

offshore

YACHTING

THE BIG CHILL

FINAL ROUND OF THE AUDI WINTER SERIES PUT ON-ICE AFTER GALE SWEEPS THE HARBOUR

JESSICA WATSON

SOLO SAILOR SPEAKS OF HER ROLEX SYDNEY HOBART PLANS

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SHADOW PLAY
Some of the handy lens work done by Andrea Francolini in the Audi Winter Series. Check out our full review page 22.

As I write, I am amazed to realise that my first anniversary as Commodore has nearly come to pass. How quickly the time seems to have gone by. I can report that the club is trading well and in a fine fiscal state of health. You will find full details in the Annual Report. On the development front, we have moved a step closer in realising the first stage of the project, being the extension of D arm of the marina, after meeting the final hurdles set out in our development consent.

We have recently finalised the commercial terms of a new lease with NSW Maritime which has resulted in a 40-year term being offered to the club as well as a more favourable methodology on how our rent is determined. In addition, a Section 96 application we lodged with Woollahra Municipal Council to make minor modifications to the development consent was recently approved.

I intend to use the club's email newsletter and website as a method of keeping all members up to date with the schedule and progress of stage 1 of the development once details have been finalised.

On the sailing front, this season there will be a significant change to the Blue Water Point Score (BWPS). This is in response to clear messages from competitors received via the Sailing Committee and Sailing office. The following plan is proposed: An extra Cat 2 race is planned prior to the Rolex Sydney Hobart Yacht Race, and the Rolex Sydney Hobart will become the final event of the BWPS. This allows yacht owners to plan their after-Christmas racing and not be required to race in what became a Cat 2 race finishing in Newcastle that lacked adequate popularity. This will also allow us to conduct an Autumn Ocean Pointscore series that will hopefully attract a healthy level of participants.

The regular CYCA summer sailing program has been well planned and the "White Book" is available online and in print from the Sailing Office.

I wish very good sailing and good luck to all members participating in the various regattas in northern Queensland. I look forward to reporting on the successes in the next edition. Also in September we have the CYCA team travelling to Newport Rhode Island to compete in



the New York Yacht Club Invitational Cup. The event is sailed in NYYC Swan 42s. This team will be lead by Past Commodores David Fuller and Hugo Van Kretschmar, and I will be in attendance. The competition looks strong, but so does our team.

Our Youth Sailing Academy continues to thrive and along with that members and graduates continue to have remarkable success. Olivia Price with her crew Lucinda Whitty and Nina Curtis are achieving great results reaching finals in the last two ISAF world cup regattas in Europe. This crew has been selected to represent Australia in the imminent Weymouth Pre-Olympic regatta. We have a lot to be proud of here

and hopefully our first home grown female Olympians. Irrespective, it is wonderful that we are producing world class sailors.

On Sunday 3rd July in sad and tragic circumstances the untimely death of Double Bay Sailing Club Past Commodore Don Roach occurred near Clark Island. Don was sailing his much loved Halverson built 22-square metre *Lady Luck*. The boat sailed close to the start line of an organised regatta being conducted by the YSA and Race Officer Pam Scrivenor noticed that there may be something amiss. In the coming minutes an operation commenced. CPR was applied to Don who had apparently suffered a heart attack. *Lady Luck* was sailed into our CYCA pond and the ambulance was called. Unfortunately the efforts of our team were unable to save Don, but the reaction and knowledge displayed by our staff, members and volunteers under immense pressure was quite magnificent. Our thanks go to CYCA staff Pam Scrivenor, Debbie Wilson and Brian McMahon, YSA members Ted Hackney, Sean O'Rourke and Ashlen Rooklyn as well as YSA parent volunteers Tom Biskupic and Melissa Walker. Don's family has passed on their gratitude for the way that these people conducted themselves in these unfortunate circumstances. Don Roach will be sadly missed by the sailing scene generally around the south of Sydney Harbour.

The Audi Winter Series was again a great success, and our administrators, volunteer and professionals have triumphed in the subtle changes that made the regatta remarkably fair in often difficult light conditions. To all concerned, well done. Most of the divisions culminated in very close fought point scores resulting in deserving winners and placegetters. Thanks also to Audi who have agreed to sponsor the Winter Series again in 2012.

Now as we prepare for Spring I can recommend you attend the deck every second "Barra-Monday" night, a new culinary initiative from our caterers L Eat to add to the very popular Thursday night Steak night. For only \$15 you'll be served Northern Territory Burrumundi with salad and fries, or for \$20, all you can eat Australian Mussels served with crusty bread and dip – bib provided! Keep an eye on the weekly email newsletter for more details. See you on the deck and on the water,

GARRY LINACRE
Commodore CYCA



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Among the many inspiring people I had the chance to speak with while making this issue – champion athletes, yacht designers and sailing philanthropists – none left such an impression on me as did Lesley Brydon.

Lesley sailed in the Sydney Hobart on *Barbarian* in 1975 as part of the first all-women crew to take on the bluewater classic. At a time when ocean racing was still dominated by men, it was a huge achievement to field a crew for the race, let alone finish. But finish they did, sailing up the Derwent to the finish line on New Year's Eve and shutting plenty of mouths in the process.

And yet the whole effort nearly came unstuck before they had reached Sydney Heads. In a recent interview Lesley recalled what, in hindsight, was a rather comical incident on the Harbour when they collided with a small spectator boat:

"We just sailed straight through this 18-foot boat and chopped it in half," she said. "And I can remember there was this god-awful shudder and the girl who was on watch had actually gone into shock from the experience, so we didn't hear her. When we rushed up onto deck to see what had happened, there were two halves of the sailing boat disappearing into the Harbour, and on one side there was a woman standing up holding a camera, and on the other side there were two blokes holding up an esky as they sank into the barbour. So the next thing we had them scrambling onboard, and we dragged them on."

It was a brush with calamity, and who knows what sort of setback it could have been for the cause of women in yachting if the crew had failed to leave the Harbour. No doubt some would have seen it as a vindication of their chauvinist convictions. But *Barbarian* continued on, sailing out of the Harbour with a buckled pulpit and broken lifelines – something which certainly wouldn't happen today.

Many women sailing at the time secured their spot in a crew via the galley, if at all. But thanks to the courage and tenacity of women



like Lesley Brydon, today men and women sail together as equals at all levels of the sport.

This issue we have the story of the latest All Girl Crew to take on the Rolex Sydney Hobart 2012 (page 12). It's incredible to see how far things have come for women in the sport, not only in terms of the level of professionalism in this campaign, but the overwhelmingly positive response the crew has received from all quarters of the yachting industry.

While the girls won't be on the start line for another 17 months, we'll be keen to follow the All Girl Crew's progress next year as they get ready to take on some of the major ocean races ahead of their Rolex Sydney Hobart race.

Like the *Barbarian* crew did in the 1970's – and many other crews have done since – we hope they inspire more women to get out on the water and enjoy our great sport.

Enjoy the read.

MATTHEW HENRY
Editor

offshore YACHTING

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CLUB NEWS

Charity starts at home

CYCA sailors raised \$11,300 for Bear Cottage at the final round of the Audi Winter Series.

Sailors at the CYCA have reached into their wallets to raise \$11,300 for the Bear Cottage children's hospice in Manly, New South Wales.

Although wild winds lashed Sydney Harbour and forced the final race in the Audi Winter Series to be abandoned, it proved a blessing in disguise for the Bear Cottage charity raffle.

Setting up at the club for the day, raffle organisers Windcraft sold 113 tickets worth \$100 each, bringing the total amount raised for Bear Cottage to over \$300,000.

"It was a fantastic day, and the

cancellation may actually have helped," said Hanse brand manager and raffle organiser, Mary Bickley.

The grand prize in the \$100 raffle, a brand new Hanse 355 called *Harry's Story*, which was in the Pond, was seemingly too good for sailors and visitors at the club to pass up.

"People thought the odds were really good and just liked the whole concept," said Bickley. "They were actually very surprised that an entire yacht was the prize."

The raffle winner will be drawn at the Sydney International Boat Show.

The Fabulous 40s

A new book celebrates the stunning success of the Farr 40, one of the world's most popular one design classes. Called *The Fabulous 40s*, the 240-page hardcover looks at 15 years of the Farr 40 with a focus on the annual Worlds, held all over the globe, including in Sydney in 2011.



SUPPORTING A GOOD CAUSE

The Hanse 355 *Harry's Story* was at the CYCA for the final round of the Audi Winter Series. Local Hanse dealer Windcraft sold 113 of the \$100 tickets, adding to \$300,000 already raised for Bear Cottage, Manly.

Revolutionise your thinking

Join Nancy Knudsen and Ted Nobbs at the CYCA on Tuesday 16 August, 6.30pm as they discuss what you need to do to prepare yourself and your boat for a circumnavigation. This follows on from the previous CYCA information evening where Nancy and Ted detailed their circumnavigation on board their yacht *Blackwattle*. These information evenings are provided free for CYCA members and their guests. Please register with CYCA Reception on 02 82927800 or reception@cyca.com.au

Save the date

Book your table now for the CYCA SOLAS Trust's Fundraising Dinner to be held on Thursday 13 October, 2011 at the CYCA. Guest speaker for the evening will be John Coates AC, president of the Australian Olympic Committee. There will also be a silent auction to raise additional funds for the CYCA SOLAS Trusts. Contact CYCA Reception to book and for further information ph: 02 8292 7800 or reception@cyca.com.au

Calling all YSA Alumni

As the YSA approaches its 20-year anniversary, the CYCA would like to hear from its YSA graduates and alumni with a vision to holding an event for the Alumni. Please contact Pam Scrivenor at the YSA on 02 8292 7800 or ysa.admin@cyca.com.au to tell us about your achievements since graduating from the YSA, or even just drop us a line to tell us where you are now. In other YSA news, the Annual Presentation Evening will be held at the CYCA on 1 September.

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ROLEX SYDNEY HOBART YACHT RACE

It's a girl thing

The first all-girl challenge in over a decade will contest the Rolex Sydney Hobart Yacht Race 2012.

A group of 16 women from New South Wales and Victoria plan to enter an all-girl crew in the Rolex Sydney Hobart 2012 in 17 months time.

Calling themselves simply 'All Girl Crew', they are currently finalising the sailing team and getting ready for a year-long training program.

All Girl Crew team coach Matt Pearce will lead the team in a series of training races next year, including the Audi Sydney Gold Coast Yacht Race and Audi Hamilton Island Race Week.

"Time's on our side, but with all the things to do, one year's not a lot of time so we're full steam ahead on all the planning," said Pearce.

Pearce is currently working to enlist the support of Grant Wharington, who is in discussions with the team about using his 98-footer *Wild Thing*.

"We're fully supportive of their plans and I'm open to all opportunities to get the highest profile for their campaign," said Wharington.

With over a year to go before the big race, the All Girl Crew is currently seeking sponsors.

Many crewmembers are already confirmed in the team, including Sydney sailor and sailing photographer Nicole Scott and kiwi sailor and team manager Michelle Gilfoyle.

While the team will primarily sail for the experience of completing the bluewater classic, they hope to promote the cause of women's sailing along the way.

"We want to raise awareness of women in the sport, it's not just a sport for men," said Nicole Scott.

"But it's also about friendships, bonding and having fun."

As well as raising awareness for women in sailing, the All Girl Crew will also seek to raise \$250,000 for ovarian cancer research.

The first all-girl crew to sail in the Sydney Hobart race was the *Barbarian* crew in 1975, skippered by Vicky Wilman. Other all-girl efforts sailed in the '80s and '90s, including the *Elle Racing* team under Adrienne Cahalan in the 1996 Sydney Hobart.



WIN A SAILING HOLIDAY

The CYCA's 'member get member' promotion is offering a \$15,000 sailing holiday to the French Riviera. Don't miss your chance to win a trip for two on the inaugural Mariner Boating Holidays French Riviera Yacht Rally, to be conducted in July 2012.

Any current CYCA member who proposes a new member between 1 May and 1 November 2011 will go into the draw to win this amazing prize, valued at \$15,000.

The prize will be drawn at 7pm at the New Members Cocktail party on 8 November 2011. Go to www.cyca.com.au for further details, and visit www.marinerboating.com to look through Trevor and Maggie Joyce's other excellent sailing holiday packages, including charters and rallies.

FLINDERS ISLET

Coroner rules on Flinders

Coronial inquest into Flinders Islet accident makes no further recommendations.

The Coronial inquest into the fatal Flinders Islet yacht race accident has found that the deaths of Andrew Short and Sally Gordon were the result of drowning caused by a boating accident.

NSW Deputy State Coroner Carmel Forbes presided over the investigation into the tragic accident off the coast of Wollongong in the early hours of 10 October 2009.

In handing down her verdict, Forbes said the official cause of death was drowning and made no further recommendations.

A report prepared by the NSW Police tendered to the Coroner's Court included the Flinders Islet Yacht Race Internal Inquiry report prepared by the CYCA. The Coroner was made aware by counsel assisting her with the inquiry that the recommendations had already been adopted by the CYCA.

CYCA Commodore Garry Linacre expressed the Club's ongoing sympathies for the families and friends of Andrew and Sally.

"Although this concludes the formal investigation into the incident... our memories of them both will last forever," said Linacre.

Sailing Samaritan

Sailing photographer Andrea Francolini has delivered \$6,000 of assistance to schools in northern Pakistan.

Andrea Francolini had the idea to fund schools in Pakistan's Naga Valley region after a photographic trip in 2009. After returning to Sydney, the lensman asked close friends in the sailing community to donate some funds. Kids in the area "just want to have an education because they want a job," says Andrea, but funding is in short supply. After returning earlier this year with the money he had raised, Andrea funded 80 desks and chairs for the local schools. To support Andrea's ongoing work with the My First School project, visit the website www.my-first-school.org.

NEWS IN BRIEF

Ramble on

The maxi yacht *Rambler 100* has won the Transatlantic Race, ahead of its planned appearance in the Rolex Sydney Hobart Yacht Race 2011. The boat completed the 2,975 nautical mile crossing from Newport USA to South Cornwall, UK, in 6 days 22 hours 8 minutes and 2 seconds.

Maxi refits

Wild Oats XI has had a significant refit for its Rolex Sydney Hobart line honours title defense. The forward rudder has been removed and replaced with twin retractable centreboards, which will give the 100-footer faster upwind and downwind speed. Meanwhile, Anthony Bell's 100-foot maxi *Investec Loyal* has also gone under the knife with modifications to the hull and rig, as well as a new set of sails.

Coutts vs Spithill

The USA's Oracle Racing team will field two crews in the upcoming America's Cup World Series in August, one skippered by team CEO Russell Coutts and the other by James Spithill. The team has two AC45 catamarans which it will use in the event. Spithill was the youngest skipper in the America's Cup, while Coutts is one of the most successful. The two team members recently made headlines when Coutts flipped the AC45 on San Francisco Bay.

Farr 400 launched

Farr Yacht Design has launched the Farr 400, a one design, all-carbon grand prix racer in the lineage of the hugely successful Farr 40. The design firm has already sold 10 boats and is currently organising the first round of regattas. Farr Yacht Design says many design elements developed for the TP52 class have been incorporated into the new design.

China Volvo team

A Chinese team headed by veteran skipper Mike Sanderson will contest the Volvo Ocean Race 2011/12. Called Team Sanya, the campaign will use the former Telefonica Blue boat from the Volvo Ocean Race 2008/9. Extensive modifications are planned for the boat. Sanderson, a two-time winner of the race, says the campaign is unlikely to win but the team will seek to build support for yachting in China. The Volvo gets under way on 29 October.

**PARADE OF SAIL**

ABOVE: The CYCA's 18th annual Parade of Sail and Blessing of the Fleet, for those classic yachts built or designed prior to 1975, will be conducted on Sunday 11 September 2011. This year, the parade is again being incorporated into the CYCA Members Open Day and an invitation is extended to CYCA members and boat owners to participate in a separate short Harbour race. Members will also have the opportunity to get their boat blessed by the Naval Chaplain. Activities at the club will include a barbecue lunch, mini-yachts races, "Try Sailing" with the Youth Sailing Academy and entertainment in the afternoon. For further information contact CYCA reception on 02 8292 7800 or email reception@cyca.com.au.

OLYMPIC SAILING

Aussies adopt a pub

The Australian sailing team will set up its fan HQ for the London Olympics in an English watering hole.

In a move that will come as no surprise to Aussie sailors, the Australian Olympic sailing team has set up its fan base for the London Olympics in a pub.

Australia CEO Phil Jones confirmed the team has 'adopted a pub' in Portland close to the Weymouth sailing area, which will be fan central during the 2012 Games next August.

"What else would you expect?" laughed Jones in an interview with *Offshore Yachting*.

Jones said the idea to use the Coves House Inn as a base grew out of a system adopted for the Beijing Olympics, where the Australian sailing team hired a hotel suite to allow friends and family to relax with the Olympians between the races.

But this time around, everyone is invited.

"This year we went a stage further and have adopted a pub," said Jones. "It's something different for us, but the Weymouth venue is remote from London and with lots of people being a long way from home, it's good to have a base."

No doubt the Australian reputation for enjoying sport and a drink with equal enthusiasm has the local

publican rubbing his hands with glee.

But it won't just be a place for scruffy sailors to prop up the bar, with the Olympians expected to attend regular meet the fans sessions in a dedicated area in the Coves House Inn.

"Not that the athletes will be there every night," laughed Jones.

The base will be officially put to first use during the Pre-Olympics test event in Weymouth next month.

For the first time at the 2012 London Olympics, sailing will have a dedicated spectator area with 5000 seats for ticket holders only.

Sailing events will also be held closer to the shore to enhance the spectator experience, which Jones hopes will lift the profile of the sport.

"It's fair to say the facility they have developed [in Weymouth] is first class," said Jones. "It's a real positive for sailing, in terms of how the sport will be presented. It sets a precedent for the future."

Jones warns tickets are selling fast, with all but four days of competition already sold out.

"Spectators will still be able to see the racing for free from other spots as well," said Jones. "And then come to the pub."

CLUB NEWS

CYCA versus the world

The CYCA will take on the best international club teams for a one design showdown at the NYIC Invitational Cup in Rhode Island this September.

