

offshore

YACHTING

BLACK ART

IRC, ORCI, PHS, HPR?
OUR SPECIAL FEATURE
ON HANDICAPPING

HOW'S THE CRAIC?
VOLVO OCEAN RACERS FINISH
WITH A GAELIC HOMECOMING

BIG SCREEN
THE LATEST TECHNOLOGY
IN RACING ELECTRONICS

YACHT REVIEWS
X-YACHTS XP38.C/R AND THE NEW
VXONE PERFORMANCE SPORTSBOAT

SAFETY AT SEA
CHECKLIST FOR STAYING
ALIVE RACING OR CRUISING

OFFICIAL MAGAZINE OF THE CRUISING YACHT CLUB OF AUSTRALIA

AUG/SEP 2012

\$7.95 (inc.gst)

PP: 255003/07868



9 771446 117003



It's better in **3D**

Only North Sails uses a patented process to thermo-form sails on a full-sized 3-dimensional mould for unmatched shapeholding and speed. If it's not a North sail, it's not 3D. Contact your North Sails representative today to learn how North **3DL**[®] laminate or **3DY**[™] composite foil sails deliver an added dimension in performance.



Better by Design

Sydney 02 9998 8500
Melbourne 03 9534 0363
Brisbane 07 3396 5822
Newcastle 02 4961 1663
Perth 08 9417 9060
www.northsails.com.au

ABOVE: The new Mcconaghy 38's racing on Sydney Harbour. Andrea Francolini photo

FEATURES

46 **On a wing and a prayer**
Big and unpredictable: America's Cup hopefuls Team Artemis try to tame their new rig.

64 **Yacht transport**
How to sail your boat across the world without even getting it wet.

19 **Race & regatta roundup**
All the major race results from Australia and around the world.

28 **Aperture**
Andrea Francolini focuses his lens on the best of Audi Hamilton Island Race Week.

37 **Race & regatta preview**
A look at what's coming up on the regatta circuit.

REGULARS

04 **At the helm**
Welcome incoming Commodore Howard Piggott.

06 **Publisher's note**

09 **Seamark**
News from around the CYCA.

14 **Youth sailing**
Spotlight on Ashlen Rooklyn.

16 **Scene**
Familiar faces at the 20 years plus members dinner.

17 **Down the rhumbline**
Peter Campbell pays tribute to Garry Linacre.

52 **Tack & gybe**
Peter Campbell delves into the dark art of handicapping.

60 **Class development**
McConaghy's contender in the One Design arms race.

68 **Coaching clinic**
Expert advice on how to balance a passion for sailing with growing up.

70 **Technical**
We decipher the complex world of racing electronics.

76 **Yacht reviews**
The Scandinavian made XP-38 cruiser racer.
80 The inventive VX One hybrid dinghy.

82 **Destination**
Kevin Green surveys the Asian regatta and cruising scene.

88 **Sail safe**
Nancy Knudsen shares her essential safety checklist.

90 **Locker room**
Safety gear that could save a life.

92 **The pin end**
Chris Caswell discovers blood is thicker than water when it comes to sailing.

93 **Calendar**
Race and regatta dates for your diary.



It is my pleasure to report to you as the 36th Commodore of the CYCA. I wish to record on your behalf our appreciation to immediate past Commodore Garry Linacre for his commitment and service to the club over a period of more than 14 years. I would also like to thank Michael Cranitch, who retires this year after 12 years of valued service to the board. I welcome new directors Paul Clitheroe, owner of *Balance*, and Andrew Wenham, owner of *Southern Excellence*. Both gentlemen have been members of the club for a number of years and bring a wealth of business knowledge to the board.

The club is fortunate to have a strong board with a balance of skill sets and experience to take it forward.

Mark Woolf and his executive team continue to ensure efficient management and corporate governance and I look forward to working with them.

As shown in the annual report and financial statements, the club is in a strong financial position to implement redevelopment on a staged basis. Once completed, it will enhance your enjoyment of the club and allow for greater efficiency in our race administration.

We have just concluded another successful Audi Winter Series. I would like to thank our series sponsors Audi Centre Sydney for their support of the club. And thank you competitors for supporting this series, which has been one of the best winter series in recent memory.

I offer my congratulations to the overall division winners: *Duende* (Damien Parkes) Division A1; *Occasional Coarse Language Too* (Warwick Sherman) Division A2; *Solahart-Rum Jungle* (The Lost Boys Syndicate) Division B; *Into the Mystic* (Arthur Psaltis and Jon Ross) Division C; *M* (Steve Hatch) Division D; *Shere Khan* (Rod Gibbs) Division E; *Attitude* (Robert Hunt) Division F; *Wild Blue Yonder* (Terry Rhodes) Division G; *Clewless?* (Lachlan and Guy Irwin) Division H; *Lahara II* (Glenn Crane) Division J; *L'Eau Co.* (Grant Pollock) Division K; *Thirlemere* (Sally Warneford and Larry Jamieson) Sydney 38 division.

I also wish to thank the Race



Committee, volunteer race officials, the Breakfast Club and the many volunteers who help to make winter Sunday sailing such an enjoyable experience.

On the 28th July the Audi Gold Coast Yacht Race fleet of 63 sailed north. This race is the first race of the six race Blue Water Pointscore series that concludes with the Rolex

THE NEW COMMODORE
Howard Piggott, Commodore of the CYCA, forsees an exciting future for the venerable club.

Sydney Hobart Yacht Race. This is also a feeder race for yachts heading north to compete in the Airlie Beach and Hamilton Island Regattas. I wish all sailors good luck and fair breezes.

Two teams will represent the CYCA at the fifth Dennis Connor International Yacht Club Challenge, led by Tim Austin and Tara McCall. The regatta will be hosted by Manhattan Yacht Club, NY and raced in J24s. We wish them well in this friendly competition between the world's most prominent yacht clubs.

I am sure you have all been watching the London Olympics and following the results of the women's match racing where two of our YSA graduates, Olivia Price and Lucinda Whitty, were competing, together with Nina Curtis. We congratulate them both on their Olympic debut and success.

There have been significant developments in yacht design. One only has to compare the elegance of the *Kathleen Gillett*, a Colin Archer design which competed in our first Sydney Hobart Yacht Race in 1945, with the new high performance offshore yachts. It is incredible to note that there will be no keel boat class in the 2016 Olympics and kite boards are to be introduced as a new class. We will also see the America's Cup challenge being contested in 70 foot foil catamarans.

While the Sailing Committee will monitor these developments in our sport, our focus remains clearly fixed on maintaining the highest standard of safety and race management of Category 1 and 2 offshore yacht racing which, together with the other events we conduct, is our core business.

We will also address greater participation of 20-30 year olds in sailing. The acquisition of the new Elliott 7's will give the club an opportunity to re-engage with past graduates of the Youth Sailing Academy as we celebrate its 20th anniversary in 2013 and encourage them to activate membership of the club.

Our cruising division is strong and growing. The information evenings organised by the enthusiastic committee are well supported and have become an important part of the fabric of the club.

I look forward to seeing you all in the club enjoying its wonderful facilities and also competing with you on the water.

HOWARD PIGGOTT
Commodore CYCA



Audi
Centre Sydney

*Proud sponsors of the
Audi Winter Series and the
Audi Sydney Gold Coast Yacht Race*

Destination n3xt.

Introducing the new Audi Q3 urban SUV.

Blending the strengths of an SUV with advanced technology, exceptional efficiency and coupé-inspired lines, the new Q3 is the urban SUV that only Audi could create. Perfectly attuned to a contemporary urban lifestyle, it is equally at home on busy city streets or a weekend adventure. Performance is also assured, with quattro® permanent all-wheel drive* and dual clutch S tronic transmission* that combines the sportiness of a manual with the convenience of an automatic. The new Audi Q3. It's the driving experience you've been waiting for - and Destination n3xt for progressive drivers.

www.audicentresydney.com.au



Audi Centre Sydney
895 South Dowling St, Zetland
Telephone 9931 3400

* Not available on 2.0 TDI manual. DL20745

Welcome to the regatta racing special edition of *Offshore Yachting*. As fleets turn to the warmer waters of the approaching Queensland regatta weeks and local weekend racers await the thawing of spring that brings the start of the Summer Series and weekday twilights, we sheet in for a season of competition ahead.

Focusing on all things racing, this issue is crafted with speed and performance in mind.

Our major feature this edition is on Corrected Time – the “Black Art” of handicapping yacht racing, under a variety of rating regimes over 185 years. Always a contentious issue in many a club bar and around the docks, the issue of fair and transparent handicapping and application of rating rules is an age old debate and one which will no doubt continue 100 years from now. Editor-at-Large Peter Campbell tells the not-so-short history over many generations of handicapping yachts racing in Australian waters and seeks the current views of prominent clubs and notable racing yacht owners and skippers. It makes riveting reading.

Only just raced, the CYCA's annual Audi Sydney Gold Coast race which started on 28th July is a major bluewater event in its own right, but it doubles as one of the main feeders for the popular Airlie Beach and Audi Hamilton Island race weeks up north during August.

