes to windward in 60 knots with a storm jib only, but it runs like a pig under bare poles. A Farr 40 on the other hand is easy under bare poles, until you are doing 15 knots.

What Pacific Sailing School recommends is to form a "storm management plan" for your boat, something which you test and perfect. But before you take on rough weather in any boat, there are some important things to consider.

### STORM MANAGEMENT PLAN

A storm management plan should include, at the very least:

- A quick inspection of halyards to make sure they are all in the right position.
- A deck check to see that all fittings and deck pins are OK, and that nothing is loose.
- A check to see that stowage below is locked and adequate.
- Ensuring jack stays are installed,

and a spare lanyard in the cockpit for people coming out of the hatch.

- Securing stoves, loose gear and bags.
- Putting some spare lines on the companionway ladder for lashing if required.
- Ensuring all crew are briefed and suitably equipped.
- Getting the crew well dressed, warm and prepared with harnesses and personal EPIRBs.
- Putting a dolphin torch in the cockpit as a first response to MOB.
- Bringing the deck log up to date with positions and resetting the barometer, taking hourly readings thereafter.

Once you have made up your own personalised list, the next thing is to brief your crew about managing your yacht in a storm, and then start practising. When it next blows, go out there with your storm sails, set them, trim them and see what they look like. Drill your crew into battening down, and have a written procedure for it. And of course make sure the majority, if not all of your crew have undertaken a Safety & Sea Survival Course.

When heavy weather does arrive, crew management is of paramount importance. There's no point keeping most of the crew on deck, cold and

wet in over 40 knots, when many could be below, safe and relatively dry. You have probably seen TV footage of maxi yachts going to windward in 50 to 60 knots with only three of their 18 or so crew on deck. A fatigued crew is not much good in heavy weather. Consider this strategy as well, although in heavy weather, committing crew to the bowels of your boat may prove unpopular for those prone to seasickness.

### THE TRISAIL

Take a moment to consider how your boat will face 70 knots. It's a scary thought, and of course, we all look towards our brightly coloured storm gear for salvation. But few of us know how to use it properly, and fewer yet go out in heavy weather to refine their knowledge.

Most racers view their trisail as quite useless, but properly sheeted it is a very good alternative to the fully-reefed modern mainsail. The vast majority of the entrants in a Rolex Sydney Hobart sheet their trisail to their spinnaker sheet blocks, hoping they never have to use it. The old campaigners sheet their trisail to the boom using a reef line because they know how much greater control they will have of the boat. In most boats a trisail becomes a very viable alternative to the main in over 40 knots (this is of course if you can put the thing on the mast without having two crew members exposed for hours – a good reason to consider putting the trisail on earlier).

### GOING HEAD TO WIND

So, we have our storm gear, which is good up to 50-55 knots in most boats.

**RAGING SEA**  
It doesn't get any rougher than the 1998 Sydney Hobart. *Secret Mens Business* weathering the storm.



RICHARD BENNETT

## Rough Guide

1. Decide what is heavy weather for you
2. Preplan your navigation
3. Get ready below decks – stow gear and prepare food
4. Shorten sail early and secure loose deck gear
5. Rig jackstays
6. Prepare the crew with good briefing and foul weather kit



Then what? There are many strategies for putting your head to the wind, and again they all depend upon a boat's particular displacement and also, dare we say it, the strength of your bow. A sea brake provides good head up control, as does almost anything you can drag overboard: anchor, warp, chain anchor, you name it. Motoring with a storm jib up and pointing very close to the wind may not do the motor much good, but it is safe and easy to steer. In cruising boats, more conventional methods like "heaving to" with a storm brake or drogue is an option, while many boats also choose to run with a headsail aback with a crossed rudder (it's not something we would recommend with a carbon fibre spade rudder though).

#### A WORD ON WIND

"Most rough weather is predicted," says the conventional wisdom. But consider a recent example in which some Pacific Sailing School students were bringing a boat down from Pittwater. Students were instructed to get the latest weather forecast from the Bureau of Meteorology and also to utilise Seabreeze.com.au. They were

to rig at Barrenjoey based on those forecasts. We left Pittwater with a reef in the main and a Number 3 up front, in light airs but ready for predicted heavy weather. But we ended up motoring home from Long Reef – so much for the weather predictions!

And what are the weather predictions talking about anyway. What is a storm? How much wind is there in a gale warning? It helps to have a clear understanding of the forecast as some of the definitions have changed (see the chart on the this page).