The Cruising Yacht Club of Australia will field a team in the upcoming New York Yacht Club Invitational, taking on the world's best teams in a club versus club regatta sailed on the waters of Newport, Rhode Island.

Skippering the CYCA entrant will be past Commodore Hugo Van Kretschmar, who will be joined by a team including David Fuller, Robbie Weir, Andrew Copley and Louise Geddes.

The team was put together after the CYCA Board sought expressions of interest from sailors who wanted to represent the club at the prestigious event. Fuller and Van Kretschmar put their hand up, and now find themselves about to face off against some of the best amateur club teams in the world.

"I am seriously looking forward to it," said Van Kretschmar. "It started as

a bit of wishful thinking but now we're deadly serious."

Sailed in identical Club Swan 42 one designs, the New York Yacht Club Invitational Cup started in 2009 with 19 teams from around the world representing their clubs. This year that regatta has grown to include 22 teams from 16 countries.

Although an amateur event, many retired professionals and high profile sailors skipper boats in the Cup. The Portuguese crew from Clube Naval de Cascais will be led by Patrick Monteiro de Barros, who has sailed in the Olympic Games and the America's Cup, and has twice circumnavigated the globe. The Royal Cork Yacht Club team will be skippered by Anthony O'Leary, Irish Sailor of the Year in 2010 and the helmsman for the club's 2009 campaign. Also competing will be the RORC team.

INVITED CLUBS

YC Argentino (ARG); CYCA (AUS); Royal Bermuda YC (BER); Royal Canadian YC (CAN); Royal Hong Kong YC (CHN); Real Club Nautico de Barcelona (ESP); Nylandska Jaktklubben (FIN); Itchenor Sailing Club, Royal Ocean Racing Club and Royal Yacht Squadron (GBR); Norddeutscher Regatta Verein (GER); Royal Cork YC (IRL); YC Capri and YC Punta Ala (ITA); Japan Sailing Federation (JPN); Royal Norwegian YC (NOR); Clube Naval de Cascais (POR); Royal Cape YC (RSA), and Eastern YC, Annapolis YC, Newport Harbor YC and New York YC (USA).



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According to David Fuller, the CYCA team are conscious of being up against some strong competition.

"We're all experienced but we're all strictly amateurs," said Fuller. "We're firstly going to enjoy ourselves, but we hope we can get up in the top half of the fleet."

Most of the team on the boat have sailed regattas all over the world, and with this regatta based on one design fleet racing, it will be familiar territory. Fuller has sailed at the New York Yacht Club in the past, but not competitively.

"It's a wonderful club, it's such a Corinthian club and it's in a wonderful location," he said.

"There are going to be a couple of big names there in the fleet, so it's not going to be a cakewalk. We're also up against four or five yachts which are sailed by NYYC members who sail those yachts competitively in those waters. So they will have a lot of local knowledge."

The team will arrive at the venue on 9 September, where they will find the boat they have been assigned from the fleet at the NYYC. Racing gets under way from 10-17 September. For further information visit www.nyyc.org/2011invitationalcup.



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CLUB MEMBER PROFILE

Taming the Dragons

Not all CYCA members race offshore, writes Peter Campbell.

Many CYCA members race with success on the Harbour with the Royal Sydney Yacht Squadron, RANSA and other clubs. One such member who has achieved outstanding results racing with the Squadron is Andrew York.

Andrew's recent achievements of note have been in the International Dragon, the classic one-design keelboat class that has long been dominated by members of the RSYS and the Royal Prince Edward Yacht Club.

In only his second season of helming his Dragon, *Wizzardry*, he won 14 out of 21 races with the Squadron, by far the outstanding result in any class during the 2009-2010 seasons. York and his crew of Craig Young and Matthew Ramaley also won the Port Jackson championship and the NSW State championship and won prestigious RSYS trophies such as the Jock Carr Cup, the William Eric Hamilton Strain Trophy, the Era

Cup, the Archie Robertson Trophy, the Dragon Gold Cup, the Elaine Rowntree Trophy and the Colin Venables Crew Trophy.

Wizzardry and her crew contested the Prince Philip Cup and the International Dragon class world championship in Melbourne last January, finishing as the third Australian and first New South Wales boat. Back in Sydney, they won the Audi Sydney Harbour Regatta.

Andrew's success in the Dragon follows a long career of sailing on the national and international arena, but his almost immediate rise to the top has been largely due to his meticulous attention to boat set-up and tuning, as well as helming skills learned originally in the International Laser class.

Andrew, 54, is the son of two prominent and long-standing CYCA members, Michael York OAM and Jeanette York, and inherited their love

for sailing (and their sailing skills, too) that go back to the very origins of the CYCA. Michael (Mick) has been a Member since 1945 and Jeanette was the first woman elected a Life Member.

With sea water in his veins (his maternal grandfather, Merv Davey, was a founding Member and early, two-times Commodore of the CYCA, also winning the Sydney Hobart Race in 1949 with *Trade Winds*) Andrew quickly became a champion sailor.

As a teenager he won two New South Wales championships, one against a record fleet of 186 boats on Lake Macquarie, as well as an Australian championship. Andrew went on to sail Tasers (4th in the worlds), J24s (4th in worlds and Etchells (first in the NSW titles crewing for Ian Brown and third in the worlds as crew for Phil Thompson) as well as crewing in CYCA offshore racing with Gordon Ingate (*Caprice of Huon*) and Geoff Lee (*Geronimo*).

He followed in the wake of his father in the America's Cup, Mick York being one of the crew of *Gretel* in Australia's inaugural challenge at Newport, Rhode Island, in 1962. Andrew went to Newport as a crew

TROPHY HAUL
Andrew York and crew in a familiar situation, collecting the silverware. The CYCA member has been amassing trophies up and down the coast in the Dragon class with 14 wins from 21 races in his second season.

member of Syd Fischer's *Advance* and in 1986-87 was a member of the *Kookaburra* team at Fremantle.

Andrew decided to move into owning a Dragon class several years ago and began a meticulous preparation, buying *Wizzardry* in 2009. "They are a really nice boat to sail and I have always enjoyed the one-design competition," he told *Offshore Yachting*.

Although fleets are relatively small in Australia, there is keen one-design racing in Sydney, Perth, Hobart and Melbourne. The class received a significant boost when the World championship was held on Port Phillip earlier this year. Europeans dominated results but there has been an important flow-on to the active Sydney fleet, in particular, where Andrew York races *Wizzardry*.

Andrew York has succeeded as a relative newcomer in a fleet of Dragon stalwarts

Wizzardry is the only Dragon on the hard stand at the CYCA, but a second boat will be based there for the coming season. Over the Harbour, at the Squadron, the 2011 World champion boat is now owned by Richard Franklin, and Gordon Ingate and Anthony Armstrong have new boats. Veteran Norman Longworth is also about to launch a new Ridgeway boat built in Tasmania.

Before buying a Dragon to race on Sydney Harbour, Andrew went to the Worlds at Medemblik in Holland, crewing for Gordon Ingate. "This gave me the opportunity see at first hand how the best Dragon sailors in the world set up and sailed their boats," he recalled. "I also met the German sailor Vincent Hoesch who has been sailing Dragons for 40 years and he gave me his guide on how to set up a Dragon rig.

"I followed this to letter, but also simplified the sail control and tuning systems and more recently introduced a new jib tacking system with an automatic release."

Wizzardry uses Ullman sails, including a spinnaker which Andrew believes is faster than those cut by the leading manufacturers of Dragon sails in Europe, where the strength of the class still remains.

"Sailing the boat fast downwind is one of the areas in which we have improved in the past season, including at the Worlds and in beating the former Squadron champion, past Olympian Carl Ryves, in most of the races and regattas," Andrew said.

"I was happy with my steering the boat to windward and setting up the rig to optimum performance, but you have to be smooth on the helm downwind to get the best out of the boat. I believe I have significantly improved *Wizzardry's* downwind speed in light to medium conditions," he added.

Wizzardry's results sailing with the RSYS last season, plus winning major championships, would indicate he has succeeded as a relative newcomer in a fleet of Dragon stalwarts racing on Sydney Harbour.

Next season's Prince Philip Cup, the Australasian championship for the class, will be sailed on the River Derwent from the Royal Yacht Club of Tasmania from January 6-13, which also marks 60 years of continuous racing by Dragons on the Derwent, something no other one-design keelboat class can boast.

"I'm not sure if I can make it to Hobart, as I will have a totally new crew and it is a time-consuming exercise," added Andrew York, but he expects a keen and hard-fought season on Sydney Harbour. ⚓



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20 Year Members Dinner

The annual 20 Year Plus Members Dinner was held at the Cruising Yacht Club of Australia on Friday 17th June with Glenn Finniss, Acting Commissioner for Marine Rescue NSW, the guest speaker for the evening. This event is held for long-time members of the CYCA and is a reunion of sorts for these members as it provides the opportunity to catch up with old friends and recall many sailing memories.

1. Bill and Margaret Psaltis with Louisa Geddes and others.
2. Trygve (left) & Noreen Halvorsen (right) with Kaye Brooks (centre).
3. Jeanette York and guest.
4. Judy Lee (L), Kendi Kellett, Pam Brinsmead, David Kellett (R).
5. Members and their guests enjoying the fantastic dinner.
6. John & Margaret Keelty with John Brooks.
7. Margaret and Stan Walker with Rob Scrivenor (far right).



New Members Cocktail Party

On Tuesday 10 May, over 65 new members together with their proposers were welcomed to the Cruising Yacht Club of Australia by Commodore Garry Linacre, other flag officers of the club and management. This evening is a bi-annual event which showcases the club's facilities to new members and provides an opportunity for new members to interact with the Commodore and flag officers, be introduced to CYCA management and enjoy some networking over a drink.

1. John Mannix, Adrian Wait, Robert Heeps and Carmel Shields.
2. Linda and Graeme Jones, Will Page, Frank Bergmann.
3. William Loader and Gary Cassim.
4. Blecilla Sicat and Tony Kirby.
5. Lindsay Stead, Ludde Ingvall and Paul Pellarini.
6. Vincent Staffrace and partner.
7. Annette Halcomb, Arthur Lane, Evelyn Lane and Geoffrey Halcomb.
8. David Newgrosh, Leslie Pongrass, Christine Parker and Michael Cannon.
9. Bernhard Dymet, Jacqui Dymet, Jill Sartori and Geoff Sartori.
10. Gail Lewis-Bearman and Zdenka Schopf.

CYCA Summer Series

2011 - 2012



Photos: Andrea Francolini / Audi and Ace Marine Photography

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CRUISING YACHT CLUB OF AUSTRALIA

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DHOW TIME IN DUBAI

A RECENT HOLIDAY STOPOVER IN DUBAI SEES PETER CAMPBELL RETURN WITH A NEW AFFECTION FOR TRADITIONAL ARABIAN SAILING DHOWS, WHICH ARE UNDERGOING A RENAISSANCE IN THE UNITED ARAB EMIRATES.

One of the most interesting travelling exhibits on display recently at the Australian National Maritime Museum and other maritime museums around the nation has been remarkable photos of Arab trading dhows, taken back in the late 1930s by the adventurer and author Alan Villiers.

Villiers sailed on board, then later owned and skippered, square-rigged ships, but he also sailed aboard several working dhows, photographed in his book *The Set of the Sails*. More of his images were recently found, virtually forgotten, in storage at the National Maritime Museum at Greenwich, England, and have become the basis of the exhibition *Sons of Sindbad*.

Returning recently from Europe via Dubai, I watched a fleet of 100 traditional 60-foot dhows racing over a 30.7 nautical mile course along the shores of this remarkable city on the edge of the desert. The event is called 'Al Gaffal - The Return' and is conducted by the Dubai International Marine Club.

What a remarkable sight it was as this huge fleet of refurbished and re-built wooden craft, packed with



crews of more than 30 men, powered along under their huge lateen sails as the breeze freshened. Originally, the course was over 50 nautical miles but this was shortened because of the light morning breeze.

The Al Gaffal race was created by His Highness Sheikh Hamdan Bin Rashid Al Maktoum and other leading officials of Dubai's ruling family, because of their concern that the traditional dhow was being allowed to die out. The dhows were no longer needed for the pearl trade and old boats littered the shores and fishing villages.

In a bid to bring life back to the fleet of these elegant boats, His Highness commissioned a race, designed to commemorate the pearl divers who were integral to the early trading port of Dubai. The annual race starts at the small, uninhabited island of Sur Bu Na'air, 50 miles west of the United Arab Emirates, where the pearl fleet used to stop on their long journey home after months at sea looking for pearls.

In those early days the crews of the dhows were made up of free divers and sailors who had their own seafaring culture and language; words for different weather conditions,

sails and parts of the boat, and songs about journeys and chants to get them through tough times at sea.

The first race was in May 1991, with a fleet of 53 dhows, ranging from 43-foot to 60-foot LOA and in various states of repair. But it marked a new era for the traditional dhows and quickly made its mark on Dubai's annual watersports calendar.

The dhows today are pristine, with beautifully polished hulls and sails made from modern cloth, but there are strict rules to maintain the heritage. There are now three classes of traditional dhows in Dubai, 22-foot, 43-foot and 60-foot and, the language, songs and chants of the sea have been rescued and passed on to the many young sailors whose fathers and grandfathers sailed the dhows and dived for pearls. The smallest dhows were designed as teaching boats, with all the crew except the skipper under the age of 17.

The 21st annual Al Gaffal long distance race for the traditional 100-foot dhows was won in convincing style by three times champion boat Dalma Marine-sponsored *Al Zeer*, owned by Khaifa Rashid Bin Shaheen and skippered by his younger brother Mohammad Rashid Bin Shaheen. ⚓

TRADING PLACES
America's Cup ace Jimmy Spithill learns the ropes on a classic trading dhow, last year while in the UAE for the Louis Vuitton Trophy. Top right: one of the stunning photographs taken by Alan Villiers in the 1930s.



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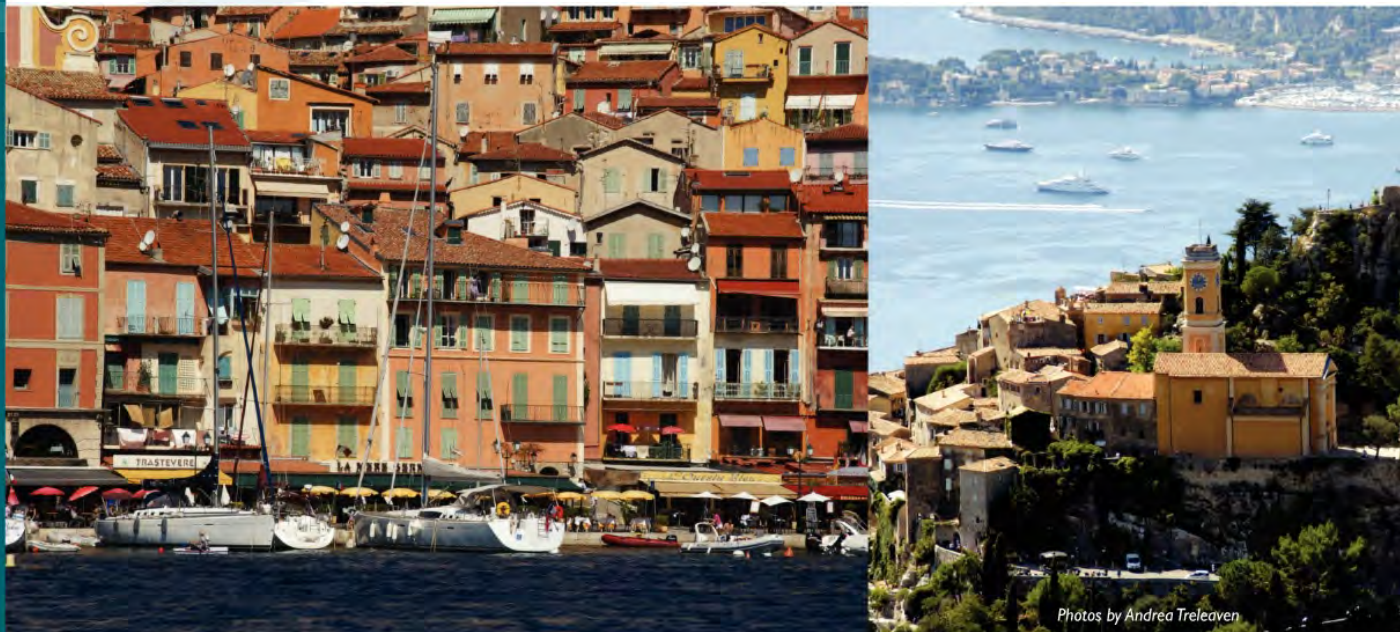
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AUDI WINTER SERIES

Too much of a good thing

RACING WAS ABANDONED FOR THE SERIES FINALE DUE TO EXCESSIVE WINDS, WRITE DI PEARSON AND JENNIFER CROOKS.

The 10-race Audi Winter Series, conducted by the Cruising Yacht Club of Australia, was decided before the final day started, when the last race on Sydney Harbour was abandoned due to excessive winds that gusted to 45 knots.

Those who hoped for a last chance to redeem themselves were sorely disappointed. Rugged up against the elements and icy winds that plagued Sydney in early July, the sailors waited to see whether they would be hitting the water or not.

Just before 11am on Sunday 10 July, the Club's Sailing Manager, Justine Kirkjian announced the abandonment of the race, so the series was decided in favour of those who were at the top of each division's scoreboard at the end of Race 9.

"We (the Race Committee) were monitoring the weather all morning and when it stayed at 30 knots for over 15 minutes, we abandoned the race," said Kirkjian, and the decision was the right one, because by the time 11.30am rolled around, crews aboard their yachts reported 40-knot winds gusting to 45 knots.

The day was at odds with the bulk of the series, which was typically light and shifty; the norm for autumn and winter. And although the sun was out, it was a brittle day.

Most crews stayed at the CYCA and kicked back, catching up with their nearest rivals to discuss the Audi Winter Series and where it was won and lost.