As many make their way north, over thousands of nautical miles in some cases, safety at sea should always be at the front of mind. World cruiser Nancy Knudsen gives us her checklist of safety essentials when racing or cruising the high seas. However, if you prefer the window seat of an airliner to facing the elements in a long ocean passage, you may want to read our Yacht Transport special feature.

To our north, Kevin Green reports on the growth of the Asian armadas of racing yachts and fun-filled racing events on the increasingly popular Southeast Asian circuit.

With the 34th America's Cup barely 12 months away, Blue Robinson interviews Team Artemis, the first AC team yet to sail a towering AC72 wing mast atop a modified Orma 60 trimaran. The power portrayed by the interviews and images in this feature are bound to take your breath away!

In our Tech feature this August issue, Kevan Wolfe reports on the latest Racing Electronics from the big brands – from jumbo displays to real time wind prediction; everything tech-wise to help you sail to your very best.

Our Class Development special feature focuses on the emerging McConaghy MC38 class. It looks at how prospective owners, as much as designer and builder, have crafted the design of this new race boat. Also examined is the creation of a simple set of One Design class rules that are recasting the Class War in One Design racing.

Reviewed in detail by Kevin Green this month is X-Yachts' fast and finely built Xp38 cruiser racer, plus Andrew York has some 'go fast fun' sailing the new VX One performance sportsboat – not quite a skiff nor a yacht.

On a personal note, I attended the CYCA 20 plus years dinner recently having finally earned my spot at the table. A memorable night for sure with the oldest of salts regaling the tallest of tales. And to all our Olympians competing in Weymouth, may fair winds blow and medals rain from the golden sky above. Good luck!



ANTHONY TWIBILL
Publisher

offshore YACHTING

FLAG OFFICERS & DIRECTORS

Commodore
Howard Piggott

Vice Commodore
John Cameron

Rear Commodores
Arthur Lane and John Markos

Treasurer
Paul Billingham

Directors
Geoff Bonus
David Champaloup
Paul Clitheroe
Anthony Dunn
Nick Kingsmill
Andrew Wenham

CHAIRMEN, CLUB COMMITTEES

Rolex Sydney Hobart Yacht Race Planning Committee
Commodore Howard Piggott

Audi, Planning & Risk Committee
Rear Commodore John Markos

Sailing Committee
Vice Commodore John Cameron

Marina & Site Committee
Vice Commodore John Cameron

CYCA Rules Review Committee
Vice Commodore John Cameron

Member Services Committee
Rear Commodore John Markos

Training & Development Committee
Director Anthony Dunn

Site Redevelopment Committee
Rear Commodore Arthur Lane

Archives Committee
Director David Champaloup

Cruising Committee
Director David Champaloup

Disiplinary Committee
Rear Commodore John Markos

EDITORIAL

Publisher/Director
Anthony Twibill
atwibill@oceanmedia.com.au

Editor-in-Chief/Director
Hillary Buckman
hbuckman@oceanmedia.com.au

Editorial Assistant
Nick Jones
njones@oceanmedia.com.au

Editor-at-Large
Peter Campbell
peter_campbell@bigpond.com

DESIGN

Creative Director
Lisa Cainero
lcainero@oceanmedia.com.au

ADVERTISING

National Advertising Manager
Michele McCamley
mmccamley@oceanmedia.com.au

ACCOUNTS

Accounts and Circulation Manager
Lisa Treen
ltreen@oceanmedia.com.au

CONTRIBUTING PHOTOGRAPHERS

Kurt Arrigo, Carlo Borlenghi, David Brogan, Daniel Forster, Andrea Francolini, Andrew Gough, Kevin Green, Adam May, Martin McKeown, Alaine Neilson, Peter Van Aalst, Sander Van Der Borch, Jessica Wickham.

CONTRIBUTING WRITERS

Peter Campbell, Chris Caswell, Jennifer Crooks, Kevin Green, Nancy Knudsen, Di Pearson, Blue Robinson, Johnny Rodgers, Andrew York, Kevan Wolfe.

Printed in Australia by
SOS Print & Media Group

Cover photography
Living Doll photographed by Andrea Francolini at Audi Hamilton Island Race Week 2011.

Subscriptions
One year (six issues)
A\$48.00 inc gst
Phone +61 (0)2 9566 1777
subscriptions@oceanmedia.com.au



Cruising Yacht Club of Australia
New Beach Road, Darling Point
NSW 2027 Australia
Tel: +61 2 8232 7800
Fax: +61 2 9363 9745
cyca@cyca.com.au
cyca.com.au

CEO
Mark Woolf



Ocean Media Pty Ltd
Suite 66, The Lower Deck,
Jones Bay Wharf, 26 Pirrama Road,
Pyrmont Point NSW 2009 Australia
Tel: +61 2 9566 1777
Fax: +61 2 9566 1333
offshore@oceanmedia.com.au
oceanmedia.com.au

ABN 21 050 535 754

There is life after sail.



The Fleming 55



Every new Fleming now comes with an Apple iPad "eFIT" (Fleming Information Tablet) preloaded with an owner's manual, schematics, parts lists, Navionics charts, VENTURER magazine and more.

It's a fact that around half of our customers used to own sailing yachts, indeed many are still keenly involved in sailing activities of all kinds. But now they also possess what many boating journalists & Fleming Owners around the world believe to be the ultimate cruising motor yacht. If you've ever considered it might be time for a change, visit us at www.flemingyachts.com and see how we can help you enjoy the best of both worlds.

CE CAT A
NMEA
CERTIFIED
using ABYC standards



Celebrating Our 25th Anniversary!




FLEMING
THE ULTIMATE CRUISING YACHT.

Fleming Yachts Australia Pty Ltd, Unit 9, 1 Bradly Avenue, Kirribilli, NSW, 2061 • Tel: +61 (2) 8920 1444. Email: info@flemingyachts.com.au

New Zealand Agent, PO Box 42265, Orakei, Auckland 1745, NZ • Tel: + 64 (9) 280 1050. Email: jason@orakeimarina.co.nz

Also available: 65' & 78' Models



Sean Langman's
Maluka approaching
Tasman Island, 2008
Rolex Sydney Hobart
Yacht Race.

Maluka has started and
completed three Hobarts,
each time winning the
Plum Crazy Trophy
awarded to the first boat
under 9.5m LOA to finish
the prestigious race.

Noakes We'll get you there

Richard Bennett Photography

Complete and comprehensive ocean racing services for all boats in the fleet.

For over thirty years, Noakes Boat and Shipyards has been at the forefront of services to owners of ocean racing yachts. From nurturing historic vessels on around the world voyages such as *Gipsy Moth IV*, to optimising the current breed of supermaxis such as *Wild Oats XI* and *Loyal*, and even the modest *Maluka* at the tail end the fleet, Noakes provides specialist expertise in every facet of yacht maintenance and preparation for the toughest ocean race.

Call our team, because we don't just service yachts, we also race yachts in the ocean.

Noakes 
Boat and Shipyards

Travel lift • Hard stand • Shipwrights • Painters • Riggers • Fabricators • Slipway
www.noakes.net.au • Phone 02 9925 0306 • Email info@noakes.net.au

SEAMARK

SAILING NEWS ● YACHTS TO WATCH ● RISING STARS ● PROFILES ● INTERVIEWS ● CULTURE ● BOOKS ● OPINION



CYCA SUMMER SERIES

Here comes the sun

Be it spinnaker or non-spinnaker, harbour or ocean, as always, those sailing in Sydney will be spoilt for choice once the CYCA summer series launches.

The CYCA's Summer Series will commence on Sunday September 16 with the traditional season-opening day race, the 17th Monica Geddes Memorial Trophy Sydney Harbour Islands Race. The race marks the commencement of the Grant Thornton Short Haul Pointscore series, which consists of 14 races and a Spring and Autumn Pointscore. This non-spinnaker series provides a variety of races and is sailed competitively but always in a spirit of camaraderie.

For those who enjoyed the non-spinnaker divisions in the Audi Winter Series, the Club Marine Wednesday twilight races will be the way to go this summer. The series commences on Wednesday October 10 and is a non-Pointscore series with great weekly prizes to be won.

For those who enjoy the challenge of spinnakers, the Mount Gay Monday twilights, starting on October 15, are great fun and good spinnaker practice with several short hoists and drops.

The Grant Thornton Short Ocean Series comprises short offshore windward/leeward races and is the natural progression for those who want to move up to spinnaker racing offshore. The series commences on September 29.

The Ocean Pointscore Series comprises of 10 passage races to destinations such as Lion Island, Botany Bay and Newcastle. This year will see a Spring and an Autumn Pointscore, with the first race of the series (to Lion Island) conducted on 22 September.

This year's Blue Water Pointscore Series (BWPS) commenced with the Audi Sydney Gold Coast Yacht Race. It 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.

A new safety certificate is required for the coming season. Contact the Sailing Office for more information, on 02 8292 7870. ⚓

SPRING BREAK
The CYCA's
Summer Series
begins on Sunday
September 16.