When you obtain your weather forecast, remember wind speed is the average speed of the wind over a 10-minute period at a height of 10 metres above the surface.

Gusts are increases in wind speed lasting for just a few seconds. The speeds are typically 30 to 40 per cent higher than the average wind speed, but stronger gusts are likely in the vicinity of showers, thunderstorms and frontal systems.

A squall is an abrupt and large increase in wind speed that usually only lasts for minutes then diminishes rather suddenly.

Wind direction is given in eight compass points for forecasts and 16 for observations, and is the direction the wind is coming from.

#### USE YOUR BAROMETER

If you don't run a decklog with barometric pressure, think about trying it on your next ocean race or cruise. Who could forget the dire forecast we received for the Audi Sydney Gold Coast race a few years ago? It was a positively scary prediction and many boats retired that night as a result of the warnings. However, the Pacific Sailing School entry did not as we were running an hourly barometric pressure record on a deck log and the air pressure did not move – not even half a millibar. Based solely on that, the students rightly concluded that the front was not approaching as forecast, and they continued. You can also use the barometer to advance your position on the weather map if you are outside internet range. Even with all this modern equipment and GRIB files, don't forget the barometer – it's arguably your best friend. ⚓

#### PRESSURE DROP

*Barometer movement down means:*

**1 mb/hr**  
10 knot increase in wind

**2 mb/hr**  
20 knot increase in wind

**3 mb/hr**  
Hold onto your hats, big trouble!

#### Wind warnings:

##### Strong

26 to 33 knots

##### Gale

34 to 47 knots

##### Storm force

48 to 63 knots

##### Hurricane force:

64 knots or more



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# NAVIGATION WITH WILL OXLEY

WILL OXLEY HAS BEEN A NAVIGATOR FOR PUMA'S VOLVO OCEAN RACE CAMPAIGN, NUMEROUS ROLEX SYDNEY HOBART RACES AND JUST ABOUT EVERYTHING IN BETWEEN. SO FIRE UP YOUR NAV COMPUTERS AND PUNCH IN THESE FIVE TIPS TO KEEP YOU ON TRACK.

## CHART BUSTER

Many a weak stomach would quake at the thought of 37,000 sea miles in the Volvo Ocean Race, let alone spending much of it below deck with a head buried in charts and nav computers in the bowels of the boat. Try telling that to Will Oxley, a top flight nav man whose ocean racing experience is hard to beat.

## 1. BE PREPARED

Preparation is what stands the great navigators out from the others. A large proportion of the navigator's job should be completed before any race starts: charts checked and the course examined for navigational hazards; waypoints entered in the primary and backup GPS and any navigation programs. Have a checklist of jobs and follow your list before every race. Typically, new programs become available just before races and the technician will want to replace an electronics part at the last minute. Institute a "no change" period before every race, of maybe two days before the start. Invariably issues arise as a result of a last minute change to a computer or instrument, so DON'T do it.

## 2. KNOW THE RULES

All boats allocate jobs to different people. Whatever this allocation, the navigator should ALWAYS read and reread the sailing instructions word by word. Courses should be entered into the computer and drawn on the charts and key points written down in a separate notebook. The starting procedure, course and specific rule changes should be noted and checked against the 'Blue Book'. These items should be discussed with all the crew in the pre-race briefing. Everyone should know, for example, that an infringement in the harbour is a 360 completed outside the heads and an infringement outside the heads results in a scoring penalty. You should not be diving below to find the SI's to see what to do.

## 3. WATCH THE WEATHER

These days a huge part of navigation involves accessing weather information. You then process this information with a navigation program (e.g. Deckman, Expedition) to make the best guess of the optimal route you should follow. You should practice this process repeatedly so that it becomes routine. Make sure you know what time the weather information you need becomes available. Write this down in a timeline. Make sure that everything works as expected.

## 4. WORK AHEAD

A key skill is to anticipate what information the watch captain or tactician will require and then to provide this information before they ask. For instance when you are approaching a layline the crew needs time to prepare. It is no good saying "layline in 30 seconds" if it takes two minutes to get ready. Likewise, if the wind is increasing and approaching a sail-cross over, you should tell the crew whether you expect this to be temporary or whether the wind strength is trending up and an early change is warranted. If there is shallow water ahead, give the crew plenty of warning. For example, "there is a reef three miles ahead and if you can steer 350 you will clear this but 340 will not clear the reef and then you will need to tack in 15 minutes". In offshore races you should be thinking many hours ahead and keeping the whole crew informed about at least the next 3 hours and the watch leaders about any changes to the overall game plan.