Aboard the Beneteau 44.7, *Mr Beaks Ribs*, David Beak and his melded crew were celebrating their Division B win over the Archambault A40, *Papillon*, owned by Phil Molony.

"We had *Papillon*'s three wins hanging over our heads, so today's race would have been interesting, because a third drop would have come into play and who knows what would have happened," said Beak, who was

conscious that his score only included one win.

"While we are sorry not to finish the series, because it doesn't feel quite right to win this way, we agree that the CYCA made the right decision – they have to consider the safety issues.

"It's been a very much up and down series, *Papillon* was extremely competitive and made it an exciting and challenging series," Beak said of their arch rival, which they beat by two points in the end.

A further two points in arrears, CYCA Vice Commodore Howard Piggott rounded out the top three with his Beneteau F40, *Flying Cloud*.

Non-spinnaker Division K winners, Jon Short and Miles Bastick, were very happy with their win; it came by a lone point over Jeffery Taylor's C&C 41, *Nemesis*, which lived up to its name by keeping *MRX* on her toes the whole series.

Aware they had got off easy with today's abandonment, Jon Short, who was enjoying a few drinks with the crew aboard his Farr 34, *MRX*, said: "As we sit here it's blowing 40-45 knots and gusting – you can hear it whistling through the yachts' rigging all around the marina. The Club made the right decision to abandon, but we'd have loved to sail one last race.

"We've been doing the Winter Series for the past 20 years with various boats, and this is our first win ever. This current boat's nine years old and we've had a good series on her and it was fun sailing against *Nemesis*; we had such a very close regatta with her," he said.

Going into Race 10, the battle for Division D honours included CYCA director, John Markos (*Eye Appeal*) and Past Commodore Hans Sommer (*Sommer Breeze*). Markos had the added pressure of being on equal points with Andy Kearnan's Summit 35, *L'Altra Donna*.

Due to the abandonment, Markos prevailed with his Sydney 36CR, but

Divisional Winners

Division A1 *Quest*, TP52, Bob Steel, CYCA

Division A2 *Ichiban*, Farr 40, Walter Lewin and Matt Allen, CYCA

Division B *Mr Beaks Ribs*, Beneteau 44.7, David Beak, CYCA

Division C *Solahart Rum-Jungle*, Swarbrick 40, Tony Johnson, CYCA

Division D *Eye Appeal*, Sydney 36CR, Michael Delaney and John Markos, CYCA

Division E *Skeeter*, Farr 30, Sandor Tornai, CYCA

Division F *Perfect Match*, Bavaria 35 Match, Alun Lewis, CYCA

Division G *New Territories*, NT 30, James Francis, CYCA

Division H *The Holy Gale*, Beneteau 27.7, Jason Klaas, CYCA

Division J *Elusive*, Bavaria 42 Match, Paul Billingham and Peter McGee, CYCA

Division K *MRX*, Farr 34, Jon Short and Miles Bastick, CYCA

Sydney 38 *Wild One*, Larki Missiris (Handicap & Scratch), CYCA



COOL RUNNING
The sailing thrills outweighed the chills on Sydney Harbour for the Audi Winter Series.

like the other division leaders, would have preferred to contest the final race.

"It's a pity – and we do have sympathy for the crews of *L'Altra Donna* and *Sommer Breeze*," he said.

"It's been a wonderful Audi Winter Series. Our main competitors were well-sailed yachts.

"*L'Altra Donna* appeared at the top towards the end of the series, and we asked ourselves, 'where did she come from?' But the reality is, that crew sailed really well.

"I want to add my thanks to all the volunteers for an excellent series; we're very grateful to them," Markos said.

Larki Missiris' *Wild One* scored a runaway win in the Sydney 38 division, with a nine-point lead over Phil Barnes' *Livewire*. One point behind *Livewire* in third place was *Next*, owned by Richard Holstein.

In addition to Musto gear for divisional winners and placegetters; all divisional winners were placed in a draw each week to win an Audi A5 Sportback 2.0T multitronic for the week. Many happy drivers reported back that they relished the drive. Race 2 Audi winner, Peter Fallon (*Max*) said the car was a real head-turner.

"I enjoyed driving it and having people look at me. I made the most of having the Audi. From Waverton where I live, I picked the kids up at school at Waitara and Pymble.

"The kids said they felt like they were in the movie *Transporter*. There was a chauffeur/bodyguard (me, apparently) who picks up the kids from school in an Audi. They said they felt like they were living the movie and thought it was really cool," Fallon added.

"The *Kelly2N* crew certainly enjoyed the Audi A5 with trips to Bilpin, Audley inside the Royal National Park and Palm Beach," Chris Durman, crew member of *Kelly2N* said.

"The car was fantastic; you hardly knew the engine was running. It stopped on a sixpence, the seats fitted like a glove, all the luxury inclusions are there and the turbo engine provided the power. Thank you to Audi for the use of the car and supporting the series. It was certainly a prize worth winning," he said.

This is the fifth 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, the Audi Sydney Gold Coast Yacht Race and the sport of sailing in Australia.



ROLEX VOLCANO RACE

Baptism of fire

ALEGRE TOOK LINE AND HANDICAP HONOURS IN THE VERY FIRST VOLCANO RACE, WRITES MATTHEW HENRY.

The waters of the Tyrrhenian Sea, Italy recently played host to the new Rolex Volcano Race, a collaboration between the well-established Rolex Capri Sailing Week and the International Maxi Association.

It was the inaugural running of the 420 nautical mile race, starting in the small seaside town of Gaeta Italy, and scheduled to finish at the tourist hotspot island of Capri. The course saw the 17 competitors navigate around seven turning marks, consisting of the notable yellow Rolex marks and the beautiful Aeolian Islands including the live volcanic island Stromboli.

The forecast for the race was always going to be light and mostly flat water, typical of that area in early summer.

Rounding the island of Ponza, the race headed to Capri via the incredible Stromboli, which for crews arriving early was the scene of an amazing lighting and thunder storm as they passed.

Mini maxi *Alegre* led a top-flight fleet including *Wild Joe* and *DSK*, and extended its lead to 40 nautical miles over the rest of the fleet, which had been trapped north of Stromboli.

With light conditions softening throughout the race, the committee called the finish at the Alicudi mark and the overall win went to *Alegre*.

"*Alegre* was reaching beautifully with the J2 and staysail, with boat speed never less than 12 knots," said *Alegre* crewmember David Sampson.

"The biggest challenge now was: do we have enough diesel to motor sail through the early hours of the morning to ensure we could get back to Capri?"

Alegre also claimed line honours, the first gun in the Mediterranean's newest summer race. www.regattanews.com



AUDI MEDCUP

Changing gears

THE SWITCH TO THE SOTO 40 ONE DESIGN HAS WON FANS AT THE AUDI MEDCUP, REPORTS MATTHEW HENRY.

The Audi MedCup's switch from the GP42 to the Soto 40 for the 2011 season has been welcomed by one of the competition's veterans.

Three-time MedCup winner Jose Maria 'Pichu' Torcida, who returned to the competition this year for the first time since 2008 at the helm of the Spanish entrant *Iberdrola*, said the introduction of the Soto 40 one design has been a positive step forward for the MedCup.

"I think they chose the right concept. The size is nice, the class rule is very strict and the price is affordable. I think it's got a great future," said Torcida.

The Soto 40 is a fast and technically advanced boat, with an asymmetrical spinnaker, all-carbon rig, clear deck and distinctive overhanging 'wing' deck edge.

But it's switch from the GP42 box rule to the tight one design specs of the Soto 40 class which has made the boat a winner for the Spaniard.

"On a one design you must work many small details that in handicap racing or box-rule boats don't seem that important," he said. "It comes down to a fight for every metre, step by step, thus gaining a couple of boat lengths."

After three MedCup races in the Soto 40, Torcida is at the top of the MedCup 40 Series standings and says the boat has been particularly quick and stable down wind.

"It makes no dramatic changes and it's easy to control," he said. "In strong winds you have to bring the weight to the back to prevent the bow from diving into the water, but it's not that it heads too much."

Sailing upwind, the boat is fairly neutral, says the skipper.

"I'd like to have a bit more feel on the helm. Getting to know it better I'm sure just a small adjustment of the trim of the mast or sails will get us that feel that I personally prefer."

www.audimedcup.com

SMOKE ON THE WATER
The active volcano Stromboli smoulders in the background as Danilo Salsi's *DSK Pioneer Investments* reaches through the light airs.

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Join the Q

IAN OATLEY'S Q RACER WILL BE THE HEADLINE ACT IN A CHARGED GRAND PRIX RACE WEEK FLEET, WRITES ROB MUNDLE.

In an Oatley's Q, the most radical offshore racing yacht to be launched in decades, is to compete at Audi Hamilton Island Race Week 2011 along with two 100-foot maxis in a supercharged Grand Prix fleet.

The 42-footer, reviewed exclusively in this magazine, will be turning some heads at Hammo this year with its revolutionary bulb keel lifting clean out of the warm, turquoise waters of the Whitsundays.

Its owner Ian Oatley will not be concerned about IRC ratings, and will sail for fun with a crew made up of mates: there will be no 'heavyweight' sailors on board.

"We are into having fun and enjoying our sailing," said Oatley. "We started out as a gang of mates who enjoyed sailboarding, and now, because our bodies can't cope with that anymore, we do a lot more keelboat racing."

Two 100-footers, *Wild Oats XI* and *Investec Loyal*, have undergone extensive modifications in Sydney to ensure they are given the best opportunity to claim the much touted Race Week bragging rights at Hamilton Island this year.

Wild Oats XI has had extensive hull surgery, with the forward rudder removed and replaced with twin retractable centreboards to improve both upwind and downwind speed.

Anthony Bell's *Investec Loyal* has also gone under the knife, with mods to the hull, keel and rig, along with a suite of new sails.

"Audi Hamilton Island Race Week is going to give us the perfect opportunity to get the *Loyal* racing team together in an environment of competitive racing," said Bell.

Marcus Blackmore will be back at Hammo this year with the hope of realising a 28-year dream of winning the regatta.

"For many years I've had two great ambitions in sailing," said Blackmore. "One – because I was originally a Queenslander – was to win the Brisbane to Gladstone race, and we've just done that; the other was to win the Grand Prix division at Audi Hamilton Island Race Week. So, there is no way I'm not going to be there with *Hooligan* and the team this year to give Race Week our best shot."

Blackmore's ambition to win at Hamilton Island was ignited at the inaugural Race Week in 1984 when he won the Arbitrary Division with his 43ft sloop, *The Manly Ferry*. Ironically, he bought that yacht from his friend, Bob Oatley, who along with his family, now owns and manages Hamilton Island.

"When I saw *Hitchhiker* come across from Perth and win the Grand Prix division that first year I told myself that it was something I wanted to achieve one day, and hopefully that day will come in August."

Hooligan is not likely to get it all her own way this year as some of Australia's smartest IRC rated racers are expected to be there to throw down the gauntlet, including Stephen Ainsworth's *Loki*, which won Audi Hamilton Island Race Week last year. Currently, after two rounds, *Loki* sits only three points behind *Hooligan* in the Audi IRC Australian Championship. Watch this space.

Audi Hamilton Island Race Week
Hamilton Island, Queensland
19-27 August 2011
www.hamiltonislandraceweek.com.au



SHOCK AND AWE
The *After Shock* crew hanging on the rail at Audi Hamilton Island Race Week 2010.



Hot in the city

THE CYCA HAS SOMETHING FOR EVERYONE OVER THE SUMMER MONTHS, WRITES JENNIFER CROOKS.

The CYCA's Summer Series will commence with the traditional season opening day race: the 16th Monica Geddes Memorial Trophy Sydney Harbour Islands Race on Sunday 18 September. This race marks the commencement of the Grant Thornton Short Haul pointscore series, which consists of 14 races including a separate passage pointscore, as well as a Spring and Autumn Pointscore. This non-spinnaker series provides a variety of races and is sailed competitively, but in a spirit of camaraderie.

In addition to the traditional season opening race on 11 September, there will be a CYCA Members Open Day that will include the 18th annual Parade of Sail and a short Harbour race for interested members. Members will also have the opportunity to get their boat blessed by the Naval Chaplain.

For those who enjoyed the non-spinnaker divisions in the Audi Winter Series, the Club Marine Wednesday twilight races are the way to go in summer. The series commences on Wednesday 5 October and is also a non-pointscore series with great weekly prizes to be won.

For those who enjoy the challenge of spinnakers, the Mount Gay Monday twilights commencing on Monday 10 October, are great fun and great practice with several short hoists and drops.

The Grant Thornton Short Ocean series comprises short offshore windward/leeward races and it's the

natural progression for those who want to move up to spinnaker racing offshore.

The Ocean Pointscore Series comprises of ten passage races to destinations such as Lion Island, Botany Bay and Newcastle. This year for this first time, there will be a Spring and Autumn pointscore.

This year's Blue Water Pointscore Series commenced with the Audi Sydney Gold Coast Yacht Race and is a six race series that will conclude with the Rolex Sydney Hobart Yacht Race. BWPS entrants can then take advantage of the Autumn Ocean Pointscore Series.

New safety certification is required for the coming season. Contact the Sailing Office for more information on 02 8292 7870; sailingoffice@cyca.com.au; www.cyca.com.au

CYCA Summer Series

Blue Water Pointscore Series
30 July 2011

Grant Thornton Short Ocean Pointscore Series 10 September

Ocean Pointscore Series
10 September 2011

Grant Thornton Short Haul Pointscore Series 18 September

Club Marine Wednesday Twilight Series 5 October

Mount Gay Monday Twilight Series
10 October



Made for TV

COUTTS' CAT CATASTROPHE HAS BEEN A PR COUP FOR THE CUP, WRITES MATTHEW HENRY.

If a single frame could capture the sense of anticipation building ahead of the opening salvo in the 34th America's Cup, this shot of the Oracle team's AC45 cartwheeling down San Francisco Bay, with hapless sailors scrambling to hang on, would be it.

Beamed into the homes of millions of viewers around the world, Oracle team boss Russell Coutts' rush of blood moment has proven a perverse PR coup for the Cup ahead of the opening round of the America's Cup World Series in Portugal next month.

Coutts admits the spill was the result of a moment of over confidence at the helm while racing against Oracle team helmsman James

Spithill.

"It's like driving a race car and trying to turn the corner at very high speed," he said after the incident. "You don't know how fast you can go until you crash – then you know what you can't get away with."

But with the footage beamed picked up by TV networks and newspapers, the dramatic tumble momentarily elevated sailing's pinnacle event to a level not experienced in a long time.

The scene is unthinkable under the previous Cup regime, with its invisible battle of mind games and tactical tussles taking centre stage.

Instead, this clearly Cup speaking is a language mass TV audiences can understand.



CAT-ASTOPHE
Russell Coutts send the crew flying during a San Francisco Bay drag race with Oracle skipper James Spithill.

It would seem to be a vindication for the America's Cup Event Authority CEO, Craig Thomson, who made the prediction earlier this year that the unwieldy AC45 cats would provide plenty of fodder for TV audiences.

"It's dangerous, and television is going to love it," said Thomson in March. "These guys are getting catapulted into the air, big time."

As the Cup now moves into the racing phase with the AC45 World Series, all eyes will be on Portugal to see what happens when nine teams get together in full battle colours for the first serious race.

Unfortunately for Australian sailing fans, Team Yachting Australia will not join the starters for the opening World Series round, but plans to join the Cup at a later date.

America's Cup World Series Round 1, Cascais, Portugal 6-14 August 2011 www.americascup.com

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France Aleph – Équipe De France, Aleph Yacht Club

France Energy Team, Yacht Club de France

Italy Venezia Challenge, Club Canottieri Roggero di Lauria

New Zealand Emirates Team New Zealand, Royal New Zealand Yacht Squadron

Republic of Korea Team Korea, Sail Korea Yacht Club

Sweden Artemis Racing, Kungliga Svenska Segel Sällskapet

United States Oracle Racing, Golden Gate Yacht Club, (Defender)

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One New Year's Eve, having just finished my shipwright apprenticeship, I sat down with a flute of Champagne and a drawing pad, sketching an artist's impression of what I considered to be the latest in sailing craft design. Like many yachting aficionados at this time of year, I had spent the week religiously watching yet another nail-biting Sydney to Hobart yacht race. Feeling inspired, and kicking off the New Year with some time on my hands, I set to work to transform my sketches into a three-metre long working model. As I fitted a windsurfer rig to my displacement hull and successfully sailed around

rights flow depending on input. The difficulty lies in discerning which party owns which rights, and ensuring such rights are protected under the law. What if, for example, you as an owner decide to terminate the project early? Can you prevent the designer from using the plans they have already drawn up? Or if you have your boat built at a shipyard, can you stop builders from reproducing a similar vessel? What if your new yacht is constructed and sits moored proudly on display; is there anything you can do to ensure someone doesn't appropriate the overall look and style? These intellectual property scenarios present themselves

Own your ideas

WHO OWNS THE IDEA FOR A BOAT – THE OWNER OR THE DESIGNER? MARCEL VAARZON-MOREL & TRENT FULLER UNRAVEL THE TANGLED WEB SURROUNDING INTELLECTUAL PROPERTY RIGHTS IN BOAT DESIGN.

the lake for the first time, I was blissfully unaware of the questions surrounding legal ownership of my design. Several months later, however, these questions came to the forefront as I was made aware of a locally produced windsurfer with lines deceptively similar to the unique vessel I had produced.

Intellectual property is the area of law that serves to protect innovation and creativity. While imitation is said to be the ultimate form of flattery, in the venerable industry of boatbuilding, where genuinely new innovations are often hard to come by, many see the copying of their designs as downright theft. All those years ago I never planned to mass-produce my design, indeed I saw it as a way to advance my skills. However for today's professional boat designers and builders, who make their living crafting custom-built vessels, intellectual property ownership is an essential component of their business model, and one they are anxious to maintain.

Let us now consider the boat owner. While he or she finances the project, and may also contribute significantly in the creative process, they usually must rely on outside knowledge, expertise and skill. It is in this collaborative process between owner, designer and builder that creates an amalgam of legal ownership as intellectual property

regularly in the marine environment, and due to the legal complexities they can be difficult and expensive to pursue. The importance of protecting your intellectual property from the outset is paramount.