Summer Series

Blue Water Pointscore Series
28 July, 2012

Grant Thornton Short Haul Pointscore Series
16 September, 2012

Ocean Pointscore Series
22 September, 2012

Grant Thornton Short Ocean Pointscore Series
29 September, 2012

Club Marine Wednesday Twilight Series
10 October, 2012

Mount Gay Monday Twilight Series
15 October, 2012

Save the date

The annual CYCA SOLAS Trusts fundraising dinner will be held on Thursday October 18. If you have a product you would like to donate to auction or raffle on the evening please contact jennifer.crooks@cyca.com.au. Please register your interest to attend this event with CYCA Reception on 8292 7800.

Barging in France

An information evening about barging in France, hosted by Cindy and Tony Hearder, will be held on August 21. In April 2009 Cindy and Tony Hearder headed off to travel on a 100-year-old barge for 18 months. With two children under two and zero French, their work was cut out for them. Here's your chance to hear some of their experiences and possibly begin planning your own barge sojourn. *Magnifique!* www.hearder.com.au

New President

Pam Messenger has been elected as the President of the Associates Committee, while Rhonda Carr was elected Vice President. Mrs Messenger was previously the President of the Associates Committee in 2007/8. Cathie Mulherin was re-elected Treasurer, with Amanda Lulham re-elected as Secretary. The Associates passed a vote of thanks to outgoing President Janey Treleaven for leading the Committee for three years.



CYCA BOARD OF DIRECTORS 2012 / 13

CYCA AGM elects new Commodore

Members have elected a new Commodore and Board of directors to guide the CYCA to even greater levels of success.

Howard Piggott has been elected as the CYCA's new Commodore. Howard has been a member of the CYCA board for the past five years and during that time he has chaired the Training and Development Committee, as well as the Sailing Committee.

Commodore Piggott is also a director of the CYCA SOLAS Trusts, and has been a member of the CYCA for over 15 years. He is strongly committed to the future development of the Youth Sailing Academy and has served as a member of the Race Committee of the Rolex Sydney Hobart Yacht Race.

"I would like to thank immediate past Commodore Garry Linacre for his leadership of the club over the past two years and his service as a director of the board for more than 14 years," Commodore Piggott said. "During his term as Commodore, Garry has led the club through a dynamic period of its life cycle."

A new board of directors was appointed at the 68th annual general meeting, during which Rear

Commodore Michael Cranitch retired from the board after 12 years of service. "I would like to thank Michael for his years of service to the board and his chairmanship of a number of committees over that period," Commodore Piggott said.

John Cameron was elected as Vice Commodore, John Markos as Rear Commodore, with Arthur Lane to serve his first term as Rear Commodore. Paul Billingham was re-elected as Treasurer, while Geoff Bonus, David Champtaloup, Anthony Dunn and Nick Kingsmill were re-elected as directors of the club.

Paul Clitheroe and Andrew Wenham are the two new members elected to the board. Clitheroe has been a member of the Club for over six years, while Wenham has been a member for over 30 years. Both will bring a vast amount of business and financial experience with them.

Six people were recognised as 50 Year Members: Joyce McLaren, Hamish Lindsay, Arthur Evans, Syd Fischer, Stanley Perry and Bill Ratcliff. ⚓

Racing in the Big Apple

Two teams will represent the CYCA at the fifth Dennis Connor International Yacht Club Challenge, hosted by the Manhattan Yacht Club.

Tara McCall will skipper an all-girl team that has been honing its skills through the Youth Sailing Academy's Women's Squad. Comprising of McCall, Nathalie Birt, Anna Szili and Kate Robertson, the team competed in the Australian Women's Keelboat regatta where they placed sixth.

"The Australian Women's Keelboat regatta was great racing practice," Tara McCall said. "In the lead-up to the regatta we will gain a better understanding of how our team compares with other boats, as we step our training up a notch. We're all looking forward to the event and meeting our competition in New York and would like to thank the CYCA for giving us this wonderful opportunity."

The second CYCA team of Tim Austin, James Christian, Edward Christian and James Eginton are also graduates of the CYCA's Youth Sailing Academy.

"We're all experienced ocean racers," James Eginton said. "After starting our sailing careers at the CYCA's Youth Sailing Academy, we've been sailing together for a few seasons on *Vanguard*, so teamwork shouldn't be an issue for us."

Both teams were farewelled by Commodore Piggott, who presented each member with their official CYCA uniform at the team send-off hosted by the club. "Both teams have been preparing in earnest for the regatta and we will watch their progress closely. I wish you good luck and fair winds," Commodore Piggott said.

www.myc.org



NEW LINE-UP
Clockwise from top left: New Commodore Howard Piggott; Vice-Commodore John Cameron; Rear Commodore Arthur Lane; Rear Commodore John Markos.

KER 40



MC² CATAMARANS



MC38 ONE DESIGN



KER 46

McCONAGHY
boats



EARL'S TREASURE RETURNS

Kathleen's homecoming

For four days in July Kathleen Gillett, Jack Earl's famous double-ended ketch, which competed in the first Sydney Hobart Yacht Race in 1945, returned to the Cruising Yacht Club of Australia. Hamish Lindsay was there to capture the moment.

Jack Earl was an illustrious member of the Sydney sailing fraternity. He was a brilliant marine artist, owner/skipper of the ketch *Kathleen Gillett*, the second Australian to circumnavigate the world (behind Harold Nossiter in *Sirius*), and an original member of the Cruising Yacht Club of Australia. It was his plan to cruise down to Hobart in 1945 that planted the seed that bloomed into the Sydney Hobart Yacht Race. He competed in that first race, coming fourth in *Kathleen Gillett*.

The Australian National Maritime Museum moved *Kathleen Gillett* to the CYCA marina for open inspection during the first four days of July.

Carved into the planking on the quarters of the boat is the name Kathleen Gillett, with a star at either end. Although this was not a feature of the original boat, Jack had requested that his wife's name should be carved into the planking so it would always be there as long as the boat existed. "I just love to see her name up there," Jack had said.

The first speaker at the opening night

was Senior Curator of the Australian National Maritime Museum, Diana Fletcher. She described the boat and exhibited the plans, explaining the role of the museum in caring for the boat.

The second speaker was well-known journalist and long-standing friend of the Earls, Bruce Stannard. As Jack's biographer, Bruce came down from the Southern Highlands to give a summary of Jack's life and an entertaining history of his circumnavigation. He also described the events leading up to the restoration and final home of *Kathleen Gillett* at the Australian National Maritime Museum.

The third speaker was 88-year-old Lyell 'Mick' Morris, who flew down from Queensland for the event. He is the last surviving member of Jack's circumnavigation crew and gave us personal insights and wonderful highlights of the voyage.

Thanks go to the Australian National Maritime Museum for providing such a memorable experience of this wonderful vessel. ⚓

EARL'S CLASSIC
One of Australia's most impressive yachtsmen was fondly remembered when his double-ended ketch *Kathleen Gillett* was exhibited at the CYCA marina.



SPONSORSHIP

Musto renews its CYCA sponsorship

The CYCA's favourite clothing brand has signed on for another few seasons.

Musto Australasia has continued its support of the CYCA's Youth Sailing Academy by sponsoring an Elliot 6.0m training yacht, and will continue to hold the exclusive rights to provide clothing merchandise to the Club until 2016.

Garry Linacre said, "The Cruising Yacht Club of Australia is pleased to announce that Musto Australasia has renewed its sponsorship of the CYCA Youth Sailing Academy for a further four years.

"Musto will also continue to hold the exclusive rights to provide CYCA clothing. Musto clothing is renowned throughout the sailing industry for its fabric technology which keeps sailors warm and dry while racing or cruising."

The official 68th Rolex Sydney Hobart clothing merchandise collection featuring T-shirts, polos, hats and jackets will be available in early December for members, guests and competitors to purchase.

Musto will also continue to sponsor the Musto International Youth Match Racing regatta, which is conducted in November each year, up to and including the 2014 event.

Musto Australasia managing director Duncan Curnow said, "Musto is proud to continue its support of a program that assists young sailors to fulfill their dreams. With the eyes of the world resting upon our Olympic representatives we feel privileged to play our part in contributing to the efforts of what could well be Australian Olympians and blue water racers of the future."

www.musto.com.au





EIGHT BELLS

Rolly Tasker

West Australian Rolly Tasker, an Australian sailing legend, died on June 22 in Perth at the age of 86.

Rolland 'Rolly' Tasker AM was born on March 21, 1926. He started sailing at age six and won Australia's first Olympic sailing medal at the 1956 Olympic Games in Melbourne. He and Malcolm Scott won a silver medal in their 12m² Sharpie and in 1958 Rolland won the Flying Dutchman World Championship.

He first operated a sailmaking business on Western Australia's Stirling Highway in the 1950s, which later moved to North Fremantle. He was to subsequently establish a sailmaking business, Rolly Tasker Sails, in Phuket, Thailand, employing around 400 staff.