## 5. HELP THE CREW

There's a lot of the navigator's job that other crew members do not need to know about and there is equally a lot of information that the crew DO need to know. Make sure the whole crew is aware of the game plan for the race. Update them as the race goes along. When you have processed the latest weather information, go on deck and tell the crew what to expect. Make the time to find out where the other boats are and let the crew know this. They need to know both good news and bad news. Remember, help out around the boat. Make the crew a cup of coffee. Stop what you are doing and help drag that sail on deck. This is all part of being a good navigator. ⚓

# HULLY WOOD

WITH ITS MYRIAD OPPORTUNITIES FOR STORMS, PSYCHOS AND SINGLE-HANDED HEROICS, SAILING HAS PROVIDED FERTILE GROUND FOR FILMMAKERS OVER THE YEARS. LISA RATCLIFF DIPS INTO THE VIDEO VAULT FOR THE BEST AND WORST OF SAILING ON THE SILVER SCREEN.

## Waterworld

1995

The promise of a blockbusting post-apocalyptic epic always whets the appetite, and with a total budget of \$175 million (including \$22 million from leading man Kevin Costner's own pocket), *Waterworld* was expected to deliver. At first glance the plot seemed promising: melting polar ice transforms the world into one huge ocean, turning the entire human race into a band of filthy, scavenging yachties floating around looking for the mythical 'Dryland' (a bit like the end of Hamilton Island Race week). The bad guys are straight out of a purist sailor's worst nightmare – not only do they ride evil jetskis, they're armed with machine guns too. Somehow our hero manages stay ahead of them in his homemade trimaran, which is fancifully quick despite apparently being constructed from old laundry sacks, and equipped with the sort of onboard gear that would keep an America's Cup lawyer busy for several months. (If you ever see James Spithill crossing the line on a kite-sail launched from BMW Oracle's bow, you'll know where he got the idea.) The mid-90s being the cultural wasteland that they were, *Waterworld* managed to defy critics who panned it for the bloated, badly acted train wreck that it was, and grossed \$264 million worldwide. The studio even built a live entertainment version at the Universal Studios theme park, which had the undeniable advantage of being many hours shorter than the

film (the director's cut is just shy of 180 minutes). *Waterworld* barely got a look-in at the Oscars, receiving only a token nomination for Best Sound. And that sound was 'glug, glug, glug'.

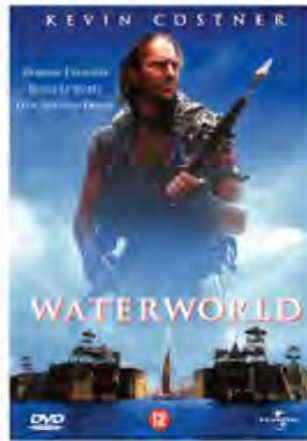
**Sink or swim?** Sink. Like a stone.

**Favourite quote:** "This is my boat. I got it the way I like it. You take up space and slow me down." – Mariner (Kevin Costner) doing a pretty good impression of a surly skipper.

## Master and Commander

The Far Side of the World  
2003

This period naval drama directed by Aussie Peter Weir was another blockbuster with a supertanker-sized budget (\$150 million dollars). This time, though, it was money well spent. Not only did *Master & Commander* rake in \$212 million at the box office, it won critical acclaim, not least for the winning partnership of Russell Crowe (Jack Aubrey) and Paul Bettany (Dr. Stephen Maturin). While his King's English was patchy in places, Crowe's sailing vernacular hit the mark, and the high-seas game of cat and mouse between *H.M.S Surprise* and the French frigate *Acheron* is up there with the all time great cinematic naval scenes. Crowe's preparations for the role included a crew spot on Ludde Ingvall's *Nicorette* for the 2003 Pittwater to Coffs Race, although Ingvall might not be so quick to invite the star again after seeing how his character handles a 'man overboard' situation in the film's Cape Horn scene (tip:



don't fall off a boat skippered by Russell Crowe). The film's exploration of men at war and the claustrophobic conditions below decks are thoughtful and well crafted, ensuring the 138 minute runtime passes easily. Your timbers are guaranteed to be well and truly shivered.