CONFIDENTIALITY AND COPYRIGHT

As a prospective owner of a custom-built craft it's likely you'll come to the planning table with drawings or sketches of what you want your vessel to look like. You may also have new and innovative ideas that you would like to see implemented. These sketches, ideas and concepts will almost always be the starting point for any discussions with a professional designer. However, what most people fail to appreciate is that even in these initial talks they may be forfeiting their intellectual property rights. Therefore, if you have an idea that you believe is original, you should consult with the relevant party and notify them that they would be required to sign a 'Non-Disclosure Agreement' or 'Confidentiality Agreement' before any discussions will be commenced.

While this may seem like drastic measures to protect a drawing on a napkin, it remains the best way to ensure IP rights are maintained. The agreement must, amongst other things, identify who is involved and exactly what information is to remain confidential. Once the agreement





is signed it will be binding for up to 12 months, enabling you to further investigate and develop your idea. These agreements can also help prove right of ownership where there is a conflict, specifically relating to design registration.

Contrary to popular belief, creative works do not need to be registered for copyright protection in Australia. This means any drawings, sketches or plans you produce are regarded as your exclusive property and are automatically protected from unwarranted duplication. Copyrights also extend to three-dimensional objects of an artistic nature, including 'works of artistic craftsmanship'. However while any keen mariner would describe a beautifully constructed yacht as a work of art, the courts appear to disagree. In 2007, the High Court found the hull of a unique racing yacht not to qualify for copyright, due largely to its predominately functional, rather than artistic, nature. This landmark decision highlighted the gap in the intellectual property regime in Australia, and stressed the importance of protecting any 'new and distinctive' designs through the process of registration.

DESIGN APPLICATIONS

A design refers to the overall appearance of a product, including shape, configuration and pattern. Unlike copyright, however, a design must first be registered if it is to be protected under Australian law. The process of registration is relatively straightforward, and a successful application grants the applicant sole proprietary rights over the design for a period up to 10 years. However a quick search of the online database shows merely a handful of listed boat and hull designs, suggesting that surprisingly few custom-built vessels have any formal legal protection against the copying of their design. This may be out of ignorance of the registration process, or due to a perceived lack of originality or novelty. Either way, the failure of a party to register a unique design can be a costly mistake.

A design application must be done by the owner of the design rights. Although the prospective boat owner initially commissions the work, the rights over the final design of the vessel will almost always lie with the commissioned designer. This is because the inherent value is born from the designer's creativity. A rare exception to this rule is where the

boat owner has had an active role in the drawing of the plans, and may therefore be regarded as part owner of the design. Nevertheless, just like any other property, intellectual property rights may be bought, sold or licensed. This presents an avenue for parties with no prior IP interests to acquire ownership of a design.

As one of the main appeals of owning a custom-built vessel is its unique 'one-off' status, it's not a shocking revelation that boat owners actively seek to prevent lookalikes being built. These owners will often argue that as a result of the (usually hefty) designer's fee, they have taken exclusive possession of the design rights. However unless this has been expressly agreed upon in contract, it is unlikely that any design ownership has actually passed between the parties. Instead, the courts may find the owner holds an implied licence to the exclusive use of the design. This alone may prevent the commissioned designer from using the same design in the future.

PROTECTING YOUR RIGHTS

So how do you protect your intellectual property? The first step is to ensure that written agreements are signed before any work is carried out; in addition to outlining confidentiality and delivery timelines, these agreements should make it absolutely clear who owns intellectual property at this early stage, as well as who will own the intellectual properties that result. However, while it may seem obvious, it must be noted that these agreements are only binding between signature parties; if you wish to prevent anyone else from copying your original designs they must be registered with IP Australia, allowing you to pursue legal action against any unlawful appropriation.

In hindsight and with the benefit of a legal education, there was much that could have been done to protect the ownership of my personal design. Indeed, I would not have been opposed to the idea of receiving royalties or a licensing fee for its use had I known differently. So whether you're designing your own vessel or commissioning a design, intellectual property rights should always be a key consideration. And as always, if you're in doubt as to your intellectual property rights, or need help understanding or drafting agreements for the commission of work, you should consult a lawyer to help navigate these complex legal waters. ⚓



Our resident legal expert Marcel Vaarzon-Morel is a professional lawyer and Director of Vaarzon-Morel Solicitors. Based in Newcastle, NSW, the company specialises in the marine industry and maritime law.

BETWEEN INDIA AND SRI LANKA LIES A NETWORK OF SANDY SHOALS LONG THOUGHT TO BE IMPASSABLE FOR A SAILING YACHT. THAT WAS UNTIL CYCA MEMBER BILL WEBB VENTURED BEYOND LAND'S END AND RETURNED WITH A TALE OF CONQUERING THE ELUSIVE ADAM'S BRIDGE.

LABYRINTH OF SAND

Ever since setting out to sail the world, I have always wondered why yachts always took the long course around Sri Lanka after departing Thailand or Malaysia on the way to the Maldives Islands, and then on to the Red Sea. Why not sail between India and Sri Lanka to save time?

It was with disbelief that when I enquired, I was told that the passage between the two countries was blocked by an impassible barrier known as Adam's Bridge, an area of shallow and treacherous sand bars with pounding seas. "You have got to be kidding," was my first remark.

Anyhow, some three years after this great revelation, I decided that seeing that I was in India, being the first sailing yacht to officially visit Chennai – and of course the first multihull yacht – that I would take the time to discover the secrets of Palk Bay and Palk Passage, the home of Adam's Bridge.

Following a sail from Chennai, *Out Of The Bag* reached the entrance to Palk Bay inside 24 hours; the distance being some 175 miles. It was a further 72 miles direct through both Indian and Sri Lankan waters to Land's End, an area I had selected for the crossing. I am not sure why this area was selected, but it appealed to me. Some 25 miles away from Land's End, and north-west, was an area where



India

Adam's Bridge

Sri Lanka

I was told there was an opening rail bridge through which passage may possibly be found with the assistance of the rail-bridge operator, a pilot and calm weather. This was to be my back-up plan should the first attempt, crossing at Land's End, fail.

On the way to Land's End, we were paid a visit by a very well maintained Sri Lankan warship, bristling with cannon. They called us up and were very courteous, even advising that Sri Lanka had won their Cricket World Cup final berth by beating England in a semi-final the night before. When

I advised my plan to cross Adam's Bridge, an incredulous tone could be interpreted in the radio operators voice: "Please confirm, you intend to cross the sand bar?" was his reply.

"Romeo," I responded. That this was indeed our mission, conditions permitting.

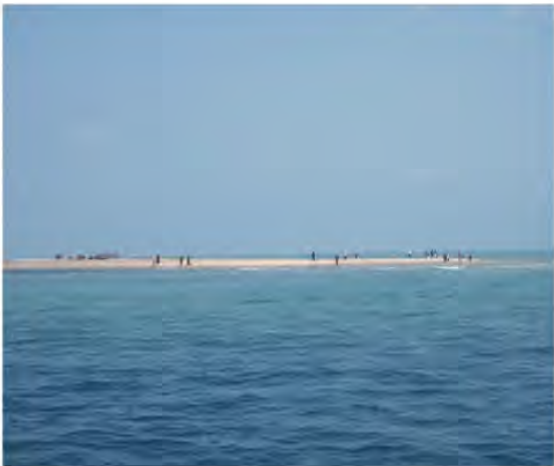
We arrived at Land's End on Sunday night, 27 March 2011, to calm conditions at high tide albeit only a 0.6 tide that day, but too late to have good visibility of the bar and to note the route and wave conditions throughout. It was decided to anchor overnight and give the crossing a try the following morning. But of course, we did not allow for Murphy's

DIRE STRAIT
Map showing Palk Passage, the narrow ocean strait that divides the Indian subcontinent from Sri Lanka. The dotted line shows the location of Adam's Bridge.

Law! The wind blew in quite strongly from the East at around 2230 hours, placing *Out of the Bag* on a lee shore and in very choppy conditions. Nothing left to do but up anchor and head back to a little island, Kachchaitivu Island, we had passed earlier on some 13-miles away in Sri Lankan territory. The island offered good shelter and good holding in sand so we slept well. The whole of Palk Bay is no more than 13 metres deep so the bay apparently does become quite choppy in a strong blow. In retrospect, we probably should have stopped the night at Kachchaitivu when passing, rather than racing onwards to see the bar crossing before dark.

Our friendly Sri Lankan warship was nearby as we headed off next morning on Monday 28 March. After we raised anchor at 7.15 am, the warship called us up on radio to enquire what was happening, to which we replied that the bar was too rough the night before. The warship's reply was simply "Good luck". A tone of sarcasm was detected, but ignored.

On arriving back at Land's End, we immediately anchored close to Pamban Island (Land's End) and took



the dingy to test sound the depths and search for a passage through. Having completed this procedure it was time to head off and out to sea. There was a constant break on the bar, but of no real significance. We comforted ourselves in the fact that this was merely a ripple when you compare it to say Wide Bay Bar back home in Australia. However, the depths here were considerably shallower than any of those bars back home.

Out of the Bag, skippered by myself (Bill Webb) with Gene Stuart as crew, made the crossing at Land's End, at the extremity of the India-Sri Lanka border at the southern tip of Pamban Island. This is an area on the Indian side of Adam's Bridge: a location of religious significance to followers of the Hindu faith. It is an area where there is no marked channel nor other boats to follow.

Watched by a group of around 50 holidaymakers and religious pilgrims (we hoped their prayers were for us), the crossing took place at 10:30 am. *Out of the Bag* crossed with little fuss even though the depths with breaking water at times were less than one metre over the half-mile transit.

Once clear over the bar, it was high-fives all round as the challenge of the infamous crossing had been met and passed without any groundings or bottom touching. *Out of the Bag* had achieved what we came here to do. All that was left was to set the auto-pilot for the transit through the Gulf of Mannar.

Next stop Maldives Islands, some 470-miles away. ⚓



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taking third place and Mackenzie emerging the victor and winner of the regatta.

FINAL PLACINGS

- 1st** Will Mackenzie, Daniel Caine, Tom Potter
- 2nd** Ted Hackney, Matt Mayall, Kurtis Poole
- 3rd** Ash Rooklyn, Byron White, Hamish Hardy
- 4th** Tara McCall, Amanda Scrivenor, Sasha Ryan, Alex Paton
- 5th** Tim Forbes-Smith, Tom Koerner, Alex Chittenden
- 6th** Andrea Green, Declan Rohr, Maclean Paton
- 7th** Blake Poole, Caitlyn McIntosh, Zac Molin, Sophie McIntosh.

CAPTAIN JOHN PIPER REGATTA

Ashlen Rooklyn, Byron White and Hamish Hardy took their Governor's Cup training up one more step with a win in the Captain John Piper Match Racing Regatta. The team had been training mid-week and the extra work paid off, with the crew winning all of their races in the second day of the regatta.

The racing started on time at 10oohrs with the remaining flight from round robin one. Racing was

Hot shots

There's no such thing as an 'off season' at the Youth Sailing Academy, with the winter squads providing some of the most heated racing of the year, writes Pam Scrivenor.

As the CYCA's Youth Sailing Academy approaches its 20th anniversary next year, some 200 students have already graduated to become some of Australia's finest sailors. The YSA's three winter squads are stepping stones to sailing success, with the Talented Sailor, Development Match Racing and Advanced squads attracting up to 90 young sailors each week to learn the ropes of keelboat sailing.

For the Advanced squad, two important match racing regattas are held each winter season: the Navionics Regatta, sponsored by club Commodore Garry Linacre, and the Captain John Piper Regatta sponsored by CYCA member Dean Harrigan. These regattas are an important part of the Advanced Squad as they give the squad members valuable match racing regatta experience prior to the State, National and International season.

NAVIONICS REGATTA

Will Mackenzie and his crew of Daniel Caine, Tom Potter won the Navionics Regatta in May, which was the first of the season for the CYCA Youth Sailing Academy Advanced Squad members. Mackenzie and his young team completed the round robin on top with five wins, with their only loss against Tara McCall with her all-girls team.

Six teams from the Advanced

Squad were joined by a young team from Gosford Sailing Club who have participated in match racing courses on the Club's recently purchased two Magic 25s. Blake Poole and his crew from Gosford Sailing Club took a little while to settle into the Elliott 6s but after a couple of races they had some competitive matches and were very pleased to participate in this regatta.

With the round robin completed and time to spare it was decided to have a sail off to confirm the final placings. First would race second, third race fourth and fifth to seventh would have a sail off. The placings



from first to fourth would be decided by the first sailor to score two points.

In the fight for podium positions, Ashlen Rooklyn took on Tara McCall for third and fourth position and Will Mackenzie took on Ted Hackney for first and second. Both contests were decided in two races with Rooklyn



more serious in round two with competitors determined to prove themselves and the penalty flags were flying in each match. There were many close races but Rooklyn and his team finished clear winners with 9 wins out of 10 matches during the two day event.

CAPTAIN JOHN PIPER RESULTS:

- 1st** Ashlen Rooklyn, Byron White, Hamish Hardy
- 2nd** Ted Hackney, Matt Mayall, Kurtis Poole
- 3rd** Jay Griffin, Tom Koerner, Jamin Early
- 4th** Andrea Green, Alex Chittenden, Tim Forbes-Smith
- 4th** Will Mackenzie, Dan Caine, Tom Potter
- 6th** Ka Stroinovskiy, Jackson Cranfield, Jessica Pollard
- 7th** Tara McCall, Keats Thomson, Alex Paton

YOUNG GUNS
CYCA Commodore Garry Linacre congratulates Will Mackenzie, Daniel Caine and Tom Potter after their win at the Navionics regatta.

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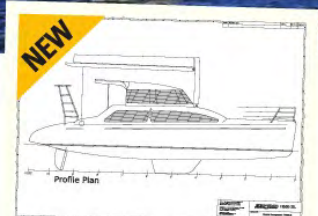
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They are the teenage solo sailors who grew up while battling the world's toughest seas in their record-breaking solo round-the-world quests. And they are mates, sailing buddies and fun-loving teenagers catching up on life.

Jessica Watson, now 18, sailed into international stardom last year by beating British sailor Mike Perham's youngest-ever solo round-the-world record, her global odyssey finishing amid scenes of celebration on Sydney Harbour, just days before her 17th birthday.

Now they have joined forces for a new test of their offshore mettle together, shunning the solo route to lead a young team in the 'Another Challenge' campaign in this year's Rolex Sydney Hobart Yacht Race 2011.

In preparation for the assault on the grueling 628 nautical mile blue water classic, the pair recently entered the British 50-nautical mile Round the Island Race at legendary Cowes, England, alongside nearly 2,000 other boats. Just a week earlier, Jess had taken part in the French Mini Fastnet from Douarnenez to the Irish coast onboard the tiny 6.5-metre Mini, *Skippy*, with fellow Aussie Scott Cavanough.

After logging thousands of sea miles alone in the boundless solitude of the open ocean, these days Jess and Mike are getting used to sailing as a team. We caught up with them during the Round the Island Race in the UK to see how they are enjoying their sailing, and to ask how things are shaping up for their Rolex Sydney Hobart 2011 campaign.

WHEN JESS MET MIKE

It was during Jess's famed voyage on *Ella's Pink Lady* – two years after Mike set his benchmark circumnavigation – that the pair first grew close. As Jessica sailed across the lonely ocean, it was often Mike's voice at the other end of the satellite phone speaking words of encouragement and understanding, spurring Jess on through the difficult times.

After Jess returned to Sydney and met up with Mike, the story of their alleged romance was tabloid gold – two teenagers united in love by a bond that few people on the globe could ever know. But the pair say they are just friends for now.

"When you know someone else has sailed round the world as a teenager too you understand them and have a mutual respect," says Mike. "There are about six of us like that around the



**FOREVER
YOUNG**
Mike Perham and
Jessica Watson
on the dock in
Cowes, UK, for
the Round the
Island race.

Fast friends

THEY LEARNT THE ROPES SAILING SOLO AROUND THE WORLD, NOW JESSICA WATSON AND MIKE PERHAM WILL DEPEND ON EACH OTHER IN THE ROLEX SYDNEY HOBART YACHT RACE, WRITES MARINA THOMAS.



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**SALES AND SERVICE OF THE WORLD'S
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Round the Island was her first time sailing in the UK.

"[Doing these races] is about learning new skills for all of us on *Another Challenge*," she says.

"We are all there for the same reason. Everyone brings a different skill to the boat, but for the Sydney to Hobart you need to know each other's roles too, like navigation and decision making."

At the Round the Island Race in late June, a record number of yachts entered to commemorate the race's 80th anniversary. Weather conditions in the Solent were testing with 30-knot gusting winds and sizeable swells forcing hundreds of boats to retire. Jess and Mike joined the other young British crew of the *Another Challenge* team on the Bavaria 37 *Cold Play* for a taste of the action.

"Everyone was jostling for position on the start line, it was very crowded out there," says Jess.

"We were just concentrating on not hitting other boats. Then we got hit on the first starboard tack by a boat

training for the Rolex Sydney Hobart. The crew is sailing Lou Abrahams' Sydney 38 one design, and with a strong fleet in this competitive division it will test the youngsters.

"I am enjoying taking part in closely matched sailing," says Mike of his chance to sail a one design Sydney 38 in the Hobart. "Having 10 identical boats, when it is just down to the crew – as it will be in the Rolex Sydney Hobart – is game on for me. It will be an interesting voyage and an interesting story."

For Mike, he jokes that his biggest fear is that Jess will play a really big

practical joke on him like putting spices in his food. "I'm very sensitive!"

They have been doing general fitness training for the last couple of months, a lot of which is about how to prevent injuries.

"The Rolex Sydney Hobart is only a four-day race but you don't get much sleep so it is very gruelling and painful as I know from the Mini Fastnet," says Jess.

"I'm not strong at all, it is not going to be a good idea to take a fast boat, I need more physical strength.

"We have an incredible team for the Sydney Hobart and we are going to do everything we can to try and make it an extremely professional campaign and win."