From 1969 to 1985 Tasker dominated ocean racing in Western Australia with five sister yachts all called *Siska*. In the 1978 Sydney to Hobart Yacht Race, *Siska IV* was denied official starter status on a technicality. Tasker started five minutes ahead of the fleet and crossed the finish line 20 hours ahead of line honours winner *Apollo*.

He won Division A in the disastrous 1979 Fastnet race. In the Parmelia Yacht Race from Plymouth to Fremantle in 1979 he took line honours and the handicap victory.

His performance in the inaugural Fremantle-Bali race in 1981 stood for 30 years. He took line honours in a time of six days, 15 hours and 39 minutes for the 1440 nautical mile course.

"He didn't just win it, he almost beat the race committee there," according to Bernie Kaaks, media director of the race that Tasker ultimately became patron of. "What's more, his race record stood until it was beaten only last year by a state-of-the-art, all-carbon-fibre 62ft yacht with a hardened race crew."

Tasker was inducted into the Western Australian Hall of Champions in 1986 and the Sport Australia Hall of Fame in 1996. He became a Member of the Order of Australia in 2006 for his services to sailing.

In April 2008 Tasker opened the Australian Sailing Museum in Mandurah, WA, with exhibits of the America's Cup races from 1851 and famous sailors from Australian sailing competitions. Twelve lifelike icons of the sailing world form part of the display, along with over 200 1/12th model yacht fleet class examples.

Rolland's biography, *Sailing to the Moon*, which detailed his business and sailing activities, was published in 2008. He passed away peacefully in his sleep at his home on the Mandurah canals at 2am on 22nd June, 2012.

Rolland 'Rolly' Tasker is survived by his third wife Kerry.



INNOVATIVE ELECTRONICS



The new MT406G EPIRB with integrated GPS receiver provides the last piece ...

Be found fast!

Search and Rescue authorities will have your GPS co-ordinates accurate to less than 100m within minutes, which means you get rescued quicker.

Don't take the risk, take the newest technology. GME providing affordable safety.



Battery Life



Warranty

> 16 channel Quadrifilar Helix GPS Receiver.

> High intensity strobe light.

> Australian design and manufacture.

> COSPAS-SARSAT worldwide operation.



SYDNEY (02) 9879 8888 MELBOURNE (03) 9558 9999
BRISBANE (07) 3278 6444 PERTH (08) 9455 5744
ADELAIDE (08) 8232 2633 AUCKLAND (09) 274 0955

www.gme.net.au





SPOTLIGHT

Rising son

Given his famous forebears, Ashlen Rooklyn had a lot to live up to. But it's looking like he could surpass the achievements of his dad and grandad.

Ashlen Rooklyn is stepping out of the shadow of his family's sailing pedigree to become a formidable skipper in his own right.

Like his father and grandfather, Ashlen is a member of the Cruising Yacht Club of Australia (CYCA) but unlike them he has had the benefit of extensive coaching as a student of the CYCA's renowned Youth Sailing Academy.

He will skipper the CYCA team of Byron White and Jack Breslin at this year's Governor's Cup from 17-22 July. The Governor's Cup is one of the oldest junior match racing championships in the world, and is hosted by Balboa Yacht Club, CA.

Rooklyn's sailing career began at the age of 12 when he learnt the ropes on Sabots, before moving on to Flying 11s. He joined the CYCA Youth Sailing

Academy in 2008 as part of the Development Match Racing squad and moved into the Advanced squad soon after.

"Every day's a school day at the YSA – I continue to learn every time I'm here," Rooklyn said. "The YSA has taught me match racing skills, how to organise crews, how to mentally prepare, and strategies that I can use when competing in regattas."

One of the highlights of Rooklyn's career to date has been his win in the 2011 Australian Match Racing Championships, placing third in the Harken Youth International Match Racing Championship (New Zealand) and third in the Melges 24 US national titles last year.

Rooklyn, together with Jay Griffin and Byron White, were also named the 2012 NSW Teams Racing Champions in February this year.

As part of their Governor's Cup preparations, Rooklyn and crew have been training in the YSA Advanced Racing Squad and won the Navionics Match Racing Regatta in May. "Team dynamics are working well. I've sailed a lot with Byron and the addition of Jack on the bow has been seamless. We've been working on some key areas such as boat speed and trim, picking the wind shifts and our overall strategy.

"I'm aiming to better our 2011 result (the team finished 8th in Rooklyn's first international regatta as skipper) and hopefully finish in the top four," he added.

Rooklyn would one day like to compete in a Rolex Sydney Hobart Yacht Race, especially given his family's history with the event. Ashlen's grandfather, the late Jack Rooklyn, took line honours three times, and in 1976 sailed *Ballyhoo* to victory, edging out *Apollo*, which was skippered by his son (and Ashlen's father) Warwick Rooklyn.

"I'd also like to, one day, compete in the America's Cup, the TP52 series in Europe, or the Archipelago Raid on F18 catamarans," he says.

When asked about the future of sailing, Ashlen is upbeat. "I think the future of the sport of sailing is looking good with all the new technologies that are being developed for boats and the design of boats. It's exciting to realise Australia's dominance in the sailing scene – especially the Olympic classes."

Ashlen would like to get his Yachtmaster qualification and see where that takes him but, in the short-term, he will also be one of many Aussies getting up and watching his countrymen compete for golden glory at Weymouth and cheering fellow YSA match racers Olivia Price, Lucinda Whitty and Nina Curtis on.

And when he's not sailing, you may just find Ashlen dirt bike riding! ⚓

THE NEW WAVE
Navionics winning team (left to right): Byron White, Jack Breislin, Ashlen Rooklyn and sponsor Garry Linacre.

Youth Match Racing Champs

Byron White, Ashlen Rooklyn and Jack Breislin took out the Captain John Piper Regatta with only one loss over the two days of racing.

Sydney turned on two perfect days for The Captain John Piper Regatta, which is sailed on two consecutive Saturdays. Day one saw a round robin completed in 8-10 knot west-south west winds. In the second day's round robin, White and his team only dropped one race when a lapse in concentration earned them a pre-start penalty against Andy Green. Several close races and plenty of luffing and gybing duels meant day two of racing was heartily enjoyed by all. Only two more training sessions are scheduled until the end of the Advanced Squad season, but with State and National Championships in August and September, the teams will now stay in place for additional training in the lead up to upcoming regattas. The Club Marine NSW Youth Match Racing Championship will be hosted by CYCA from 4-5 August. Four strong youth teams, including the Governor's Cup team of Rooklyn, White and Breslin, will represent the CYCA. The Advanced Squad would like to thank Dean Harrigan for sponsoring the Captain John Piper Regatta, giving the squad important regatta practice for their upcoming State, National and International events. Thanks also go to Stephen and Rosemary Merrington, who assisted with Race Committee responsibilities.

CYCA Summer Racing.

Thrilling. Exhilarating. Energizing.



Series 2012 – 2013

1. Ocean Pointscore Series

Nine passages races, including the Sydney Newcastle Race and a short ocean race, Cat 4 (except the Newcastle Race – Cat 3). Now with a Spring and Autumn pointscore.

2. Grant Thornton Short Ocean Pointscore Series

Eleven races, including a Spring and Autumn pointscore, Cat 4.

3. Grant Thornton Short Haul Pointscore Series

Fourteen races, non spinnaker series, including a Spring, Autumn and Passage pointscore, Cat 4.

4. Mount Gay Monday Twilight Series

20 spinnaker Harbour races, Cat 7.

5. Club Marine Wednesday Twilight Series

21 non spinnaker Harbour races, Cat 7.



CRUISING YACHT CLUB OF AUSTRALIA

Home of the Rolex Sydney Hobart Yacht Race

ENTER NOW Phone: +61 2 8292 7870 Email: sailingoffice@cyca.com.au Visit: www.cyca.com.au



20 Years Plus Members Dinner

On the evening of Friday 15th June over 120 senior members of the Cruising Yacht Club of Australia enjoyed the annual 20 Year Plus Members Dinner, which is a significant event on the CYCA's calendar. The evening is a great opportunity for the senior members of the club to stay in touch with other members. Throughout the evening, MC Peter Shipway interviewed Bill Psaltis, Gordon Ingate, Richard Cawse and John Dawson, who all shared their history with the club, as well as some tall tales of their many hours at sea.



1. The extended Psaltis family. 2. Kendi and David Kellett. 3. Vice Commodore John Cameron and wife Roslyn. 4. Robert and Pam Scrivenor. 5. MC Peter Shipway and Gordon Ingate. 6. Amanda Wilmot and Richard Cawse. 7. Richard and Gail Bearman. 8. Mr and Mrs Jim Harrison and Pam Brinsmead. 9. Tony and Cindy Header. 10. Louisa Geddes and Andrew Copley.



Over the 40-plus years I have been a member of the Cruising Yacht Club of Australia, I've had the pleasure of seeing the club headed by many fine Commodores. Under their enlightened direction the club has ascended to its current status as one of the world's leading ocean-racing organisations, as well as a wonderful club for its members.