**Sink or swim?** Definite swim.

**Favourite quote:** "Damn he was good. Came out of nowhere, hit us with the full broadside, cut across our tail and took out our rudder. Damn fine piece of gunnery." – Capt Jack Aubrey, paying credit to French seamanship after *Surprise* was surprised.

## White Squall

1996

This film is based on the true story of the brigantine ship *Albatross*, a floating prep-school which set sail for South America in 1960 with 13 moneyed American schoolboys onboard. Director Ridley Scott is better known for action epics like *Alien*, *Blade Runner* and *Gladiator*, so the fact the film was originally pitched as "*Dead Poets Society* on a boat" should have rung some alarm bells. The film is basically a mass coming-of-age drama, as the boys' pampered egos are stripped away like a cheap coat of deck paint by Jeff Bridges' hard-nosed captain. The frenzied climax, which sees the *Albatross* tossed around like a fag butt in a flushed dunny, goes some way towards redeeming the film's tired clichés and school-play acting. It's prettily photographed and comes with a terrific 1960s soundtrack, but these slim virtues weren't enough to keep it afloat at the box office – the \$38 million project recouped a measly \$10 million in the US. Stick to the spaceships in future please, Ridley. **Sink or swim?** A half-hearted doggy paddle.

**Favourite quote:** "You can't run from the wind son. You trim the sails, face the music and keep going." – Wise words from the ship's Captain, Christopher Sheldon (Bridges)

## Visitors

2003

With teenage sailing sensation Jessica Watson dominating

headlines lately, this disturbing Australian film about a young Melbourne woman who sails solo (except for her talking tabby) around the world on her 38-foot Beneteau is certainly timely, but little else. Directed by the late Richard Franklin (*Hotel Sorrento*, *Psycho II*), *Visitors* was hyped as a "seafaring nail biter" upon its launch in 2003. The only nail biting was done by the promoters, as they watched the film sink without trace. The threadbare plot sees solo sailor Georgia Perry (Rhada Mitchell) plagued by memories of a childhood slipway accident as she attempts to circumnavigate the globe. Unfortunately all the subsequent becalmings and bumps in the night border on tedious over 90 minutes. However, unlike our Jess at least Perry is of legal drinking age, and deals with the doldrums by drinking herself into a vodka-induced stupor – which is not a bad strategy for anyone considering hiring this movie. With not so much as a 'port' or 'starboard' in the script by way of sailing cred, at least there's no chance of your viewing companions getting lost in a wash of nautical gibberish. In fact, apart from the opening and closing shots and a couple of pretty sunsets, there isn't much sailing in this movie at all. Which is quite an achievement, if you think about it. At the very least, *Visitors* serves as a warning for those considering a solo voyage around the world – don't leave your good looking project manager/boyfriend ashore with the glamorous sponsor. And don't listen to the cat.

**Sink or swim?** Sink. Now. Please.

**Favourite quote:** "I am not cracking up and I am not, I repeat not, going to turn tail and run home now." – Georgia Perry (Rhada Mitchell), just before she cracks up.

#### **Dead Calm** 1989

Phillip Noyce's chilling, 90-minute nautical nightmare is enough put anyone off yachting for life. Filmed near Hamilton Island (anyone who tried sailing at Hamo in 2009 will relate all too well to the title) it stars a

young Nicole Kidman and Sam Neil as John and Rae Ingram, whose restorative cruise aboard ketch *Saracen* (the beautiful 80-foot *Storm Vogel*) is spoiled when they're boarded by an agitated Hughie Warriner (Billy Zane), who has left his sinking schooner *Orpheus* with a few nasty surprises floating around inside. Things go downhill fast from there, and Ingram ends up watching helplessly as Warriner sails away with his boat and his missus – not a happy scenario for any yachtie. Eventually he employs his navy training to restart *Orpheus'* motor and give chase, while on board *Saracen* Zane's grinning psychopath is doing his best to seduce his red-headed hostage before chopping her into tiny, freckled pieces. The weather conditions specified in the film's title rather limit the opportunity for dramatic sailing scenes, but there's plenty of tension and some great on-deck scraps to keep audiences amused. Kidman was given a crash course in nautical know-how by the yacht's owner prior to filming, and demonstrates some tidy rope work in hog-tying her captor to retake command of *Saracen* at the end. Brilliant acting, edgy camerawork and sustained Hitchcockian suspense have ensured *Dead Calm* enduring status as a stone-cold Aussie classic.