So what's in store for this capable and ambitious pair once the Rolex Sydney Hobart is over, will they do more sailing together?

The prospect is an exciting one, but for now the pair are remaining tight-lipped. The horizon will have to wait a little bit longer, as they concentrate all their energies on 26 December. ⚓

"I loved the experience of being involved in a shorter challenge as opposed to the marathon slog I'm used to."

JESSICA WATSON



on port, which was a real shame but at least we made it over the start line.

"Seeing the boats coming in and sailing was an amazing spectacle. I have never seen anything like that sheer number and range of boats competing before.

"We hope the Sydney Hobart will be more professional carnage," she jokes.

In the Mini Fastnet in France, Jess and Scott Cavanaugh finished mid-fleet.

"I was happy with that. Trying to keep up and compete with all these amazing French sailors was tough. I loved the experience of being involved in a shorter challenge as opposed to the marathon slog I am used to."

Come mid-September, Mike and the other Aussies and Brits in the *Another Challenge* team will converge in Sydney to begin their

FINDING NEW CHALLENGES
 Jessica Watson is undaunted by life in the wake of her highly publicised round-the-world record. Pictured above with her *Another Challenge* crew for the Rolex Sydney Hobart 2011, and right with Mini Fastnet skipper Scott Cavanaugh in France.



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THE REVOLUTION

THIS RADICAL NEW OCEAN RACER COULD JUST BE THE BIGGEST SENSATION IN KEEL DESIGN SINCE *AUSTRALIA II*. IT'S TIME TO FORGET EVERYTHING YOU THOUGHT YOU KNEW ABOUT OCEAN RACING YACHTS, WRITES BLUE ROBINSON.





When Ian Oatley called me one Friday and invited me to race on his 42-foot all carbon flying-keeler *Q* on the weekend, it was the good news. The bad news was that the forecast was woeful – less than 10 knots for the CYCA's Audi Winter Series race. Rumours of *Q*'s revolutionary new keel design had been circulating for a long time, and it looked as if the light breeze might keep the full glory of this radical racer under wraps for just a bit longer.

At noon on Sunday, Sydney Harbour was a sheet of glass. We motored among the fleet and waved to friends. Every crewmember on every boat stared at us. The *Q* is beautifully built, entirely of carbon with just a clear coat on the hull and no anti-foul to spoil the shine – so it is certainly a good looker, but everyone waited to see the keel. Just as it looked like the breeze might never arrive, a light northerly started to shuffle down the harbour, and we were off.

RIGHT ON Q

Jostling with 50-footers on a reaching start we headed into Kirribilli, rounded, then headed up the harbour. With only 10 knots of breeze to work with, things were all very familiar. The hum of the engine, the small rise in revs as the keel moved from the vertical out 10 degrees, and a bit of chat calling the breeze as it curled over Bradleys Head. On the upwind leg we were in clearer pressure and from the helm Ian raised the keel until it was visible under the surface – still normal stuff



really on canting keelers the world over. Another knot of breeze and the bulb raised a curve of water above the surface, so on the beat it looked like we had a permanent porpoise to windward. Then the breeze lifted another notch and in an instant Oatley had raised the keel out of the water, and my eyebrows to the top of my forehead.

Nothing really prepared me for turning the maximum righting

SIDEWINDER MISSILE

Top: *Q*'s keel not only produces more righting moment, but reduces drag by lifting out of the water. Above: the internal workings of the canting keel system.

moment into a maximum writing moment, which saw me furiously scribbling notes trying to describe all this – while rapidly forcing me to review my notions of what a keel should and should not do. All the theory, all the discussions and even a photograph hardly prepared me for what just happened. Properly engineered canting keelers have been charging round the world for years, so increasing the efficiency of the keel by moving the bulb to windward is accepted and understood. What the *Q* demonstrates is this concept can be taken further, rotating the keel and bulb structure around the hull, until the entire appendage breaks free from the thick and viscous ocean, rising out to the thin and free air – where it uses its maximum leverage, in the most efficient place, with the least drag. It is beautifully simple and, well, simply beautiful.

For the downwind and light-reaching legs of the CYC race the keel was lowered back under the boat to suit conditions, then on the second beat Ian looked at me and said, "Oh sorry Blue – how rude of me. Would you like to drive?" Would I like to drive! Oh I think I would like to drive very much...

And it works. It is slightly mesmerising, and I challenge anyone not to lose focus on helming upwind and steal a glance at the bulb working away, glistening in the sunshine – while saying to yourself, "Now that in every sense – is simply out there."

Like a multihull sailor eager to fly a hull and slash the wetted surface, I found myself willing the breeze up to liberate the keel and feel the boat surge ahead. If I needed a reminder of its drag-component the breeze dropped to eight knots, dipping the keel back in, letting the sea wash over the bulb and wash-off our boat speed. A quick glance to windward saw pressure coming, which lifted back up to 12 knots and we were free and flying again, smooth and steady. The aft and forward rudder foil sections are designed to accommodate the keels absence, and there are no jitters or wobbles or fluctuation at all when the keel gets air. None. Ian certainly was expecting something, but is surprised and delighted at this discovery.

RADICAL THINKING

Ian Oatley was a passionate windsurfer, loving the simplicity and immediacy of the sport. Sheet in and go. Minimum weight; minimum drag; sailing very fast and off the mark very quickly. This equation

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ABOVE: TP52 *Decision* at 2011 Key West Race Week flying 3DL 860 jib and 3Di 1080 composite foil mainsail. Sharon Green photo

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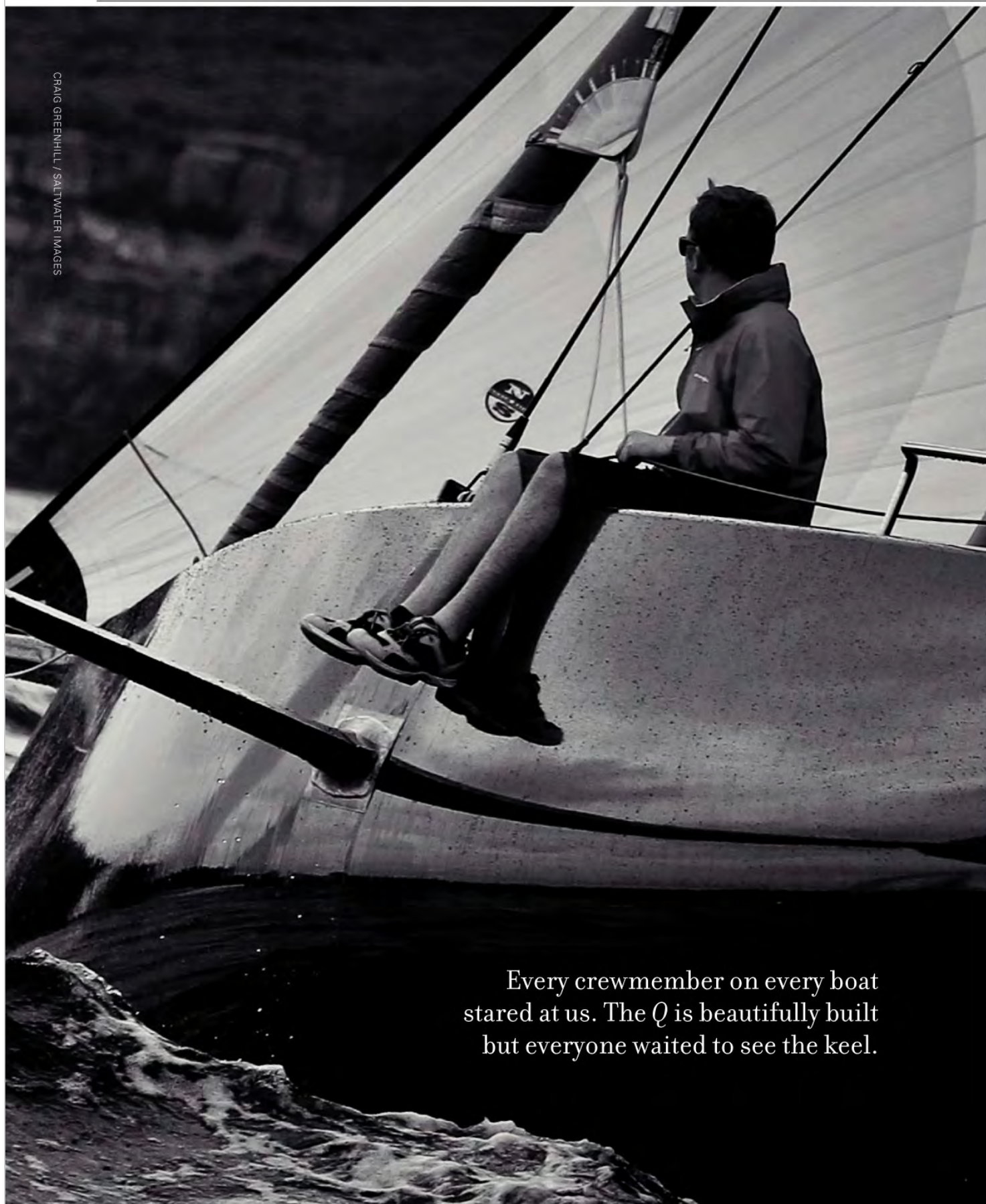
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Every crewmember on every boat
stared at us. The *Q* is beautifully built
but everyone waited to see the keel.



stuck with him and four years ago he had the idea of building a lightweight 40-footer, with rudder and forward canard in place to allow the release of the keel from the viscous drag. The technology was there – right here in his backyard. Olectric Systems had designed and built the electronic systems for Volvo 70 and canting keel maxis including *Wild Oats XI*, *Leopard 3* and *Alfa Romeo*. Greg Waters was the hydraulics guru for the same projects and McConaghy had built these record-breaking boats. The designers however, were hesitant. The first design team Ian approached said, “No thanks”.

Even Reichel/Pugh were lukewarm. The answer was to fly John Reichel to Sydney and explain the idea around a table, together with Sandy and Bob Oatley. The face to face worked – everyone now got it.

The original idea was for an immensely strong rotating carbon “O” ring, located in the centre of the boat, with the keel attached and operated by three small internal cog motors, plus manual deck winches and pulleys. Though the “O” shape is certainly strong, it didn’t lend itself to the slender hull shape and once the loads became apparent an engine driven PLC was included. After a full mock-up of the keel system McConaghy built the boat in Sydney in a female mould, which came out looking so good it was decided not to paint it.

The Reichel/Pugh design has a 200mm “divot” inset mid-ships to take the keel system, a track secured to the hull with a carriage attached to

the keel-head, which moves around the “U” shape of the hull from the vertical, to about 300mm above the waterline on the port or starboard side. This keel-head carriage is pulled through this operation via turning blocks by two large hydraulic rams living just below the deck – the windward ram doing the work while the leeward ram eases the heavy-duty 16mm strop line in phase. Six 300mm carbon beams were set fore and aft inside the hull to make up for the loss of structure due to the rebate in the hull. It is very solid, very black and very lightweight; the whole boat weighs less than four tonnes.

As the keel rotates around the hull, the topside’s panel covering the “slot” slides with it. Secured at either side of the keel head, this sheet of carbon moves up and disappears just under the deck – a crude explanation would be like a garage door rising out of sight. All this means there are no openings or wet boxes in the floor of the main hull of the *Q*.

Outside there are two small holes high in the slot panel, where fresh-water hoses plug in back at the dock to flush out the keel systems. As the *Q* has no anti-foul, during the week the boat is lifted onto its cradle, where maintenance and inspections can be carried out by releasing each end of the carbon slot-skin attached to the keel-head, giving access into the area to check the keel-head and track.

The owner wanted this project to be light, with a furling main and jib, carbon keel and very simple hardware. The boat emerged with a steel keel and bulb, standard mainsail and PLC

“We broke a rope. Nobody got hurt and we popped the boat on its side. Everything was fine.”

KNOCK DOWN
Q on its side during the Audi Winter Series on Sydney Harbour. Photos of the incident even made a big splash in several metro papers the next day.

driven winches with a D/C driven keel-centering safety backup. The *Q* was built to prove the idea would work and in that sense it is a test-bed, allowing the concept to evolve.

PUSHING THE LIMITS

Seven days after I was racing onboard the *Q* flipped onto its side on Sydney Harbour. I called the guys who maintain the boat and were racing it at the time. The problem?

“We broke a rope. Nobody got hurt and we popped the boat on its side. We have sailed in 20-plus knots heaps of times, but today the strop pulling the keel-head broke. We had it rated to 16 tonnes and so will replace it with some larger diameter high-modulus line. Everything was fine.”

When I spoke with Ian Oatley, we came back to the fundamentals of this project and the philosophy driving it, “This is the unknown. Whatever research you do, nobody really fully knows what these precise loads are. We made a decision and have been sailing and testing it. We now need to increase those strop loads – simple. All the way through this project we have been – and we will continue to be – learning a huge amount. Discovery is one of the chief reasons for doing this.”

Discovery. Research. Unknown. If you are going to shine a light and wander down the dark tunnel home to those phrases, you will have setbacks, that is certain. What wasn’t so encouraging was the speed at which some people judged this project after a line failure. Can I have a show of hands of who hasn’t broken a fully rated sheet, shroud or backstay on a high performance yacht?

Wrapping up the day talking on the dock I got the impression that for Ian, it was the intellectual challenge of the project that was exciting; pulling in the best brains he could find, then pushing those minds, firstly to believe and then to achieve.

The boat builders and system engineers on this project are fully aware of what has been accomplished here; an innovative and fascinating concept has been realised, driven by the client’s excitement and encouragement to experiment and learn, and all this during a fiscally lean period for build projects worldwide.

So after nutting out the problems on a 42-footer, would Ian consider going longer, lighter and simpler – say 60 to 65 foot? A short pause, a slow smile and a definite twinkle in the eye, then, “Lets just say we haven’t ruled that out.” ⚓

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HAPPY CAMPERS

It wouldn't be a sailing team without some quality nicknames ... left to right: Hamish 'Hoops' Hooper, Andrew 'Animal' McLean, Adam 'Mino' Minoprio, Roberto Bermudez de Castro aka 'Chuny', Tony 'Trae' Ray, Stu Bannatyne, Chris 'Nico' Nicholson, Will Oxley, Rob 'Salty' Salthouse, Daryl Wislang and Michael Pammenter.



Southern men

THE 2011-2012 VOLVO OCEAN RACE WILL SEE A NEW ZEALAND TEAM COMPETE IN THE WORLD'S MOST GRUELING ROUND-THE-WORLD SAILING CHALLENGE FOR THE FIRST TIME IN 18 YEARS. JODIE BAKEWELL-WHITE MEETS THE MEN WITH VICTORY ON THEIR MINDS.





SMOOTH SAILING
Built in Auckland, Camper's Volvo 70 looks hot and, judging by her early performances, will have the performance to match.

It has taken the might of Emirates Team New Zealand to end an 18-year drought since the country's last entry in the world's most renowned round-the-world-yacht race, but it's been well worth the effort. As a result team Camper is in full-on preparation mode, with a few short months until the start gun sounds on 4 November in Alicante, Spain for leg one of the 2011/2012 Volvo Ocean Race.

The team's brand new Auckland-built Volvo Open 70, in its bold red Camper livery, hit the water in April this year and immediately undertook a rigorous boat testing and crew training phase.

In just two and a half months Camper and her crew clocked up 6430 sea miles, traveling the East Coast of New Zealand to Dunedin on the South Island's lower coastline, followed closely by the 2000-mile offshore qualifier required for the Volvo. Next the team competed in the 2011 Auckland to Fiji Race, stopping only for customs before turning the boat back into the Pacific on a hunt for downwind testing time.

It's a tough schedule, but modern day Volvo Ocean Racing on these wet, cold speed machines is not for the fainthearted, and you certainly don't want boat or crew to be under

prepared. So far it seems the boat has withstood the demanding programme, but the skipper, Aussie Chris Nicholson recognises that you can never be entirely satisfied.

"It takes quite a while before you can be totally happy because you want to be able to look at it in all conditions and that in itself takes a long time," he explains. "I guess until now I've probably had a slightly reserved answer but right at the moment I'm very happy with how it is looking."

So the boat is meeting with approval, but how about the crew? This is 42 year-old Nicholson's fourth Volvo Ocean Race, his first as skipper, and crew selection was his job. Over half of his sailing crew are in their forties and nine of them have amassed between them twenty Whitbread or Volvo campaigns, notwithstanding wide-ranging and extensive involvement outside of this race. Aside from media man Hamish Hooper, there's just one race rookie on board – 26-year-old Adam Minoprio.

Overall Nicholson is happy with how his crew are gelling together. He does note, though, that it's not only his opinion that counts – everyone involved has to feel that things are working well.

"It's also the people who are the edges of the programme and a general

CHRIS NICHOLSON

Position: Skipper

Age: 42

Nationality: Australian

Campaigns:

2008/09 *Puma*

2005/06 *Movistar*

2001/02 *Amer Sports Two*

Sports Two

Opening his professional sailing career in dinghies, Nicholson has represented Australia twice at the Olympic Games, in Sydney 2000 and Athens 2004, in the 49er class, and has six World Championship crowns under his belt. Nicholson stepped straight into the role of watch captain in his first Volvo Ocean Race on *Amer Sports Two* in 2001/02, and has subsequently competed as watch captain in 2005/06 with *Movistar* and then on *Puma* in the last race. He now steps up to skipper.



awareness of what's going on," he says. "That feedback is all good."

He explains that June's Auckland to Fiji Race provided the first opportunity to test this combination of boat and crew in a race environment.

"In the middle of it I recall thinking, wow, this is such a good experience to do again. We've raced thousands of races each but there are still things you learn each time and it's always at a different level when you're racing versus training."

Somewhat unexpectedly, a line honours battle between the two big red boats – Camper and Orma 60 trimaran, Vodafone – came down to the wire.

"It was never supposed to be a tight finish. In a normal situation they would have beaten us by probably a day," says the skipper. "But they had a couple of things go against them early on in the race which allowed us to be ahead of them until right to the end. For us it was just such a bonus for that to have happened and for them to beat us by only 17 minutes in the end. It made the race."