Under the constitution of the CYCA the senior flag officer is limited to a term of two years (although there was an exception made when Matt Allen's term as Commodore was extended by a special resolution of members to complete "unfinished business" in club development).

Fortunately for the CYCA and its members, almost every past Commodore has served a number of years on committees, as a director, Vice Commodore or Rear Commodore, before being elected Commodore. They have a deep knowledge of how the club operates and what members expect from them well before they reach that senior flag position.

Retiring Commodore Garry Linacre is the epitome of the Commodores

who have led the CYCA over my many years of membership (and of those before my time). I have had the good fortune to work closely with many of them in my past roles as editor of *Offshore Yachting* and media director of the Rolex Sydney Hobart Yacht Race and have always valued their guidance and support.

For the past four years my involvement with the CYCA has been from a distance as I now live in Hobart which, by the way, was Garry's home for some time and where he was elected a Director of the Royal Yacht Club of Tasmania.

From my vantage point at the bottom of Australia, I have continued to observe with great interest the many activities and significant development of the club and, in particular, the expansion of its greatest asset, the floating marina, along with other new facilities.

All of this has been brought to fruition on Garry Linacre's watch, supported by a strong board of directors and dedicated committees.

Garry's successful tenure as Commodore can, I believe, be attributed to two things. Firstly, vast experience in matters nautical. Garry spent his working life in the marine industry, is knowledgeable about everything from cadet dinghies to ocean-going yachts, and shared ownership of the Corby 49 *Vamp* with one of his predecessors as CYCA Commodore, David Fuller.

Secondly, a passion for yachting administration born of a family tradition of putting back into the sport more than you take out of it.

Upon leaving Tasmania and returning to Sydney and the CYCA, Garry was re-elected to the board and served as chairman of the Sailing Committee for three years before being elected Commodore. Until his retirement, he was also Chairman of the Rolex Sydney Hobart committee. Garry Linacre stepped down as the 35th Commodore of the Cruising Yacht Club of Australia at the annual general meeting on 17 July, 2012, leaving that office with a club in a debt-free position, outstanding assets, greater club utilisation and a new 40-year lease on the water portion of the club boundaries.

He ended his annual report to members on a characteristically gracious note by describing his time as Commodore as "a privilege, an honour and a wonderful learning experience". For members, it has been a privilege and an honour to have had Garry as our most recent Commodore. ⚓

THANKS TO GARRY

LONG-TIME CYCA MEMBER PETER CAMPBELL
PAYS TRIBUTE TO THE CHARACTER AND
MANY ACHIEVEMENTS OF OUTGOING CYCA
COMMODORE GARRY LINACRE.



The Binocular-Specialists!

STEINER 
GERMANY



50 55 60 65 70 9

Commander^{XP}

The world's finest marine binocular



- High Definition XP-Optics for excellent vision, even in poor light conditions.
- Extremely rugged due to Makrolon[®] housing, Steiner Nano-Protection[®], durable NBR-Longlife rubber armouring and nitrogen pressure filling.
- Water pressure proof to 10 metres.
- Comfortable Sports-Auto-Focus focussing.
- HD-Stabilised Compass (see right).
- 30 Year Warranxty.

Available in:

- **7x50** with compass + Distance reticle
- **7x50** no compass
- **7x30** with compass
- **7x30** no compass



The Binocular-Specialists!

STEINER 
GERMANY

BERETTA
HOLDING

Steiner is a Beretta Holding Company

 **BERETTA**
AUSTRALIA

Beretta Australia Pty Ltd
Email: info@berettaaustralia.com
Website: www.berettaaustralia.com.au



GIRAGLIA ROLEX CUP

Still swinging at sixty

ONE OF THE WORLD'S MOST PICTURESQUE YACHT RACES CELEBRATED ITS 60TH ANNIVERSARY IN CHARACTERISTIC STYLE.

The 60th running of Mediterranean classic – the Giraglia Rolex Cup – will live long in the memory of those involved and those who went to watch and celebrate. The 2012 race was not only run in thrilling conditions over

a week's competitive sailing, but also yielded a course record that was not just beaten but pulverised thanks to a determined performance from the crew of the event's overall winner, *Esimit Europa 2*, skippered by three-time Olympic gold medalist

STAR SHIP
Above: *Esimit Europa 2*, leads the fleet during the offshore race to the Giraglia rock. Below: The fleet take off in an inshore race.

Jochen Schümann.

This historic edition – running 242 nautical miles from Saint-Tropez, France to San Remo, Italy – was eagerly anticipated and provided an opportunity to reflect on the race's evolution. "The event is the oldest in the Mediterranean and its spirit comes from having a mixed fleet: from small, family-run boats to professional crews who have taken part in events like the America's Cup," reflected Carlo Croce, President of event organiser the Yacht Club Italiano, and son of Beppe Croce, one of the race's co-founders. The event has grown prodigiously over the last six decades. The first race in 1953 welcomed 22 boats. In 2012, 170 yachts from 18 different countries crossed the start line.

The winning time was 14 hrs, 56 mins and 16 secs, just over three hours ahead of the previous yardstick set by *Alfa Romeo 2*, and only the sixth time in the last 50 years that the record has been broken. "Overall, we had fantastic conditions, it will be very difficult to beat this record," said Schümann. †

www.giragliarolexcup.com





A red-hot winter

THE AUDI WINTER SERIES 2012 WILL BE REMEMBERED AS ONE OF THE BEST IN RECENT HISTORY, REPORTS DI PEARSON.

The CYCA's Audi Winter Series 2012 will be remembered as one of the best ever, thanks to its large and varied entry list and a diversity of conditions that meant Sydney Harbour was an even playing field.

Competitors were spoiled for choice as far as weather was concerned in the 10-race series, with a blend of light winds on warm balmy days as well as some moderate and stronger icy winds. It left no room for complaint about conditions suiting one boat or another, which was verified by one or two points making the difference between first and second places in most divisions.

The weather gods turned it on for the final Pointscore race in early July, as glorious sunshine was accompanied by a light east nor-east breeze midway through the day, bringing with it the promise of spring.

Race 10 decided the winners across the 12 divisions. Principal Race Officer Denis Thompson described the day: "It was a pleasant sail for all at the beginning of the race and the end – in the middle it got a bit hard.

"At the beginning of the start sequence, a light westerly of up to

10 knots was blowing. By the end of the sequence it was four to five knots then it was a glass out."

Just as crews were relaxing into the breezeless sunny day, a lovely light east nor-easterly wind, averaging seven to eight knots, wafted up the harbour, giving the fleet a pleasant spinnaker ride back on the shortened course Thompson had called for, given the circumstances. "A few got caught in the glass out and at 3:30pm there were still three boats coming up the harbour to finish," Thompson said.

Duende's win rolled *Brindabella* out of the top spot to win Division A1. Damien Parkes and his *Duende* crew led the division for most of the series, with four wins on the scorecard.

"We're pretty excited," crew member Leander Klohs said back at the CYCA.

"The light winds were a bit of a challenge, but we were in the right place when the north-easterly came through. It was a nice way to end the series and we'd like to thank the *Brindabella* crew for making it an interesting one," Parkes said of Jim Cooney's maxi, which finished two points behind in second place.

Forty (Stephen Barlow) might have won the race, but Warwick Sherman sailed to fifth place to maintain the series lead he had with *Occasional Coarse Language Too*, and win Division A2 from Col and Denise Wilson's *Never a Dull Moment*, which is not at her best in light airs, but nevertheless finished seventh.

Leading Division B coming into the final race, Scott Russell and his *Solahart-Rum Jungle* partners and crew left nothing to chance. A win well and truly secured the overall win from Chris Bran's *Brannew*, which sailed consistently in top five places throughout and did no worse than ninth all series.

Arthur Psaltis was another who led his division into the final race with *Into the Mystic* and although Kym Butler's *One for the Road* won Division C's race, Psaltis' fourth place, added to his four wins during the series, was enough. Butler, whose Newcastle entry was second overall, used the Audi Winter Series as practice for the upcoming Audi Sydney Gold Coast Yacht Race.

Division D leader *M* was sailed to its second win of the series in the last race of the series, guaranteeing the overall win for owner Steve Hatch from Ray Stone's *Razors Edge*, which kept the *M* crew on their toes throughout the 10 races. However, Hatch was in Scotland on holiday, having just finished jury duty at the



X-35 Europeans.

"I don't even know which of my crew steered the boat," he said laughing. "It's a bit frustrating knowing we were in the lead and not being able to be there for the last race. It's a great series and we got such a good variety of conditions that gave everyone a go. We had great competition with *Amante* (Dennis Cooper) and *Scarlett O'Hara* (Robert Skol) this season," said Hatch, who named his Sydney 36 CR for his wife Michelle.

Although *Shere Khan* (Rod Gibbs) scored her worst result of the series with a sixth place, she did just enough to cling to her overall lead to claim the spoils in Division E from Matthew Brown's *Orbit* – by one point.