**Sink or swim?** Definite swim.

**Favourite quote:** "You are being very aggressive Rae. That could be a real problem on a small boat. I've seen it before and it doesn't work." – Hughie Warriner (Zane) tries to pacify Rae after she suggests turning *Saracen* around to save her husband.



*Part cruising diary, part cook book and part sailing manual, LETTERS FROM THE CARIBBEAN has all the ingredients for a great travel book, writes SAM TINSON.*



#### **Letters from the Caribbean**

Sailing in the West Indies

Andrea & Ian Treleaven

RRP \$29.95

Is it just me, or is everybody a travel writer these days? In this era of mass mobility, when global travel is a mouse-click away and everyone has a 20-megapixel camera up their sleeve, a new media army of bloggers, tweeters, Facebookers and photographers has generated a tsunami of travelogues that threatens to engulf us all.

Which is why I was a little bit wary when I picked up *Letters from the Caribbean*, the second installment of sun-kissed, salt-encrusted adventures from kiwi yachties Andrea and Ian Treleaven. Had I read 2006's *Letters from the Med* I would have known better, but being new to the Treleaven's work I expected the usual watery broth of family holiday snaps and 'amusing' dinner table anecdotes masquerading as a travel book.

How wrong I was. *Letters* is actually several books in one. Essentially it's a travel journal; a warm and detailed account of the Treleaven's voyage from France (where they collected their new Beneteau Oceanis 50, Cape Finisterre) to the islands of the West Indies and their two years spent sailing from "one aquatic paradise to another". Andrea's easy, conversational tone encompasses the geography, history and inhabitants of the places they visit, as well as the local cuisine, the bureaucracy of foreign ports, the sailing conditions and the best bars, beaches and festivals to visit. Every page is illuminated by her colourful, unfussy photography.

On top of that *Letters* is also a sailing manual. Andrea's notes on tides, trade winds and cabin life ("three stubbed toes, a bruised head and the loss of an expensive pair of reading glasses over the side later we are slowly getting used to life on board once again") are punctuated by "Ian's Cruising Notes", which cover everything from onboard internet access to security at anchor and tender storage. The couple's day-by-day account of Cape Finisterre's participation in the Atlantic Rally for Cruisers (ARC) race from the Canary Island to the Caribbean is a revealing insight into the highs and lows of live-aboard ocean racing, with serious advice (such as why one shouldn't sail too close to a refugee boat) going head to head with domestic comedy gems ("Day 7: Michelle has adapted her yoga positions to suit the cabin").

It's plain that the Treleaven's enjoy the good things in life, and that includes food. Towards the back of the book Andrea has thoughtfully shared some of her favourite Caribbean-influenced recipes, from basics such as jerk chicken to mouth watering creations like banana leaf-wrapped fish with coconut and coriander sauce. Cookery and cruising have never made such good bedfellows.

Whether consumed in small bites or devoured in one go, *Letters from the Caribbean* is a rare treat for anyone who loves travel, boats, food, photography and the occasional good giggle. Anyone planning to take a boat to the West Indies will find this book invaluable. The rest of us can just look at the pictures, eat the food and dream.

**A**s a member of Emirates Team New Zealand (ETNZ) I was in La Maddalena, northern Sardinia for the Louis Vuitton Trophy Series at the beginning of June. All eyes were on us and expectations were high after our success at home in the Auckland leg of the series. It was a tough event with ten teams racing, and as two of the boats got taken out in an early collision we ended up with just two boats racing, which meant a lot of waiting around between opportunities to race.

But that didn't matter so much. La Maddalena is a wonderful place to hang out (as you would expect of an island in northern Sardinia) however it's pretty remote and after three weeks we were all happy to be leaving with a very good result.

The sailing was brilliant and many days we were racing in 15 or 20-knot winds. Several times we had to call the racing off as it was getting up into the mid twenties. We ended up in the final against Synergy, the Russian team, and we came from being 2-0 down to beating them 3-2, claiming victory in the event.

The LVT is a great event and I'm sure that it will become part of the America's Cup roadshow when the Cup gets back online. Currently, the downside to the event is the amount of time teams must wait between races, but I am sure the format will change eventually, or they'll have more boats available. The shore-based guys certainly have a lot to do keeping the boats running through the whole event, and the sailmakers keeping the sails in racing condition, but they do a good job.