In a Nicholson-led initiative the crew structure differs from previous campaigns, with Nicholson himself opting to continue in the watch captain role he's familiar with when racing, rather than being a floating skipper.

WET WORK

In 2009, Camper's Michael Pammenter, from South Africa, gave up a desk job in finance and economics for a job on the bow of Telefonica Black. He's back for his second Volvo Ocean Race in 2011.





GOOD TIMES, BAD TIMES
From sailing in shorts on a sunny day, to cold and wet huddled in the cockpit, the Volvo can throw up both.



The major benefit will be to have two specialist navigators – Will Oxley and Andrew McLean – on board, allowing them to keep the nav station open 24 hours for round-the-clock weather appraisals and decisions.

The hugely popular and experienced Stu Bannatyne will lead the opposite watch. Nicholson and Bannatyne sailed together on Movistar in 2005/06 and the partnership obviously works.

“To have his level of experience and also to know that you get on well together, that’s a fairly good combination just to start with. We’ve done a lot of work to date and it all

flows back and forward from me and Stu quite easily. Stu is at the top of anybody’s list.”

The massive kiwi is this team’s most capped member as he enters his sixth consecutive race, and Bannatyne is no stranger to success having been on board three winning campaigns including New Zealand Endeavour (93/94), Illbruck (01/02) and Ericsson 4 (08/09). 40-year-old Bannatyne’s big break into offshore sailing came in 1993 when, at the age of 22, he received a last-minute call up to trial for Grant Dalton’s Whitbread Maxi entry New Zealand Endeavour.

Camper’s tour of New Zealand in

STUART BANNATYNE

Position:
Watch captain
Age: 40
Nationality:
New Zealand
Campaigns:
2008/09 *Ericsson 4*
2005/06 *Movistar*
2001/02 *Illbruck*
1997/98 *Silk Cut*
1993/94 *Maxi New Zealand Endeavour*

With a 17-year career in professional yachting, Stu Bannatyne is a five race veteran of the world’s most renowned ocean race, embarking on his first Whitbread back in 1993 aboard the Maxi class winner *New Zealand Endeavour*. Success is well known to him going on to be part of the winning Illbruck crew in 2001/02 and then again on recent race winner Ericsson 4. In 2009 he was jointly named New Zealand Sailor of the Year.



April brought back some memories for Bannatyne, who started sailing in Wellington at the age of eight.

“It reminded me of when I went down as a youngster to visit Lion New Zealand when it called into Wellington,” he said. “To be able to do that again, to see the enjoyment and wonder from some of the people coming to see the boat, it was pretty nice.”

But the watch captain reiterates that the primary goal for Camper is not only to represent New Zealand, but to return home victorious.

“There’s certainly no doubt about the fact that we’re in this race to win it. We’re not here to come second, we’re here to win it so everyone is working very hard towards that goal. The crew camaraderie is fantastic, there’s a lot of joking and carrying on, and everyone is getting on really well,” he observes. “And then the boat itself has just been really impressive in terms of reliability and the way it feels when we’re sailing it and the performance numbers we’re putting up. We think we’ve made some nice gains on the boats from last time and we hope it’s enough.”

At the other end of the spectrum to Bannatyne is the youngest and least experienced of the Camper crew, 26-year-old former World Match Racing Tour champion Adam



Minoprio. Also a New Zealander, Minoprio debuts in this race as a driver/trimmer.

More accustomed to calling the shots as the leader of the young kiwi match race crew, BlackMatch, Minoprio rose to the top of the Tour mixing his raw talent with a good dose of bravado. He concedes, though, that the Volvo Ocean Race is new territory for him.

"I was stoked, but at the same time I was pretty apprehensive because I hadn't done much ocean racing," admits Minoprio when asked how he reacted upon learning he had a spot. "It has been a massive learning curve for me, but there is a vast amount of experience on board and they have helped me out along the way. Like a sponge, you just soak everything up and try and learn as much as you can. Building up to the start there's going to be some apprehension about what's going to happen, but once it's started, it's started."

Nicholson admits that his own transition into ocean racing from Olympic skiff sailing was harsh, and 14 years on he has tried to smooth the way for Minoprio.

"We throw plenty of advice his way," he says with a laugh. "When I did it things were a bit more old school and there didn't seem to be a lot of assistance. I was more dinghy

orientated than Adam, but I can see a lot of similarities that's for sure."

The 2011-12 Volvo Ocean Race will see the seven boat fleet depart from Alicante, Spain on November 5th. The fleet is expected to reach the finish line in Galway, Ireland in early July 2012. There are eight stop overs along the way including Capetown, Abu Dhabi, Sanya (China), Auckland, Itajai (Brazil), Miami, Lisbon and Lorient, in that order.

Team Telefonica and Puma Ocean Racing are returning teams having both competed in the most recent race, while Groupama Sailing Team and Abu Dhabi Ocean Racing Team are, like Camper, solid looking new entrants. It was announced in June that accomplished kiwi sailor Mike Sanderson will join China's Team Sanya, and at the time of writing little is known about a mystery Spanish team on the entry list.

Rounding out our conversation I ask Nicholson if he thinks Australians will be supporting Camper given the skipper's nationality. His response is sharp; he doubts that many Aussies know or care too much about the race.

"I hope they do though, because there should really be an Aussie entry," he says. "I certainly think there has to be a fundamental attitude change as to sponsorship and the sport. It's

ADAM MINOPRIO

Position: Driver/Trimmer
Age: 26
Nationality: New Zealand
Campaigns: This will be Minoprio's first Volvo Ocean Race.

A graduate of the famed Royal New Zealand Yacht Squadron Youth Programme, this Volvo Ocean Race debutante earned his reputation as a young sailing talent with the x-factor while competing on the World Match Race Tour. As leader and helmsman of BlackMatch – a team of young kiwi match racers – Minoprio claimed the ISAF World Match Racing Tour champion crown in 2009 on just his second year competing on the WMRT.



done a different way over here than in Australia. There's a reason why ETNZ can do a Cup and do a Volvo, and there's also a reason why there's nothing like this in Australia." ↓

MORE AT SAILSMAGAZINE.COM.AU

For regular updates on Camper Team NZ's progress in the Volvo Ocean Race, visit *Sails* mag's website and sign up for Sails Live news alerts. Or, search our live editions for past coverage of the team.

Stopover in the City of Sails

Auckland is the fourth of eight stopovers in the 2011/2012 Volvo Ocean Race and with the City of Sails already in spruce up mode ahead of the 2011 Rugby World Cup, the fleet will encounter the city in its prime. The yachts are expected to arrive into New Zealand from Sanya, China around 8 March 2012 and then sets off for Itajai, Brazil on 18 March. Viaduct Harbour is expected to come alive as the fleet arrives, with the public able to view the impressive Volvo Open 70 boats up close and watch teams in action on Waitemata Harbour and as they prepare for the next leg. The 2012 stopover will be the eighth time the race, now in its 11th edition, has come to Auckland.

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BENETEAU'S LATEST ENTRY INTO THE HOTLY CONTESTED PERFORMANCE CRUISER MARKET, THE FIRST 30, PACKS A LOT OF PUNCH FOR ITS SIZE THANKS TO A CANNY DEPARTURE FROM PAST DESIGNS, REPORTS KEVIN GREEN





The arrival of the First 30 caused quite a stir at Sanctuary Cove in May, and after an afternoon spent sailing one I can see what the hype is all about. Representing the current design vogue for twin rudders, T-keel and hard chines the F30 ticks all the boxes. What really sets it apart, though – and arguably ahead of its competitors – is the addition of the rear set rig.

Designed by Juan 'K' Kouyoumdjian of America's Cup and Volvo Ocean Race winning fame in conjunction with single-hander Michel Desjoyeaux, skipper of the Open 60 Foncia, the new First 30 is a radical change from her predecessors. Argentinean Juan K's departure from Farr Design's more traditional approach has produced a slab sided, twin-ruddered and beamy boat that proved to be a very stable performer during sail testing. Construction is by injection moulding GRP with balsa-cored wood, which remains the most cost-effective way of building.

Described by my host for the day Eric Ingouf, Beneteau First 30 project manager, as a "high-performance cruiser" the F30 combines a comfortable Nauta designed interior with a performance orientated hull and rig that leaves plenty of room for tuning. The F30 has an interesting recent history with Beneteau choosing a development route that included a Blog forum (www.teamfirst30.com) to gain insight and feedback as the project moved forward. The result is a functional performance cruiser, with the emphasis firmly on the 'performance' part of that equation.

THE PRICE IS RIGHT

Despite the dramatic evolution that has taken place, the overall look of the boat retains the traditional shape of the First line. This is due largely to symmetry across the verticals such as the transom and bow angles, complemented by a low slung coachroof which still manages about six foot of headroom thanks to the deep hull. Beneteau's large economies of scale and the strong Aussie dollar mean that a very cost-effective base price of \$162,905 is possible; perhaps allowing club racers money left over for a set of carbons.

The cockpit is designed around the skipper, with fold-down footrests either side and sheets easily to hand. Indented combings near the tiller make a comfy seat at the helm as well as housing the Raymarine ST70



limited due to the water tank, but there are two useful cupboards. At the stern a substantial double berth fits below the cockpit as well, so at a push six could squeeze in for fully crewed racing. The portside moulded showerhead has a manual toilet and combined shower-tap, which is a functional setup. Adjoining it the navigation station has enough room for laying out full sized paper charts and plenty of bulkhead space for a multifunction display alongside the switch panel. Halogen lights and other electrics are powered by a 70 amp house battery (with an optional second one advisable for autopilot use) and an 80 amp hour alternator on the 20HP Yanmar saildrive engine keeps everything charged.

Feeding the crew from the L-shaped galley shouldn't be a drama with twin burner gimballed cooker (but no oven) and the 100-litre top opening

readout, which is complemented by three Raymarine mast jumbos. The transom mounted mainsheet track and sheeting run through Harken blocks nearby and the primaries, twin speed Harken ST40.2s, can also be reached from the tiller. All running rigging, apart from the topping lift, runs back to the Spinlock jammers controlled by a further pair of H40 winches, and usefully there's a Spinlock Winchfeeder pin for crossing any of the Dyneema halyards between the winches.

Another plus is the cavernous cockpit locker, which could probably house a folded inflatable when in cruise mode. The semi-open transom includes a fold-down ladder, which is needed as the high topsides would preclude an easy man overboard recovery.

FAMILY FRIENDLY

Below decks the First 30 has stepped comfort levels up a notch over earlier boats, with Nauta Design producing smooth ergonomics throughout the light oak finished interior. Moulded combings and longitudinal handrails give a practical yet attractive finish. The mast post set far back towards the main hatch dominates and leaves the fold-out table intact ahead of it. On either side of the table the cloth lounge seating can double as berths, with through-bulkhead hatches to allow taller crew to stretch out.

The two cabin, double berth layout now has a door that separates the forward berths. The anchor locker bulkhead impinges the V-berth and storage space underneath is also



WARM TONES
The blonde oak finish and user-friendly ergonomics of the Nauta Design interior make the First 30 a welcoming place below decks.

icebox will ensure the coldies remain that way. The rather shallow sink has a foot pump for emptying the icebox and there's an option to convert to a salt water pump if preferred. Underfoot the shallow bilge, a typical malaise of modern designs, wouldn't tolerate a lot of water before stability is affected.

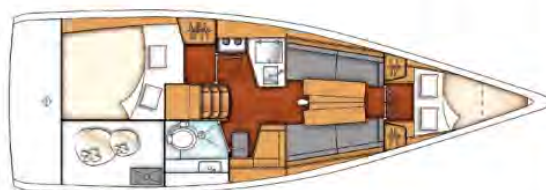
RACE READY

The two spreader rig setup is notable for its lack of backstay; instead, sweptback spreaders and shrouds are used. This B&R style design requires wide triangulation, so the three shrouds either side are located outboard on the gunwales with chainplates. This layout, with Genoa track inboard, leaves the deck nicely clear for working crew, though the wooden toerail won't be a comfortable hiking perch. Further mast support is via the transom located mainsheet track, which should also help maximise twist on the mainsail while keeping the cockpit clear. The square topped mainsail uses standard slab reefing.

The location of the Sparcraft mast far back in the hull, *a la* Volvo 70, has the advantage of aligning the centre of effort with the keel, creating a very symmetrical design. It also opens up the fore triangle to large non-overlapping headsails, which are favoured in IRC handicapping. A Facnor Genoa furler can replace the standard foil in cruising mode.

The F30 can carry both conventional and asymmetrical spinnakers thanks to an optional GRP bowsprit that protrudes alongside the single bow roller. Behind it the deep anchor locker has fixings for an optional horizontal windlass, which should be an adequate setup in cruising mode. While not built with any specific race handicapping in mind the F30 does allow for considerable fine-tuning. For example, using non-overlapping carbon headsails on the optional carbon mast and rod rigging setup could substantially improve performance.

With echoes of the Mini Transat designs the F30 looks very compact, with Juan K's signature chine running the length of the hull and a full stern section. Waterline is maximised thanks to the snub bow, which has a very fine entry, and a reverse sheer on the wide transom. Twin transom hung rudders are designed to maximise control of the stern while minimising drag, and tiller steering gives pinpoint accuracy around the buoys. Keeping things upright is a slim cast iron keel with large T-shaped bulb, intended to lower the boat's centre of gravity as well as helping fore and aft trim.



LOA	9.81 m
BEAM	3.20 m
DISPLACEMENT	3,750 kg
DRAFT (DEEP KEEL)	1.90 m
DEEP KEEL WEIGHT	1,090 kg
MAIN SAIL	32.90 sqm
GENOA	(105%) 26.60 sqm
ASYMMETRICAL SPINNAKER	87.0 sqm
PRICE	\$162,905

FAST MOVER

"Goes like a train" was the phrase recorded in my notes during the sail test, mainly because the F30 sailed like it was on tracks; straight and steady. At the helm the feeling was of steering through turns, rather than sliding; no doubt a result of the twin rudders and sharp hull chine.

So well balanced was the F30, that with minimum adjustment to the transom mounted track the boat would very nearly self-steer in the prevailing conditions. This useful characteristic also has the advantage of requiring less battery energy when the optional Raymarine ST70 autopilot is fitted. Beneteau say that the F30 can carry the standard sail plan in winds of up to 20 knots and give the stability of the hull and its big T-keel, I can well believe it.

For the record the best numbers your correspondent achieved was 6.9 knots speed in the 9.2 knots wind with plain sail up, with 28 degrees apparent shown on the Raymarine mast jumbos.

Hard on the wind like this the helm retained feel while having a powerful say in how the First tracked. In the gusts a quick pull at the mainsheet track reduced the helm pressure and kept the wide hull from digging in beyond the chine.

The flip-down footrest bars did their job once adjusted to my 5'10" frame and for standing there are simple teak blocks. The tiller length is also adjustable by a simple finger pull arrangement that worked well and proved fine for fast tacking. Later in the afternoon for the downwind run home, hoisting the asymmetric spinnaker produced 8.2 knots speed in 10.1 knots wind at 90 degrees apparent wind.

In cruising mode twin rudders have limited use so sticking the 20hp saildrive into reverse was going to be a good test of the First's abilities – the water flow can really pressurise the helm, especially a tiller. However the First tracked back without drama and even turned while astern without too much wrestling with the tiller. Going ahead, with revs maximised at 3400 produced 7.8knots in the flat calm conditions.

Undoubtedly, in the First 30 designer Juan K. has reached his stated goal, which was to build "a boat accessible to the majority". In terms of both performance and price he has achieved this, and with enough comfort to keep family cruisers happy as well. ⚓

www.beneteau.com

Double the fun

YOU CAN'T BEAT A CATAMARAN FOR COMFORT, STABILITY, SPACE AND SHALLOW WATER ACCESS. IF YOU'RE PLANNING ON JOINING THE MULTIHULL MOVEMENT THEN THESE HOT NEW CATS SHOULD BE TOP OF YOUR SHORTLIST.

Do you prefer a sedate cruise to a white-knuckle ride? Does a day spent swimming, dining and lounging offer more appeal than one spent trimming, winching and grinding? Are you more interested in exploring coastal waterways than searching for an offshore breeze?

If the answer to all the above is 'yes', then chances are you either own a catamaran or would like to. Cats are the comfy lounge chairs of the sailing scene; they offer all the soul warming essentials of traveling under sail, along with the added benefits of a stable platform, increased main deck living space and a shallow draft that opens the doors to those hidden coastal backwaters and shallow sandy bays so loved by the cruising fraternity.

Of course multihulls come in battle mode too, but the sharp-toothed speed machines of the America's Cup, Extreme Sailing Series and Route du Rhum races are a different breed from the cats on the following pages, which are chosen for their high levels of comfort, practicality and easy short-handed sailing.

All the boats featured here are successors to popular existing models that have already won wide acclaim in the cruising cat market – their makers have taken a good thing, and made it better. Many of these improvements are design tweaks that experienced cruisers will appreciate – such as improved storage and increased space – but there have also been advances in crucial areas such as safety, structural strength and sailing performance.





DESIGNER	Seawind Catamarans
LOA	10.50 m / 34'
BEAM	5.09 m / 19' 3"
DISPLACEMENT	5.5 tonnes
DRAFT	1.10 m / 3' 6"
SAIL AREA	121.4 m ² / 1308 sq ft
ENGINES	2 x 9.9 hp Yamaha outboards
FRESHWATER	400 litres
FUEL	100 litres
BERTHS	4 (standard) 6 (with king daybed in saloon)
PRICE	\$299,000 inc. GST



SEAWIND 1000XL2

Seawind is Australia's most successful cruising catamaran builder, and the next generation their award-winning Seawind 1000XL, which has so far sold 215 units, is already attracting strong interest Down Under.

Through a number of refinements and product developments with the input of customers, the design has evolved into a cruising boat that represents excellent value for money, sea going ability, optimised short handed control and a comfortable, practical layout well-suited to Australian conditions.

The Seawind 1000XL2 boasts a range of new features to enhance onboard comfort and livability for cruising couples and families. These include a fibreglass hardtop that extends out over the helm and cockpit, providing better protection from the elements.