Things did not go so well for Division F leader *Mortgage Choice Rumba*. Robert Carr and his partners worst series placing of eighth knocked them off the top of the podium by just one point from Robert Hunt's well-named *Attitude*.

To say Hunt was happy is an understatement. "We've been trying to win this series since 1995, with



BRAVING WINTER
A fleet of 184 yachts in total raced in the Audi Winter Series this year.

various boats, and the whole crew is very, very thrilled to come from behind and beat *Mortgage Choice Rumba*. We've had a fantastic year – we had two wins in the Audi Winter Series and we won the CYCA's Grant Thornton Short Haul and Passage Pointscore Series. The wind was actually too light for us, but we got lucky and found a bit of breeze and sailed away – *Sayonara* just got us on the line. We feel sorry for *Sinewave* – they sailed so well for the entire series and just missed out on a place."

A total of 184 boats entered the Audi Winter Series 2012 and divisional winners and placegetters received great Musto gear as prizes. All divisional placegetters were placed in a draw each week to win an Audi Drive Weekend, allowing a lucky winner the opportunity to experience the luxury of an Audi of their choice for a weekend escape.

This is the first year Audi Centre Sydney has been naming rights sponsor of the Audi Winter Series, taking over the sponsorship from Audi Australia. ↓
www.cyca.com.au

Sydney International
BOAT SHOW SPECIAL

5% DISCOUNT
on all bookings*

 **Sunsail**

What We Do!
Yacht Charters
Flotilla Holidays
Beach Clubs
Sailing Schools
Skippered Charters
Sunsail Racing
Corporate Events

Where You Can Do It!
The Whitsundays
Asia Pacific
Mediterranean
Caribbean
North America



70% Water 100% Fun!

Sunsail is the world's largest Yacht Charter company with bases in over 32 exotic destinations.

Sunsail offer both bareboat and skippered charters, on all of our catamarans and monohulls. The hardest thing about a Sunsail holiday is where to sail to next.

Visit us on Stand 159/160 **SAVE up to 10%**** when you book 6 months in advance

CALL 1800 803 988
EMAIL sales@sunsail.com.au
OR VISIT www.sunsail.com.au

*Subject to availability. New bookings only. Bookings must be made between 02-20 August 2012 for all destinations. Combinable with monthly specials advance booking and loyalty discounts to a maximum of 25%. Can not be exchanged for cash or discount. **10% Advance Booking Discount for Low Season and bookings made 6 months in advance. Please quote BSSYD when booking.



Home team takes Newport's AC45 World Series event

BROADCAST LIVE ON US NETWORK TELEVISION AND BOASTING ALL THE THRILLS AND SPILLS OF A NASCAR SPRINT, THE AC45 WORLD SERIES MAKES SAILING A BONA FIDE SPECTATOR SPORT.

The Newport leg of the America's Cup AC45 World Series has been dominated by Oracle Team USA with their name all over the leaderboard. Aussie skipper Jimmy Spithill's team is now in front of Emirates Team New Zealand by nine points after strong finishes in both the match racing and fleet racing in Newport. Spithill also claimed the overall season Fleet Racing Championship, while Sweden's Artemis Racing won the inaugural season's Match Racing Championship.

"Consistency has been the key," Spithill said, moments before he was handed the newly commissioned AC World Series trophy. "We were the last team to arrive here but we came out and performed under pressure. It was very satisfying to see us step up and the other guys fall back

when the pressure came on."

Dean Barker, skipper of Emirates Team New Zealand, had to be content with coming in second.

It's an indication of the surge of interest in America's Cup World Series racing that the Newport event was broadcast live in the USA on NBC, marking the return of the Cup to network television for the first time in more than 20 years.

The series has welcomed teams from non-traditional sailing nations such as Team China and Team Korea. Nathan Outteridge, skipper of Team Korea, lamented his team's performance in the last race. "We didn't have an ideal start, but we kept moving forward and on the last leg upwind we really nailed it and made up some places. I think we've performed better than we were initially hoping. This week I think

we sailed the best we've sailed the whole time. So we're really looking forward to San Francisco."

Racing in the new series will begin again next month with the 2012-13 AC World Series sailed in San Francisco from August 21-26. New team Ben Ainslie Racing will join the circuit as it comes to the host city of the 34th America's Cup. ↓
www.americascup.com

AC45 World Series

Overall Championship Leaderboard

1. Oracle Team USA Spithill 102 points
2. Emirates Team New Zealand 93 points
3. Artemis Racing 82 points
4. Energy Team 74 points
5. Oracle Team USA Coutts 68 points
6. Team Korea 66 points
7. Luna Rossa Piranha 52 points
8. Luna Rossa Swordfish 31 points
9. China Team 31 points

AC45'S AT HOME
A new age of racing in the America's Cup home waters of Newport, Rhode Island, USA.



CLIPPER

**ROUND THE
WORLD**

13-14

RACED BY PEOPLE LIKE YOU

**MECHANIC
TAXI DRIVER
CEO
NURSE
STUDENT
HOUSEWIFE
FARMER
VET**

YOU?

**CREW
WANTED**

**CLIPPER 13-14
12 NEW YACHTS
40,000 MILES
1 GLOBAL YACHT RACE**

Compete in the challenge of a lifetime and race across oceans in the world's longest yacht race. Crew selection is on for our brand new fleet of ocean racing yachts that will sail from the UK next year, in the Clipper 13-14 Race. No sailing experience necessary.

Our comprehensive training programme will prepare you for an extraordinary race over five oceans. You can sign up for a single leg, combine several or complete a full circumnavigation. Discover more and get your application pack today.



www.clipperroundtheworld.com

CLIPPER 11-12 ROUND
THE WORLD YACHT RACE

Australians coast home for yet another gold

GOLD COAST AUSTRALIA HAS WON THE FINAL LEG AND TAKEN THE OVERALL VICTORY IN THE CLIPPER ROUND THE WORLD RACE, HAVING FINISHED ON THE PODIUM IN ALL OF THE RACE'S 15 LEGS.

After more than 40,000 nautical miles, amateur ocean racers in the Clipper 11-12 Round the World Yacht Race have made it to the end. More than 500 crew members swapped their day jobs for life as ocean racers and have made 68-foot Clipper Race yachts their homes for the past 11 months. They have now circumnavigated the world's oceans.

Gold Coast Australia came first in the final leg, securing victory in the overall race with its fifteenth podium finish out of fifteen races. The crew arrived into Southampton, England in a spectacular scene, as thousands of people came out to cheer them back to where they had departed from 51 weeks earlier. The thousands of spectators lining the dockside of Ocean Village Marina were applauding the courage and endurance of the sailors as much as their skills. For just under a year, participants had taken on the world's largest oceans, endured violent storms and frustrating calms, extreme heat and bone-numbing cold, all while racing furiously to win.

Gold Coast Australia finished with 151 overall points, while second and third places went to *Visit Finland* on

103 and *Singapore* on 101. Tasmanian Skipper Richard Hewson said upon his victorious arrival, "It has been an amazing adventure. From the start we've had plans to dominate the race and we've definitely done that.

"We've achieved so much more than we ever set out to, won so many races and podiums, but to stand on the stage as overall winners at race finish is unbelievable. The fantastic crew of *Gold Coast Australia*, amazing support from our sponsor and followers have all been part of making this happen," said Hewson, as he prepared to receive the trophy.

Sir Robin Knox-Johnston, the 73-year-old founder of the Clipper Round the World Race is himself a solo-circumnavigator. He believes the race enriches the lives of the participants. "All the crew members have achieved something special with their lives. They have ventured out across the oceans of the world facing nature in the raw. They have become great seaman and should all be justifiably proud of their achievement," he said upon receiving the boats at the finish line. Earlier in the day, Knox-Johnston had led a parade of sail out on Southampton water to welcome the crews home.

15 OUT OF 15
Above left: *Gold Coast Australia* celebrates after winning the eleventh of the 15 races. Below: *Singapore* was consistently one of the main contenders, eventually finishing in third place. Above right: *Gold Coast Australia* Skipper Richard Hewson reflects on his achievement.

After racing across the globe, visiting 15 ports on six continents, Richard Hewson reflects on the journey thus: "The weather and the oceans do not care if you are amateur or professional, it is a race and therefore we sail to win. Changing sails multiple times a day – our record was 36 sail changes in one day – moving sails and constant adjustments to trim for maximum performance have undoubtedly contributed to our success."

The race provides those non-professional sailors who sign on as crew members with a once in a lifetime opportunity for an unique adventure, with the ten professional race skippers participating in the race also joining the exclusive club of circumnavigators.

Hewson continues, "The race has been fantastic from my point of view as the only professional on board. It has been a chance to prove my seamanship and performance as a successful navigator of the oceans – choosing optimal routes around weather systems and making the best use of wind and currents and giving me the Southern Ocean experience that many of us crave our entire lives.