After La Maddalena I flew up to the UK to sail Alex Thomson's new IMOCA 60, *Hugo Boss*. I had a few days with them before they headed off across the Atlantic, and I'll be joining them again in mid July for the passage back from New York to UK, to do some sail testing and evaluation. During my two days with them in the English Channel everything seemed to be performing very well. Alex and his team certainly run a good campaign. It was a great project for me designing and building the sails for the boat, because it is so different from the other IMOCA boats. *Hugo Boss* is an extremely powerful open 60 compared to a lot of the others. It has

## KIWI CONNECTION

OUR NEW COLUMNIST RICHARD BOUZAID TAKES US INSIDE EMIRATES TEAM NEW ZEALAND'S MED CAMPAIGN AND LIFE ON THE ROAD AS A PROFESSIONAL SAILOR.



ALEX THOMPSON RACING

a high righting moment and the rig is the size of a Volvo 70 rig, so it's a big, powerful boat with masses of sail area. It's hard work to sail short handed, but very fast in the right conditions.

ETNZ made the trip down to Marseille, France for the TP52 MedCup.

The MedCup attracts an incredibly high standard of racing. There are 10 teams, including a couple of America's Cup teams, so very solid crews and a very high level of competition. It'd one of the biggest professional events in Europe at the moment. The America's Cup teams use the class as a means of keeping the crews racing at a high level and racing together as a unit while we wait for the next cup to roll about. The racing is incredibly close most of the time – it's not unusual to have a boat come last in one race then win the next race, such is the level of competition. The light conditions gradually built with 25 knots on the third day's coastal race. The last two days were blown out by a mistral.

Once again there were high expectations after winning the first event of the series in Cascais, Portugal. I was down wind trimmer on the boat. The first day saw very light airs and we didn't have a very good day at all, but we improved from there. At the end of the event we finished fourth and we did enough to maintain a reasonably comfortable margin over the fleet, keeping first position overall in the series.

Now I'm back at my design desk again, and looking forward to heading to the States for a trip across the Atlantic on *Hugo Boss*, and then onto the Copa del Rey regatta in Palma, Spain with the English 72 footer *Ran*.

*Richard Bouzaid is head of design at Doyle Sails New Zealand.*

# RACE AND REGATTA

## INTERNATIONAL DATE COUNTRY

### AUGUST

Cowes Week	31 Jul to 10 Aug	Cowes, GBR
Topper National Championship	1-6 Aug	Gwynedd, UK
J/80 BMW Sailing Cup Magdeburg	7-8 Aug	Magdeburg, GER
Fowey Regatta	15-21 Aug	Cornwall, UK
Rolex Commodores' Cup	15-21 Aug	Cowes, UK
Palermo – Montecarlo	18-23 Aug	Sicily, Italy
Etchells World Championships	19-28 Aug	Dublin, IRL

### SEPTEMBER

Maxi Yacht Rolex Cup	5-11 Sep	Porto Cervo, ITA
Rolex Swan Cup	13-19 Sep	Porto Cervo, ITA
Rolex Big Boat Series	16-19 Sep	San Francisco, USA
UK National and British Open Championship	18-19 Sep	Cowes, UK
Oyster Regatta	21-25 Sep	Porto Cervo, Italy
Les Voiles de Saint-Tropez	26 Sep to 3 Oct	Saint-Tropez, FRA

### OCTOBER

Audi Melges 20 USA Sailing Series		
Event Fall Championship	2-3 Oct	Wisconsin, USA
Rolex Middle Sea Race	23-30 Oct	Valletta, MLT
RC44 World Championship	11-16 Oct	Puerto Calero, SPA
Velux 5 Oceans Race	17 Oct	La Rochelle, FRA

### NOVEMBER

ISAF Rolex World Sailor of the Year Awards	9 Nov	Athens, GRE
Melges 24 Atlantic Coast Championship	19-21 Nov	Florida, USA
Transatlantic Maxi Yacht Cup	23 Nov to 12 Dec	Porto Cervo, ITA
Loro Piana Round the Island Race	Nov	Hong Kong, CHI

### DECEMBER

60 Trofeo Ciutat de Palma	5-8 Dec	Mallorca, SPA
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### JANUARY 2011

2011 Key West Race Week	17-21 Jan	Florida, USA
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### FEBRUARY 2011

Montego Bay Race – Pineapple Cup	5 Feb	Florida, USA
St. Croix yacht Club – Hospice Regatta	11-13 Feb	St Croix, USVI