The new boat also has a hatch added between the galley and saloon, allowing the chef to easily pass food up to diners. The galley, located in the starboard hull well away from through traffic, has a more open arrangement with improved ventilation and natural light.

Another redesigned element is the beautiful timber saloon table, which is now more practical thanks to its foldaway sides that allow easy access

to the end seating in the saloon.

The XL2 is considered a great ocean going yacht for its size, due to design features such as flared hulls for additional buoyancy, triple point reefed mainsail to easily de-power, and foam core construction for additional strength.

Like previous Seawinds before it, the XL2 combines saloon and cockpit into one large living and entertainment area. The aft targa over the seating area accommodates the all-important BBQ and supports solar panels that double as shade over the seats. The dinghy can also be raised onto davits on the targa.

The XL2's interior space has been well utilised, with the aft bathroom version featuring two double berths and two double v-berths forward. The saloon dinette easily converts into a king sized day bed. There's a toilet onboard, as well as a shower connected to a Bosch hot water system that also feeds the galley.

The Seawind 1000XL's tough GRP hull and sail set up have been well proven in tough conditions and long range voyages (including one to Alaska), and the upgraded boat is well worth a look if you're in the market for a fun, flexible and very capable cruising catamaran with some innovative new features.

www.seawindcats.com

DESIGNER	VPLP
LOA	13.96 m / 45' 10"
BEAM	7.84 m / 25' 7"
DISPLACEMENT	15.5 tonnes
DRAFT	1.30 m / 4' 3"
SAIL AREA	134 m ² / 1071 sq ft
ENGINES	2 x 40 hp / 2 x 55 hp Saildrive
FRESHWATER	350 litres
FUEL	1000 litres
BERTHS	8 (standard layout) 6 (owner's cabin)
PRICE	\$740,770





NICOLAS CLARIS



LAGOON 450

Lagoon is the world's largest producer of cruising catamarans and a division of the giant Bénéteau Group, so you'll be buying into a tried and tested product with owners all over the world. Like its predecessors the Lagoon 400 and 440, the 450 is aimed squarely at owners who want a big, relaxing cruiser with hassle-free handling and masses of space and comfort. The 450 delivers with more space, and a bigger sail area.

Specialist multihull designers VPLP (behind America's Cup yachts and the world's largest sailing catamaran, *Hemisphere*) have worked with the Nauta Yachts design team to retain the qualities of the Lagoon 440 as a starting point.

This means you get a steering station high up on the fly bridge, accessible from both sides of the cockpit. This commanding position offers excellent all round views and makes berthing a breeze. All controls and sheets run here, allowing two people to handle the 450 with ease.

The large aft cockpit is protected by a fixed composite bimini. There are good sized lockers beneath the lounges, and the removable coffee table can be swapped for a larger saloon table. A hatch in the bimini can be opened to provide a clear view of the transom from the helm.

A trademark feature of the 450 is its forward cockpit, a sunken

lounge / dining area spacious enough for group entertaining under the headsail. The best seat in the house however has to be the huge padded sunlounge up on the flybridge in front of the helm station.

That tall superstructure makes for masses of headroom (over two metres) in the main saloon. Interior woodwork is a warm blonde oak plywood, with walnut laminated floors (a teak finish is available). The galley is equipped with fridge / freezer, double sink, triple burner hob, oven and grill.

The Lagoon 450 is offered in three or four-cabin versions. The three-cabin version has two ensuite cabins to port and a starboard hull dedicated to the owner, with a large bathroom forward. All cabins have an opening deck hatch, opening hull port and large plexiglass window.

They also get plenty of hanging space and shelving, plus LED spotlights and reading lights. All bathrooms have a full-size toilet, washbasin and separate shower.

All this comfort and space means the 450 is not light on its feet, but it has a big enough sail area to cruise well even in light airs. It also has the build, equipment and carrying capacity to make it a contender for longer passages. A perfect cruiser for owners who want to relax, put their feet up and let the boat do the work.

www.lagoon450.com



DESIGNER	Berret – Racoupeau
LOA	14.30 m / 47' 1"
BEAM	7.70 m / 25' 25"
DISPLACEMENT	10.5 tonnes
DRAFT	1.10 m / 3' 6"
SAIL AREA GENOA	54 m ² / 581 sq ft
SAIL AREA MAINSAIL	78 m ² / 840 sq ft
ENGINES	2 x 40 hp (larger optional)
FRESHWATER	750 litres (larger optional)
FUEL	480 litres (larger optional)
BERTHS	8 (standard layout) 6 (with owner's cabin)
PRICE	from \$975,000



SALINA 48 EVOLUTION

French manufacturer Fontaine Pajot have been building cruising catamarans for nearly 30 years, and their experience shows in the latest incarnation of their successful Salina 48.

Like its predecessor, the 48 Evolution is at heart a capable offshore catamaran, with enough sailing prowess to satisfy those skippers who like to venture into blue water. Her relatively long, slender shape and low centre of gravity make her a supremely seakindly boat, demonstrating minimal pitch in choppy conditions despite a generous 136sqm sail plan.

Fontaine Pajot have not cut any corners in the manufacture of the 48 Evolution, which has infused sandwich composite hulls and deckhouse built using new eco-friendly resin transfer compression moulding. The hulls have been redesigned to maximise space and storage in the gangways, and the portholes have been enlarged for increased natural light.

A key feature of the 48 Evolution is its new steering station, which is raised for good all-round visibility and has a lightweight bimini for protection from sun, rain and spray. There's room up here for three people to sit comfortably and enjoy the view while underway.

Sail handling is a cinch. The main can be hoisted at the push of a button thanks to its self-tailing power winch, lazyjacks and furler. There are manual winches for the head sail once its

hoisted, and all sheets go to the helm for easy short-handed sailing.

The interior of the Salina 48 Evolution is finished in a simple, practical style and well appointed for entertaining. The large kitchen features Corian benchtops, a four-burner stainless steel stove, brushed stainless steel sink, bar, well-finished timber cabinetry and excellent storage. The saloon area is centred on a large dining table with seating for eight, and which converts easily into a coffee table.

Fontaine Pajot's signature wraparound front windscreen ensures the whole area is flooded with daylight, and allows good visibility for watchkeeping from the cabin while the autopilot is set.

Another great feature of the 48 Evolution is its rather decadent aft sunbathing deck, which is ideally located for socialising with guests swimming off the transom while at anchor, and means sunbathers are well clear of sheets and boom while underway. It also doubles as good protective cover for the tender, which can be stored beneath that platform while in cruising mode.

The Salina 48 Evolution is available with two cabin layouts: the 'Quatuor' version has a standard double cabin and 3/4 double cabin in each hull, all with separate toilet and shower, while the 'Maestro' option loses one forward cabin to make room for a private owner's suite with a large ensuite in the starboard hull. ⚓ www.multihullsolutions.com.au



SUNDOWNER
Boating life is a pretty relaxing affair in the Caribbean.

There was a time when the Caribbean was hot property among Europe's warring colonial empires, who coveted the islands for their sprawling sugar plantations and as a foothold in the New World. Today this island chain, forming the eastern boundary of the biggest sea in the world, still holds a special allure for a new generation of seafarers.

Gone are the square-riggers and swashbuckling pirates of old; today's boat of choice is a cruising catamaran, and the riches ready to be plundered include a fascinating historical and visual kaleidoscope, and some of the best warm water sailing on offer anywhere in the world. And then, of course, there's the wonderful people, who seem blissfully oblivious to the rigors of the corporate tread-mill on which we all march. The Caribbean has it all.

Admiral Nelson's base in English Harbour on Antigua is an ideal embarkation port for a cruise of the Leeward Island. The airport is an American Airlines hub and English Harbour is well worth a visit in its own right. Nelson's dockyard has been largely preserved so a mental flash back to the square-riggers, wooden legs and shouldered parrots is vivid and inevitable. Antigua also boasts a beach for every day of the year.

A short hop to the north lies Barbuda, a tiny fragment of independent Antigua. Once owned and operated by a single sugar producing English family, the Codringtons, Barbuda today is a world heritage protected frigate bird sanctuary. The anchorage off the southern shore provides a place to marvel at the pink sand beach that casts a similar hue in the clouds as the sun sets behind you. It was rumoured that Prince William and Princess Kate recharged their batteries on this beach during their recent honeymoon.

The passage to Nevis and St Kitts means a change of country, which unfortunately also meant tiresome formalities. The paperwork is clearly designed for the square-rigger days and we had to declare the quantity of gunpowder and the number of cannons we had on board! This must all be laboriously written in quintuplicate using carbon paper (no less), so make sure you have it the right way up before you answer all the questions. The contrary was pointed out to me after the event on this trip by a uniformed and dreadlocked official tuned in at the time to his 100-watt reggae-blasting boom box.

IT'S EASY TO UNDERSTAND WHY THE BRITISH, FRENCH AND DUTCH EMPIRES ALL THOUGHT THEY WOULD LAY CLAIM TO THE CARIBBEAN. TREVOR & MAGGIE JOYCE TAKE A TRIP TO THE HOME OF RASTAS, REGGAE AND THE RUM SUNDOWNER.

DREADLOCK HOLIDAY



SIMPLE LIFE
Tin roofed shanties find space next to grand colonial era mansions in St Kitts.



“and we love to beat de Englishmon”. Another hop down the chain is Dutch St Eustatius. The capital Oranjestad was once a prominent duty free transshipment port on the Caribbean trade scene but today it’s a sleepy backwater that still speaks Dutch and uses the pre-euro Dutch florin for currency.

St Barts, named after Christopher Columbus’s brother, offers a complete change of scene because it is to this day a “departement” of France and beneficiary therefore of liberal contributions from the unwittingly altruistic French tax payers. Playground of the nouveaux-riche, the semi-clad swimmers on the pristine strands suggest a serious shortage of fabric in the swimsuit business. Meanwhile, the St Gustavia waterfront unashamedly demands a serious cash surplus if you want to take something home from one of the super-chic boutiques.

Terminus for our cruise was St Marteen, which is variously spelt because it is half French, half Dutch and popular with the English. St Marteen is home to one of the world’s great regattas, which is as



Nevis and St Kitts both produced sugar in days gone by and both belonged variously to England and France. During an English chapter Lord Nelson and Lady Hamilton were married on Nevis and the church still stands. The splendour of those days is easily imaginable at the estates where restoration has been attempted.

If you want to see a smile and the accompanying flash of brilliant white ivories just talk cricket to one of the locals. “Goin’ to de cricket here is de same as to de church mon,” you will hear in that clipped West Indian accent,

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famous for the music festival on the shore as for the fantastic sailing.

Picture this, if you will: wide verandas, quiet waiter service, wicker furniture, ceiling fans, sundowners, a view to the sea – it’s all there in the Caribbean. And then there’s the food – barbequed chicken wings and legs seem to have top billing, which suggests a special breed of chicken. Quite frankly though, I would not recommend a trip to the Caribbean for the cuisine alone although some of the old estates have now transformed into restaurants where the dining experience is elegant and of superb quality.

If you feel it’s time to get your reggae shoes on, the best way to go is to charter a catamaran and sail off on the trade winds in the Leeward Islands of the Caribbean. With the dollar headed for 1.10 against the USD, to which the local currency is tied, a trip to the Caribbean is as affordable as ever. ⚓

Mariner Boating Holidays will conduct a rally along this route late next February to coincide with the Heineken St Marteen regatta. Visit www.marinerboating.com.au or phone +61 (0)2 9966 1244.



Cat call

The best way to sail the Caribbean is on a cruising catamaran.

Why consider a cat, you might ask, if like me you are a confirmed monohull sailor? If you plan your cruise carefully so the ever-present trade wind is blowing over your right shoulder, you can happily purr along at 8 knots on this point of sail. Add the 1.5 knots of Caribbean current and you won’t fail to make it to your destination in time for a rum sundowner in the comfy cockpit.

Another great feature of a cat is the convenience when you do arrive at your destination, which almost invariably in the Caribbean does not offer berthing facilities. Our dinghy sprang off its electric powered davits and we easily stepped aboard from the transom.

And with the added stability afforded by two hulls, put the galley, saloon and cockpit on the same level, queen-bedded cabins with en-suite facilities at each corner of the “tennis court” and you’ll be comfortably sailing away across the 26 degree briny.



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LOFT LIVING
Guy Waddilove (left)
and John Hearne
of Doyle Sails
Australia outside
their Sydney loft.



LOFTY IDEALS

TOP-FLIGHT SAILMAKING IS BIG BUSINESS, AND DOYLE SAILS ARE RIGHT AT THE PIN END. SAM TINSON VISITED THE BRAND'S SYDNEY LOFT FOR A LESSON IN CARBON, KEVLAR AND KEEPING UP WITH THE COMPETITION.

Sailmaking technology has advanced in leaps and bounds in recent years, so it's good to know that in the Sydney loft of Doyle Sails the good old-fashioned pad and pen still gets the occasional work out.

Guy Waddilove, general manager of Doyle Australia, is giving me a crash course in laminate sail construction with the help of some ad hoc visual aids. First he draws a rough triangle, then fills it a grid of evenly spaced lines. This represents a traditional cloth (or panel) sail, he explains; the grid is the weave of the fabric, distributed evenly across the sail without regard to variables such as of load, tension, shape or weight.

Then he draws the new style of laminated sail design: another triangle, but this time the grid is uneven, with the lines densely packed towards the corners and widely spaced in the middle.

"Basically you build your fabric from scratch," says Waddilove. "You can align the fibres according to the load of the sail, building it up where the strength is required and saving weight by not putting unnecessary fibres where the load is light. This is the future of sailmaking."

Doyle Sails is one of the major international sail lofts at the vanguard of laminated sail design. The company's flagship line,

Stratis, currently graces high profile racing yachts such as *ICAP Leopard*, *Shockwave*, *Hugo Boss* and the recent Sydney Hobart winner *Secret Mens Business 3.5*.

In another important coup for the brand, the project team behind China's first ever entry into the Volvo Ocean Race recently announced that its yacht *Sanya* will use Stratis sails for the 2011-2012 event. *Sanya* will be skippered by kiwi Mike Sanderson, a two-time Volvo Ocean Race winner who joined Doyle's operations team earlier this year. Every other boat in the race will be running sails made by Doyle's rival manufacturer North Sails, but *Sanya*'s crew can take comfort in knowing that, along with the Kevlar, a good deal of heritage and history is woven into the high-tech cloth above their heads.

"The company goes back to the 1920s, when the grandfather of Chris McMaster [Managing Director of Doyle New Zealand] founded Boyd & McMaster Sailmakers," says Waddilove. "[Head of Design] Richard Bouzaid's grandfather started his sailmaking company at around the same time, so there's some 80 years of knowledge there."

Though it's now American owned, Doyle Sails remains at heart very much a kiwi operation. From the brand's headquarters in Auckland (the City of Sails, no less) a team



that internationally,” says Waddilove. “There are 82 Doyle lofts around the world now I think, and we all work as a group. If an Australian client has a boat in Spain for instance, we can sort them out with service there. It’s an effective network.”

While traditional panel sails remain an important part of Doyle’s customer base (particularly within the smaller cruising and timber boat market) the brand’s strategy is centred on developing the fibre-aligned Stratis range.

“New Zealand has developed the Stratis line and that’s what we try to push, it’s our group product,” says Waddilove. “We’re developing it and building it, we have designers working on the shapes of the sails and a full-time chemist working on the fibres, glues and membranes. So we like to think we’re at the cutting edge.”

While Stratis has helped Doyle make impressive inroads in the ocean racing, club and performance superyacht sectors (big boats such as *Kokomo III*, *Mirabella IV* and the remarkable *Maltese Falcon* all carry custom Stratis sail wardrobes) theirs is by no means the only laminated sail on the market. Competition is fierce, with rival sailmakers such as Quantum and North Sails offering their own successful lines of laminated sails. With all the lofts battling over a finite and post-GFC diminished market, securing new clients can be a cutthroat business.

“It’s an aggressive market out there, and there are a few dirty tricks,” says Waddilove. “We heard a rumour on the dock last week that Doyle was going bankrupt. That was put around by one of the other sailmakers, and it’s pretty funny because in fact we are stronger than ever. The Stratis plant is at full capacity, we’ve even had to push out lead times a bit.”

With each small technological advance in product development quickly spreading through the industry, success often comes down to who can provide the best client service. An average working day for John Hearne is spent out on the water, networking with clients and giving them consultation on their sail set up.

“I’m sailing on Sydney Harbour almost every day and for some people that sounds like a dream, but after a while it’s just like being in another office,” says Hearne. “But rigs become better all the time, and unless you’re sailing all the time you don’t keep up. We have people like Richard Bouzaid, who’s involved with Team New Zealand and has won America’s



“Combine that sort of sailing experience with the technology and resources we’ve got, and you’re right at the leading edge.”

GUY WADDILOVE, GENERAL MANAGER DOYLE SAILS AUSTRALIA

of 70 to 80 staff, from cutters and gluers to chemical engineers and aerodynamics experts, works in partnership with some of the world’s most experienced sailors including America’s Cup, Volvo Ocean Race and ISAF World Championship talent.

The vein of experience runs deep throughout the Doyle network. Waddilove himself is a former superyacht captain with over

200,000 nautical miles under his belt, and his partner at the Sydney loft, Sales Manager John Hearne is a qualified sailmaker with over 30 years experience. From their satellite loft in Rushcutters Bay the pair head up Doyle’s operations in Australia, where a total of eight lofts trade under the Doyle franchise.

“We have lofts in every major city in Australia, and we’re aiming for

CUTTING EDGE

Above: Doyle Sails’ Sydney loft is one of eight Doyle lofts serving the yachting market in Australia.

Above right: Swatches of laminated carbon and Kevlar fabric, the future of sail technology.

Cup and round-the-world races. You combine that sort of sailing experience with the technology and the resources we've got, and you're right at the leading edge."

Both Waddilove and Hearne have been in the industry long enough to witness the massive changes caused by the rise of laminated sail technology. The sailmaking trade is now divided between innovators and followers, says Waddilove, with the big players leading the way.