"The race has also been a fantastic opportunity to learn about leadership, management of the crew on board and also of myself. It takes a lot to ask others to get out of their bunk when it's snowing, the wind is blowing 50-plus knots and you need to do a sail change; let alone being able to push yourself through your fortieth hour on deck in these conditions when there is no other option. Most of all I have proven to myself that no matter what situation I find myself in I will never give up."

Despite being at sea for such a long period of time, the majority of crew members had mixed emotions about the race being in its final stages. Lisa Blair, a crew member on board *Gold Coast Australia*, who swapped her job



as a sales assistant in Queensland to sail around the world, says: "I can't believe it's over. You make lifelong friends, and the race we have done around the globe has had a huge impact on me, so I'm definitely going to miss it. We don't talk about it on board, as we'd get too emotional!" Blair is planning to keep more than just memories from the race. "I hope to take away from this a career in sailing. The Clipper Race has given me the sailing skills I need to go professional in the sailing industry so that's something I am definitely looking to pursue."

The crew and skippers are reminded daily about what they've achieved over many months at sea.

"I remember arriving the morning of our 6000-mile race across the Pacific Ocean to find the boat covered in snow. A few hours later, as we departed the marina, the Clipper Race Founder and Chairman Sir Robin Knox-Johnston said to me, "Don't worry, Rich, it's only ten Sydney Hobart Yacht Races that you are about to conquer."

"That race was the toughest race I have ever done, with constant wind above 30 knots for 90 per cent of the race. And we were sailing under storm tri-sail for 30

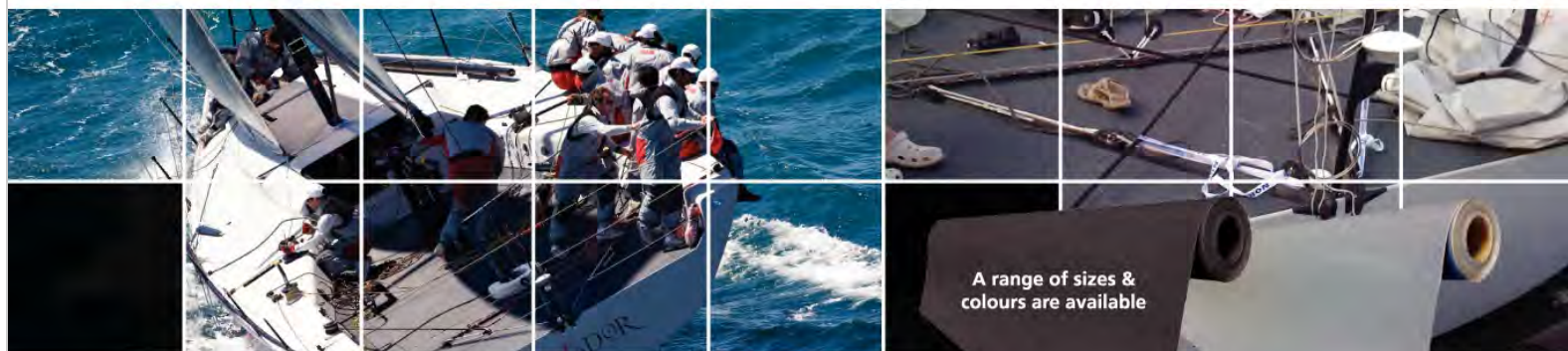


per cent of the race with winds over 40 knots. In such extreme conditions we all had to dig deep and work as a team. We won the race by over a day, but just arriving into San Francisco harbour was a victory in itself."

The hunt is now on for Australians to take part in the next Clipper Round the World Yacht Race. There are still limited spaces available for the 2013-2014 event, where a brand new fleet of 70-foot yachts will be introduced.

The new fleet has been designed by Tony Castro Naval Architects in close consultation with Clipper Ventures Chairman Sir Robin Knox-Johnston and key members of the race team. This team drew on Clipper Ventures 15 years of experience in running eight successful races on the two previously commissioned fleets, the original Clipper 60s and the Clipper 68s.

Since the first edition of the race set off from the UK in 1996 more than 3,000 people have taken up the challenge and for all of them it has proved a life enhancing and in many cases, life changing experience. www.clipperroundtheworld.com



A range of sizes & colours are available

No Skidding® Anti-Slip Decking

No Skidding® Anti Slip Tapes are being widely used throughout the sailing community on six continents and thousands of boats worldwide. Try out new Carbon 5200 Series, reduces weight and is extremely durable.

SOME CURRENT USERS

Wild Oats XI - Wild Oats X - Loki - Shogun - Southern Excellence - Living doll - Transfusion - Malaghai - Ragamuffin - Hooligan

www.noskid.com.au - 1800 NO SKID - 02 9939 0708

Southern Environmental Services Pty Ltd ABN 96 000 658 823 Distributors for No Skidding Products®, Inc. Canada





Laser zone

ENDURING WIND THAT JUST WOULDN'T MAKE UP ITS MIND, A SLEW OF PROMISING YOUNG LASER SAILORS FOUGHT OUT THE WORLD CHAMPIONSHIPS ON QUEENSLAND'S MORETON BAY.

West Australian Tristan Brown has won the 2012 World Laser Radial Men's Championship, hosted by the Royal Queensland Yacht Squadron from 12-17 July.

The burgeoning 22-year-old talent recently finished fourth at the 2011 Laser Radial Worlds in La Rochelle, France, having won the last Australian Laser Radial Championship and, before that, both the Sail Sydney and Sail Melbourne regattas in the Radial.

Tristan held the regatta lead for the last three days after a series of mid-regatta wins. "Getting those mid-event race wins is pretty good as I haven't actually won a race at a Worlds before. Last year I came very close about five times and got second in quite a few races but it is good to get a few wins. I am very happy with my consistency across this regatta."

Matthew Wearn maintained second place overall for the final two days

of the regatta. After the race, he said "The first race was a bit dicey and I had a pretty deep result which didn't help, but I finished off with a fourth, I think. I was ninth after about the third day of racing so I was happy to finish off strongly."

After enduring a week of inscrutable and changing winds, Principal Race Officer Kevin Wilson said, "The wind was increasing, we sailed the first race in 5-9 knots and then the second was 8-10 knots for the whole race, and the direction held at 130 degrees south east for both races today. The last race was a very good clean race with good pressure."

Event winner Brown explained how he dealt with the hard-to-read wind patterns, saying, "The final, with two races, was pretty stressful. The wind was shifting around all over the place. I had to keep an eye on Matt [Wearn] because he was the closest. But we both managed to do enough to keep our spots. And it finished off nicely

with the wind at the end on the last race, so it was good. It was similar to other days in that the breeze got down to about five knots and at other times around 10 or 12 knots, so it was ranging quite a bit."

Race organisers, presenting trophies to the young sailing talents, applauded the way they dealt with the trying conditions. "Congratulations to Tristan Brown, Matthew Wearn and Jeremy O'Connell on gaining first, second and third places in this World Championship," said Kevin Wilson. www.rqys.com.au

YOUNG GUNS
Above: Event winner Tristan Brown rounds a mark during competition on Moreton Bay. Below: Second place getter Matthew Wearn heads for the course.



PAN PAN

PAN PAN

PAN PAN

THE PERFECT SALE

DOYLE HAS REEFED MAINSAIL PRICES 20%*

DOYLE HAS FURLED GENOA PRICES 20%*

We've created a storm at the Sydney Boat Show with Doyle's 'Perfect Sale'. Get 20% off* the latest generation of sail design and technology, but only when you order your new Doyle sail during the Sydney Boat Show.

The knockdown you've been waiting for: 20% off** Doyle sails, Bamar furling and reefing systems and Bamar vang. Delivering unsurpassed power at an unprecedented price.

PLUS 10% off Leisurefurl booms**

THE PERFECT SALE on only during the Sydney Boat Show. Stand 120, Hall 1.

*Only on confirmed orders made during Sydney Boat Show. Special conditions apply. Discount offer applies to sail's retail value on boats under 60ft length. **When purchased in conjunction with a discounted Doyle sail under this offer.

Doyle Sails Australia
Longitude Building, James Craig Rd, Rozelle, Sydney, Ph 02 9818 8842
www.doyleaustralia.com • www.doylestratis.com



JE3816_BOATSHOW_SAILS_2012

Shutter island

THE BEST OF AUDI HAMILTON
ISLAND RACE WEEK THROUGH THE
LENS OF ANDREA FRANCOLINI.



**SIZE DOES
MATTER**

Andrea Francolini

I like being as close as possible to what I shoot. When it comes to boats, the closer the better, but when you have two superyachts bearing down on you, you really hope the helmsmen are watching and know what they're doing. The power of these boats under sail is breathtaking and being so close to them is a buzz you don't get too often.





**GONE FOR
A SURF**
Andrea Francolini

When I shoot boats I like to show either the action or the crew. In this shot I was in a helicopter following the boat and hoping it would catch a wave. Eventually the boat started gaining speed and lifting off a wave. As we hovered around I saw a spray of water and some heads popping out. I waited until I could see more of the crew before taking the shot to make it clear what was going on.