### MARCH 2011

Budget Marine Match Racing Cup	1 Mar	St. Maarten, Netherland
Flying Tiger FT10 North American's	3-6 Mar	Florida, USA
St. Maarten Heineken Regatta	3-6 Mar	St. Maarten, Netherland
2011 Miami Grand Prix	3 Mar	Florida, USA
2011 Flying Scot Midwinters	7 Mar	Florida, USA

## AUSTRALIA DATE CLUB

### AUGUST

Meridien Marinas Airlie Beach Race Week	12-19 Aug	WSC
Audi Hamilton Island Race Week	20-28 Aug	HIYC

### SEPTEMBER

Magnetic Island Race Week	2-7 Sep	TCYC
Australian Women's Match Racing Championships	10-11 Sep	RYCT
Lion Island Race	11 Sep	SASC
Sydney Harbour Islands Race	19 Sep	CYCA
Bird Island Race	24 Sep	CYCA

### OCTOBER

Flinders Islet Race	8 Oct	CYCA
Peppers Anchorage F40 Port Stephens Regatta	6-18 Oct	
Port Hacking Race	9 Oct	CYCA
ASX-Reuters Regatta	22 Oct	MHYC
Two Islands Race	Oct	SSAA
X Yachts & Bavaria Sydney Harbour Regatta	Oct	CYCA
Gascoigne Cup	Oct	RSYS
Gosford Lord Howe Island Race	30 Oct	GSC

### NOVEMBER

Beneteau Cup – Peugeot Regatta	19 Nov	CYCA
Cabbage Tree Island Race	20 Nov	CYCA
Botany Bay Race	20 Nov	CYCA
Rotary Charity Regatta	12 Nov	CYCA
Morna Cup	Nov	RSYS
Pittwater to Sydney	14 Nov	CYCA
Musto – Int. Youth Match Racing Championships	22-26 Nov	
Sail Brisbane	29 Nov to 2 Dec	
Australia Cup	25-28 Nov	
SSORC (Sydney Short Ocean Racing Championship)	27-28 Nov	MHYC

### DECEMBER

David Burke Memorial	4 Dec	CYCA
Rolex Trophy One Design	10-12 Dec	CYCA
Sail Melbourne International Regatta		
Olympic & Invited Classes	14-19 Dec	
SOLAS Big Boat Challenge	14 Dec	CYCA
Rolex Skippers party/Ocean Racer of the Year Awards	15 Dec	CYCA
Rolex Trophy Rating Series	16-19 Dec	CYCA
Rolex Sydney Hobart Yacht Race	26-31 Dec	CYCA

### JANUARY 2011

Pittwater Coffs Harbour Race	2 Jan	RPAYC
CYCA Cruise to Hobart	Jan to Feb	CYCA
Audi Victoria Week	20-26 Jan	RGYC
176th Australia Day Regatta	26 Jan	SSI
City of Sydney Cup	26 Jan	CYCA

### FEBRUARY 2011

Flinders Island Race	4 Feb	CYCA
Farr 40 Australian Championship	18-20 Feb	CYCA
RANSA Regatta	20 Feb	RANSA
Rolex Farr 40 World Champ Invitation Race	22 Feb	CYCA
Rolex Farr 40 Australian Championship	23-26 Feb	CYCA

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

I'm pleased to say that I have never – in 40 years on the water – owned an ugly boat. Aside from throwing both my honesty and memory into question, this opens up an immediate Pandora's box: What is an ugly boat? Or perhaps more importantly, what is a pretty boat? And who gets to decide these things anyway?

I'd never really thought about boat ownership in terms of pretty vs. ugly until two events coincided recently to make me ponder the beauty factor of our favorite toys.

The first thing that happened was that a friend purchased a used boat from one of the Caribbean charter fleets and, having shipped the boat home, was proudly showing it off at the yacht club. It was utterly and superbly ugly. It had an absolutely flat sheer line that drizzled into a flat transom marred by a staircase befitting a mansion, a low coachroof with all the grace of a speed hump, and a masthead rig that could only be described as 'dumpy'. How the French could have created something so graceless was beyond me.