"The smaller lofts don't actually innovate, they just copy," says Waddilove. "We see ourselves and maybe one or two of the other big lofts as doing the development, and the rest sort of tag along. Panel sails are like wooden boats; 20 or 30 years ago everything was wooden, and then fibreglass came and people hated it, but now pretty much every boat is fibreglass. Another similarity with the wooden boat thing is that with panel sails you can almost knock it up in your garage. You'll still get little one-man businesses doing that."

For Doyle and the other top-flight sailmakers, the battle for supremacy is as closely and fiercely fought as the battle for line honours in a



one-design yacht regatta. Even some Asian manufacturers have got into the game now, although Waddilove is quick to dismiss their product as inferior quality. Doyle's next move, meanwhile, is to focus on finding cheaper ways of producing fibre-aligned sail cloth, to make laminated sails more accessible to the cruising and recreational sailing markets.

"I think there will still be a market for panels," says Waddilove. "But with the laminated sails we are changing the product, using different fibres to make them more competitive in terms of price, so you'll see even smaller budget cruising boats moving on to laminated sails."

Meanwhile, come October all eyes will be on *Sanya* to see how she performs in the Volvo Ocean Race. Skipper Mike Sanderson has made it clear his newly assembled crew will not be there just for decoration, but in it to win it. If they don't, it won't be for lack of a decent set of sails. ⚓

www.doyleaustralia.com

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3. HENRI LLOYD VISTA TROUSERS

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4. HELLY HANSEN OCEAN RACING JACKET

If it's good enough for two-time Volvo Ocean Race winner, it's good enough for you. Helly Hansen has been selected by the Chinese Team Sanya, led by two-time Volvo winner Mike Sanderson, as their official clothing provider and will kit out the team in gear like this Ocean Racing jacket. Features include extra high fleece line collar, high visibility hood, double storm flap, SOLAS reflectives and inner PU cuffs. RRP \$1,299.95

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5. MUSTO FAST DRY CREW CAP

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6.



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If you've ever been to the baggage collection at Hamilton Island race week, you'll know the fashion wars aren't restricted to the racecourse. But this bag from premium brand Henri Lloyd isn't just for looking good. With 100 per cent waterproof outer and straps for compressing the bag down to save space, Henri Lloyd's new 55-litre CSL Dry Holdall luggage will be the perfect travelling companion, whether checking in at the airport counter or stowing away in the boat.

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TOP OF THE CLASS

IN THE EMBATTLED PROFESSIONAL SAILING WORLD, ONE RACING CLASS IS BUCKING THE TREND AND POSTING SOME HEALTHY FLEET GROWTH IN 2011, WRITES RICHARD BOUZAID.

Having just returned from racing at Rhode Island's Block Island Race Week, it is interesting to reflect on the changing trends in yacht racing in the US and the rest of the world. The one fleet that is steadily growing in size and popularity at the moment is the TP52s.

The TP52 class was started in 2001 and the boats are raced in both 'true time' class racing such as the Audi Med Cup (i.e. first across the line with no handicaps), as well as in IRC fleets. The Audi Med Cup circuit is the TP52 class's showcase set of events run through the Mediterranean summer. With up to 24 teams competing some years ago, the fleet now has around 10 high level campaigns and the six year old event attracts many of the big names and top teams in yachting. As these boats are retired by the Med Cup teams they are snapped up pretty quickly and rebadged to go on to race under IRC in

different parts of the world.

At Block Island I was sailing with *Anema* and *Core*. There were seven TP52s at the regatta and from what I heard, three or more owners are currently building new TPs to race IRC. I wouldn't be surprised to see up to 14 TP52s at events such as this next year which would be a great fleet for class racing.

The attraction of the class is that they are very quick, they are fun to sail and they are relatively easy to transport. You can get them up and down the east coast of the US or around the Med to get to different events without too much of a headache.

I think that another part of the success of the TP fleet is down to simple economics. In the last few years it has been possible to buy an ex Med Cup race-ready boat that may have only raced for a couple of seasons for around \$600,000, which is a steal when you compare it to

approximately triple the price you would pay to build a new one. In the last few years there has been a steady supply of second hand TPs on the market, but this flow seems to have dwindled to a trickle of late as the Med Cup fleet has reduced, and with the high demand for these second hand boats some owners, particularly in the US, are deciding to build new. These new boats are not for the Audi Med Cup, just for IRC racing.

In Australia too it looks like the popularity of the class is growing: Marcus Blackmore's success in just about everything recently with his TP52 *Hooligan*, which was the old Team New Zealand boat, has certainly shone the spotlight on the class, and I hear that Rob Hanna has just purchased the ex Med Cup *Audi Azzurra* which will give *Hooligan* a run for their money.

The other big buzz at the moment is around the Volvo Ocean Race. With three months to go until the start, the sailing-media frenzy is building for what is now one of the major events on the yachting calendar. It's great to see some new teams and new nationalities signing up; China (Team Sanya) and Abu Dhabi will be racing alongside the usual French, Spanish, US and kiwi teams this time around.

We are well into the build of the sails for Team Sanya, testing in the wind tunnel and steadily working through different sail combinations and permutations. The number of sails the teams can take on board is very limited so the sails need to be incredibly durable without giving away performance. Also we are restricted in materials: carbon fibre is not allowed because of the potential for interference with radar and communications equipment. It is rare for any performance oriented sail not to have carbon in these days so we have to find efficient alternatives.

Mike Sanderson, skipper of Team Sanya, has been the innovator of a lot of the sail development that has gone on over the last few editions of the race. The sail programme that he ran on ABN Ambro was way ahead of the other teams in the race, which contributed to the team's domination of the whole race. Having Mike's input has been invaluable. Team Sanya is the only team sailing without North sails, so we are looking forward to demonstrating the benefits of Doyle Stratis sails. ⚓

Richard Bouzaid is a professional sailor and the head sailmaker at Doyle Sails NZ.

CLASS ACT
TP52 sailing in the Audi MedCup is one of the hot events on the professional racing circuit during the European summer.

RACES AND REGATTAS

KEEP TRACK OF THIS SEASON'S IMPORTANT EVENTS WITH
OFFSHORE YACHTING'S CALENDAR.

INTERNATIONAL DATE COUNTRY

AUGUST

US Sailing Cruising Instructor Course	1-3 Aug	Ft. Meyers, FL., USA
Regata Port Bourgas	3-7 Aug	Burgas, Bulgaria
St. FYC Laser Heavy Weather Slalom	3-4 Aug	San Francisco, CA, USA
Canadian East U17 Champs, CYA Sail East	4-7 Aug	New Brunswick, Canada
Canadian East U17 Champs, CYA Sail West	4-7 Aug	New Brunswick, Canada
Canadian West U17 Champs, CYA Sail West	4-7 Aug	New Brunswick, Canada
Buzzards Bay Regatta	5-7 Aug	S. Dartmouth, MA, USA
Extreme Sailing Series – Act 5	6-12 Aug	Cowes, Isle of Wight, UK
ORCi European Championship	6-13 Aug	Hanko, Norway
Road to Rolex Clinic: Boothbay Harbour	6-8 Aug	West Boothbay Harbour, ME, USA
Rolex Fastnet Race	14 Aug	Plymouth, UK
Rolex Int'l Womens' Keelboat Champs	29 Aug – 1 Sept	Rochester, NY, USA

SEPTEMBER

Maxi Yacht Rolex Cup –		
Mini Maxi Rolex World Championship	5-10 Sep	Porto Cervo, Italy
Rolex Big Boat Series	8-11 Sep	CA, USA
Beneteau First 36.7 North American Champs	8-11 Sep	Toronto, Ontario, Canada
NRV Championsweek 2011	8-11 Sep	Germany International Albacore
Extreme Sailing Series	16-18 Sep	Trapini, Italy
Championship	16-23 Sep	Toronto, Ontario, Canada
2011 Melges 24 World Championship	20-24 Sep	Palma Mallorca, Spain
Oktoberfest Trophy 2011 Melges 24	24-25 Sep	Starnberg, Germany
Swiss Open Melges 24 2011	30 Sep – 2 Oct	Luino, Italy

OCTOBER

J/22 Deauville Cup	1-2 Oct	Deauville, France
J/22 Oktoberfest Regatta	1-2 Oct	Nashville, TN, USA
KSSS Olympic Class Regatta	1-2 Oct	Stockholm, QLD
Audi TP 52 World Championship	2-8 Oct	Porto Cervo, IT
TP 52 Audi World Championship	3-9 Oct	Porto Cervo, OT, Italy
J 22 World Championship	9-15 Oct	New Orleans, LA, USA
China Coast Regatta	14-15 Oct	Hong Kong
US Sailing Cruising Instructor Course	19-21 Oct	Seattle, WA, USA
Invitation Regatta for the Hoag Cup	21-23 Oct	Newport Beach, CA, USA
Optimist North Island Champs	22-24 Oct	New Zealand
Malaysian Match Racing Championship	7-10 Oct	Malaysia
Asian Match Racing Championship	12-25 Oct	Malaysia
5th China Cup International Regatta	28-31 Oct	Hong Kong
Rolex Middle Sea Race	22-28 Oct	Valletta, Gzira, Malta
2nd Catamarans Cup International	22-29 Oct	Saronic Gulf, Greece

NOVEMBER

J/22 Miss Piggy Regatta	5-6 Nov	Flowery Beach, GA, USA
Heineken Regatta Curacao	10-13 Nov	Curacao, Netherlands, Antilles
J/24 World Championships	11-19 Nov	Beuones Aires, Argentina

AUSTRALIA DATE CLUB

AUGUST

5th Club Marine Brisbane to Keppel		
Tropical Yacht Race	5-8 Aug	RQYS
Club Marine NSW Youth Match		
Racing Championships	6-7 Aug	CYCA
Airlie Beach Race Week	12-18 Aug	
Meridien Marinas Airlie Beach Race Week	12-18 Aug	WSC
Audi Hamilton Island Race Week	19-27 Aug	HIYC

SEPTEMBER

Magnetic Island Race Week	1-6 Sep	CYCA
Lion Island Race	10 Sep	SASC
Melbourne to Geelong	10 Sep	ORCV
Farr 40 Regatta	10 Sep	RSYS
Open Day, Parade and Blessing of the Fleet	11 Sep	CYCA
CYCA Boat Owners Forum	13 Sep	CYCA
Monica Geddes – Grant Thornton		
Short Haul Race	18 Sep	CYCA
Blue Water Pointscore Series Briefing	21 Sep	CYCA
Bluewater Pointscore Bird Island Race	23 Sep	CYCA
Ocean Pointscore Port Hacking Race	24 Sep	CYCA

OCTOBER

Grant Thornton Short Ocean Race	1 Oct	MHYC
Blue Water Pointscore –		
Flinders Islet Race	7 Oct	CYCA
Ocean Pointscore Botany Bay Race	8 Oct	CYCA
Giant Steps for Autism	14 Oct	MHYC
Grant Thornton Short Ocean Race	15 Oct	CYCA
Grant Thornton Short Ocean Race	22 Oct	RSYS
Gascoigne Cup	22 Oct	RSYS
ASX-Reuters Regatta	28 Oct	MHYC
Gosford Lord Howe Island Race	29 Oct	RSYS
Farr 40 Regatta	29 Oct	RSYS
Balmain Regatta	30 Oct	BSC

NOVEMBER

Grant Thornton Short Ocean Race	5 Nov	MHYC
Rotary Charity Regatta 2010	11 Nov	CYCA
Grant Thornton Short Ocean Race, Morna		
Cup & 55th Paul Royle Memorial Trophy	12 Nov	RSYS
Grant Thornton Short Haul Race –		
Sydney to Pittwater	12 Nov	CYCA
Grant Thornton Short Haul Race –		
Pittwater to Sydney	13 Nov	CYCA/RPAYC
Blue Water Pointscore Race –		
Cabbage Tree Island	18 Nov	CYCA
Ocean Pointscore – Port Hacking Race	19 Nov	CYCA
Musto International Youth		
Match Racing Regatta	21-25 Nov	CYCA
MHYC SORC 2010	26, 27 Nov	MHYC

DECEMBER

Blue Water Pointscore Race	3 Dec	CYCA
Grand Thornton Short & Ocean Pointscore races	3 Dec	CYCA
Rolex Trophy – One Design	9-11 Dec	CYCA
SOLAS Big Boat Challenge	13 Dec	CYCA
Rolex Trophy – Rating & Passage Series	15-18 Dec	CYCA
Rolex Sydney Hobart Yacht Race	26 Dec	CYCA

To have your event added to the calendar please email aknoblauch@oceanmedia.com.au

I'd spent the day screwing and, frankly, I was exhausted. I'd forgotten how much work it really is. In fact, I'd half forgotten how to do it and that surprised me. Of course, it had been a decade or so since I'd last done it, and that had been with someone's help, so I was understandably rusty.

I blame the whole sorry affair on dead batteries. If the batteries hadn't died, I wouldn't have wasted an entire day doing nothing but screw. Wait — you were thinking I was discussing something quite rude, weren't you?

No, this is all about having a dead battery in my cordless drill. I was working on our new house, and everything needed screwing: towel bars, bookshelves, drawer pulls — the list was endless.

In the middle of all this screwing, the battery charger on my cordless drill died. I was well prepared with several batteries, but with the charger gone I was back in manual mode. Talk

was building our Cold War bomb shelter, and admired the patina of rust on the springy blade. I vaguely remembered how it worked, and after all, I only had a few crosscuts to make.

How long has it been since you actually sawed a piece of wood? It took several tries and a little blood from a barked knuckle to get the saw started in the soft pine for the valances. I'd take a few strokes, be impressed with my abilities, and — boing!! — the blade would bow in a seeming attempt to bite my remaining knuckles.

Is it possible that, once upon a time, men actually built entire boats by hand? Without power saws? Amazing.

But there is a rhythm to sawing and, by the third valance, it was coming back to me. Get the shoulders into it early, run the blade deep to use the sharp teeth at the ends, roll smoothly into the return stroke. Even though my hands still ached from a

speed and simplicity.

It is a sad thing to see skills wither from disuse. There was a time when I'd never seen a pre-spliced dock line. Dock lines were something you made from a piece of line cut off a big spool at the ship's chandlery. You took it to the dock and decided on how big an eye you needed for your cleats. Then you sat down in the cockpit, usually with a cold beer nearby, and tucked in an eye splice just like your father or some mentor had once shown you.

The idea of walking into a store, going to a rack of shrink-wrapped pre-spliced dock lines, and selecting one by the sizes printed on the bags, would have seemed quite silly. After all, tucking in a splice is a seaman's skill and one that you practiced with pride. To buy a pre-spliced dock line would be like buying a pre-built model airplane as a kid.

The same is true in our age of electronic navigation. With GPS and chart plotters available for less than an evening out, our navigational skills have fallen into disuse. When you simply punch a few buttons and a magic instrument tells you exactly where you are, there seems little point in digging out that paper chart and plotting a course.

But, like the pleasure of getting back into the rhythm of sawing by hand, there is a feeling of accomplishment when you figure the variation and the currents to lay a thin pencil line down on a paper chart. Even better is the satisfaction and pride when a landmark looms out of the sea haze right where it's supposed to be.

We have sophisticated instruments that read the wind for us and print the data in glowing green numerals, but what's the fun in that? Turn the steam gauges off for an afternoon and set your sails by watching pieces of yarn wiggle up or down. Where's the pleasure in sailing all day long staring at a tiny electronic screen? See how long you can keep both pieces of yarn streaming aft, and you'll know one of the pleasures of sailing.

After all, there will come a day when the batteries go dead. Then you'll need those age-old skills of navigation and seamanship, and even sawing wood. To be able to swing smoothly from an electronic age into one that dates back centuries takes practice. Like sawing wood and screwing, you never really forget how, but it's a good idea to keep in practice. ⚓

BATTERIES NOT INCLUDED

FACED WITH A MALFUNCTIONING TOOL AND A CASE OF WORN OUT BATTERIES, CHRIS CASWELL REDISCOVERS THE JOYS OF GOOD, OLD-FASHIONED ELBOW GREASE.

about progress; I don't even own a corded drill anymore.

So I dug around in my toolbox, found a Phillips head screwdriver, and examined it with interest. It seemed simple enough, and I had a vague recollection of how to use it. After the first hundred screws, I not only remembered the process but also why cordless drills exist. My wrist was aching, my forearms were bulging like Popeye's, and I would've switched to nails except I didn't think I could lift a hammer.

Even worse, I also have cordless saws because they're so convenient on the dock. She Who Must Be Obeyed had finished painting the bedroom and I had promised to build new valances. But when I said that my batteries had died, she pointed out that I still had my hand saw. There is no arguing with simple logic.

I dug out the handsaw, which had last been sharpened when my father

morning of screwing, it was starting to be fun. There was a satisfaction to the growing pyramid of sawdust that I'd actually created by hand, and a pleasure in sighting the cut planks to find that they were more or less straight.

And I realised that the ease of our modern technology has taken away some of the delights of accomplishment. After all, I could have knocked out those valances in about two minutes with a power saw. It took the better part of an hour and the investment of some brownish blood stains on the wood to cut them with that half-sharp saw. But holding those hand-sawn planks made me feel like a kid who'd just built his first birdhouse.

And I realised that this sort of dysfunction has taken place across our lives, as tasks that once brought a sense of pride and accomplishment have been replaced by an addiction to



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.

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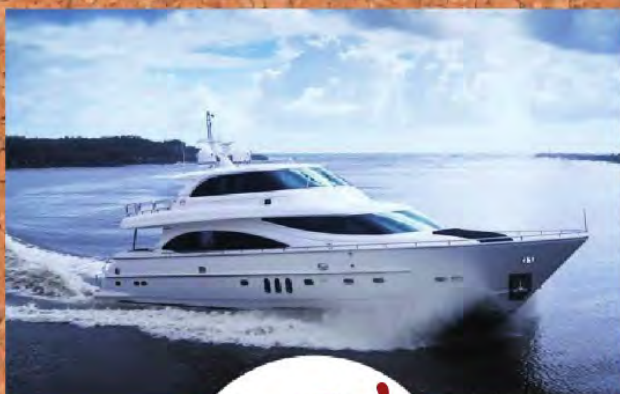


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