On the other hand, I have to admit that the cockpit was damn comfortable, particularly if your pleasures involve snacking and boozing continuously at sea, because it had an immense table capable of holding drinks securely while heeled. Below, it was laid out pleasantly enough, with four equally sized cabins with heads. It was also seemingly close to bulletproof, since it had survived several years in charter abuse and remained in fine condition. Best of all, he'd bought it at a most reasonable price.

But it was ugly. No matter how comfy the cockpit or how great the deal was, I could never have signed that cheque.

The second thing that happened was when I was assigned by a magazine devoted to powerboats to write a review of a newly launched 40-something motoryacht. Although I'm known to like classic and traditional yachts, I heard not a giggle as the editor handed me this particular project.

It was appalling. Calling it a floating condo simply doesn't do justice to its supreme ugliness (I can't bring myself

## BEAUTY OR BEAST?

BLISTERING SPEED OR STATELY COMFORT  
COUNT FOR NOTHING WHEN YOUR BOAT IS UGLY,  
WRITES CHRIS CASWELL.



With more than 40 years as an award-winning boating journalist and as a former editor of both *Yachting* magazine and *Sea*, 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, Caswell is a dedicated sailor who says he's owned more boats than he wants either his banker or his wife to know about.

to call it "her"). It reminded me of the cake for my seventh birthday which, somewhere between kitchen and table, met with an accident that caused the layers, greased by frosting, to slide off each other.

Most yachts are designed from the outside in, with the accommodations created to fit whatever hull lines have been supplied by the naval architect. For this powerboat, it was clear that they'd started by stacking all the features they wanted: two bedrooms, a kitchen, two bathrooms, and a back porch. Then they'd shrink-wrapped a boat around the whole pile.

As with my friend's boat, however, it was exceedingly comfortable once you were on board. There was space galore and all the comforts of home.

So I wondered about beauty afloat. Is it really so important to have a great looking boat, or is it better to have one that puts comfort above all else? I thought back over some of the boats that I've owned, and the many that I've almost bought.

The closest I ever came to buying an ugly boat was when my father and I seriously considered a Lapworth-designed 46-foot ocean racer. She might have been named *Shamu*, because she was a hunchbacked, reverse-sheered whale whose only saving grace was an amazing turn of

speed that had pushed her to several TransPac victories. Inside she had the space of the *Hindenburg*, but I wasn't sure I could ever own a yacht where water on the deck would run forward off the bow.

So I have drawn the line in the sand: I won't own a fast but ugly boat. But where exactly is that line?

It occurs to me that I use what we might label the "Row Away Factor" to help decide which boats I buy and which I don't. It's a simple procedure, and we probably all do it without thinking. As you row away from your boat in a harbor, do you stop for a moment, lean on the oars, and think to yourself, "Damn, she's sure pretty"?

Yeah, yeah, I know. No one rows away from a boat anymore. The era of the cute little dink with oars has morphed into a world filled with baggy gray inflatables with outboards.

But do you turn back to look at your boat with pleasure for a moment or two as you motor away? If so, that counts toward the Row Away Factor. Glance back once as you head for the pier and you have a RAF of one. Stop and lean on the oars for a while, and you add points. Better yet, stand on the pier and say to yourself, "Best looking boat out there", and your RAF score will soar.

On the other hand, could I ever own an uncomfortable boat with a high RAF? You betcha. A *Concordia* yawl is as sweet a yacht as you'll find, with an RAF so high that I'm surprised that *Concordia* owners ever get to shore as they row away. But that little cockpit is a kneebanger, the seats are uncomfortable, the backrests are low and, down below, my friend's ex-charter boat has twice the room in the same length.

Would I like a *Concordia*? In a hot second. It would be like owning a classic Rolls Royce, which has no creature comforts like air conditioning, decent electrical system, or a CD player. But the sheer joy of owning such a beautiful machine more than makes up for any shortcomings.

Will my friend ever look back as he motors his wrinkly airbag/dinghy to shore? Probably not, but that's not important to him, either. He'd rather have that big cockpit and a good deal. Will the buyers of that motoryacht ever look back? Heck, they may never leave because they have all the comforts of home on board.

Could I ever own a boat with an RAF of less than five?

Never. ⚓



1.



2.



3.



4.



5.



6.

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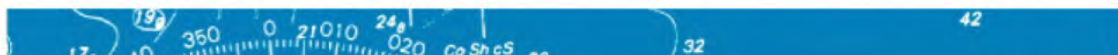


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