WET AND WILD
Andrea Francolini

After a good day's shooting, I went back to the media centre and started downloading images. I saw the wind picking up and heard it was getting choppy. Those conditions are perfect for a photographer, so I got back on the chopper and was soon capturing all the action in the low afternoon light. This is a great show of power, both from Mother Nature and the boat while it's reaching to the top mark.



CLOSE ENCOUNTERS
Andrea Francolini

This aerial shot was taken just after the start of a race, while the boats were still quite close to each other. Tacking upwind can involve near misses where there are only a couple of metres between boats.



ANDREA FRANCOLINI

Although known for his world class sailing photography, Andrea Francolini has amassed a body of sports photography spanning from sumo wrestling to bullfighting. As he has focused on yachting over the past decade, many of the unforgettable sailing shots you have seen over the years are likely to have come to us through Andrea's lens.
www.afrancolini.com



CHART A COURSE FOR QUEENSLAND

From seasoned sailors to amateur boaties; stretching from the Gold & Sunshine Coast to Townsville, The Whitsundays and Southern Great Barrier Reef, Queensland offers a thrilling line-up of maritime events and activities all year round. See how the professionals do it at one of the many exciting race weeks. And when the sun goes down, join the locals for the race week festivities and enjoy the warm, friendly hospitality Queensland is famous for.

Get the crew together for all the action and excitement and head to Queensland where Australia shines for sailing events and great package deals.



KINGFISHER BAY RESORT

Fraser Coast

3 nights at Kingfisher Bay Resort including passenger ferry transfers, buffet breakfast and four wheel drive tour of Fraser Island. Yachties able to moor near the resort.

FROM **\$258*** PER ROOM PER NIGHT

kingfisherbay.com 1800 072 555



2 NIGHTS PEPPERS SAILING ESCAPE

Townsville

2 nights Peppers Island escape including return ferry transfer to Magnetic Island for two people and full buffet breakfast daily.

FROM **\$307*** PER PERSON TWIN SHARE PER NIGHT

sealinkqld.com.au 07 4726 0800

GRAND MERCURE APARTMENTS MAGNETIC ISLAND

Townsville

Great place to sit and watch the race from your balcony. Includes free breakkie pack and champagne and chocolates on arrival.

grandmercure.com.au 07 4758 2100

FROM **\$185*** PER PERSON TWIN SHARE PER NIGHT

SUNSAIL AUSTRALIA

The Whitsundays

Sunsail are the only yacht charter company based on Hamilton Island, in the heart of the beautiful Whitsundays.

sunsail.com.au 1800 803 988

Save **35%**

*Terms & conditions apply.

Upcoming Queensland Season of Sailing Events

Brisbane to Keppel Tropical Yacht Race **3 – 6 August 2012**

Airlie Beach Race Week **9 – 16 August 2012**

Hamilton Island Race Week **17 – 25 August 2012**

Magnetic Island Race Week **30 August – 4 September 2012**

QUEENSLAND'S SEASON OF SAILING
The best sailing in the world



Queensland
Where Australia Shines

Plan your holiday now at queensland.com/sailing



AUDI SYDNEY GOLD COAST
YACHT RACE

Can 13 be lucky for *Wild Oats XI*?

WILD OATS XI IS ATTEMPTING TO MAKE 13 A LUCKY NUMBER AS IT PLANS ITS THIRD ATTEMPT TO BREAK THE 13-YEAR-OLD AUDI SYDNEY GOLD COAST YACHT RACE RECORD.

When the fleet of 63 launches off the start line on Saturday 28 July, Bob Oatley's Sydney super maxi will need to have favourable conditions and average

14 knots to break *Brindabella*'s race record of 27 hours, 35 minutes and 43 seconds in the CYCA's annual race.

Brindabella, the 19-year-old Jutson 80, which broke the record under George Snow, has also been entered

**FINGERS
CROSSED**
The 27-year-old race to the Gold Coast has a 13-year-old race record that could be broken this year, in the right conditions.

by her current owner Jim Cooney.

Having been painfully close on two occasions, skipper Mark Richards is confident that the 100ft yacht is ready. "The crew are really looking forward to this race," he says. "We've made some minor modifications to the boat to improve her light weather speed, and if we get the right conditions, we can add another race record to *Oats*' trophy cabinet."

The bid for overall honours will be compelling with seven 50-52 footers and a strong pack of 40 footers. Heading the line-up is *Secret Men's Business 3.5*, Geoff Boettcher's RP51 from Adelaide. Boettcher has chosen the Audi Sydney Gold Coast Yacht Race to return to ocean racing after 18 months out of the Australian offshore scene. 'Boettch' will be taking on some serious contenders, such as defending champion, Michael Hiatt's Farr 55 *Living Doll* and *Terra Firma*, Nicholas Bartels' Cookson 50.

A handful of TP52's, headed by the CYCA's 2011 Blue Water Pointscore runner-up, Syd Fischer's *Ragamuffin* (NSW) and David Pescud's *Sailors with Disabilities* (making its return to offshore racing after sustaining damage in the 2011 Flinders Islet Yacht Race), will rate amongst the favourites.

Leading the 40 footers are two NSW yachts launched last year: *AFR Midnight Rambler*, Ed Psaltis, Bob Thomas and Michael Benschik's Ker 40, and *Occasional Coarse Language Too*, Warwick Sherman's Sydney GTS 43. They'll be joined by *Chutzpah*, Bruce Taylor's IRC 40 from Victoria.

A mix of Beneteau and Archambault designs in the 40-45 foot range could come up with the goods in the first race of the 2012 Blue Water Pointscore Series.

Stephen Ainsworth's 2011 Hobart-winning RP63 *Loki* and *Black Jack* (Qld), Peter Harburg's RP66, also rate among the favourites in this quality fleet.

Ainsworth, a previous winner of this race and the 2010 Audi IRC Australian champion, is ready to head north.

"The crew are itching to get racing again. We've made no changes to the boat - she is as sleek as ever," he says.

The Audi Sydney Gold Coast Yacht Race will start on Sydney Harbour at 1pm on 28 July. The course takes the fleet down the Harbour and out through Sydney Heads, before turning left towards the finish line off Main Beach at Southport, on Queensland's Gold Coast. ↓

<http://goldcoast.cyca.com.au/>
<http://twitter.com/asgcyr>

Hit the beach

TELCOINABOX AIRLIE BEACH RACE WEEK IS SHAPING UP TO BE AN IMPRESSIVE COMPONENT OF QUEENSLAND'S CHOCK-FULL WINTER RACING LINEUP.



make Airlie Beach, likely using it as a platform to launch its Audi Hamilton Island Race Week campaign, which will begin later in August.

There is of course plenty more to Telcoinbox Airlie Beach Race Week, with some of the best racing talent in the country coming together for what is typically a laid back yet competitive week of sun and sail.

Airlie Beach regular Simon Hull says, "If Airlie Beach can turn it on like last year, we'll have a nice 20-25 knot breeze during the passage races and pretty flat water, midwinter sailing, t-shirt weather, beautiful conditions and beautiful scenery."

Entries in the Telcoinbox Airlie Beach Race Week have already eclipsed last year's numbers, according to the event organisers. More than 100 boats have already entered, and the rate of entry is likely to increase until the cutoff on August 13. Unfortunately, rumours of a Trans-Tasmin showdown between the two fastest trimarans in the Southern Hemisphere, *Team Vodafone New Zealand* and Sean Langman's *Team Australia*, won't come to fruition due to a series of breakages on Langman's Orma 60. Simon Hull's *Team Vodafone New Zealand* will still



HULL OF A SIGHT
Above left: The pure pace of *Team Vodafone* always draws a crowd. Left: Matt Allen's *Ichi Ban* is always a strong contender. Above right: *Dark Star*, the McConaghy 38 is sure to be a strong contender in the Performance fleet.



The IRC fleets currently have 13 boats registered. At the front of the Racing fleet will be two TP52s, Geoff Ross's *Yendys* and Anthony Lyall's *Cougar II*, while the Cruising Fleet will be enthusiastically contested, with Daryl Hodgkinson's Beneteau 45 *Victoire* among the hot favourites.

The Performance Racing fleet is shaping up to be one of the best to assemble at Airlie Beach. Already entered are 14 Performance Racers, among them are John Bacon's McConaghy 38 *Dark Star*, Matt Allen's Farr 400 *Ichi Ban*, Geoff Lavis' UBS *Wild Thing* and Leo Rodriguez's Volvo 60 *TelcoinaBox Merit*.

At the big end of town will be Bob Cowan's *Stealthy*, John Rae's *Guided Missile* and Peter Jamieson's *Two Hot to Trot*, in the middle Brett Whitbread's *Blokes World* and Jason Ruckert's *Mister Magoo*, while the battle of the 650's will be intense with three Shaws, two Leeches and two Thompsons.

Also entered into this year's event is Jessica Watson, who says she can't wait to do some sailing on her native Queensland's beautiful coast. ⚓ www.airliebeachraceweek.com.au

Summer 2012
Coming to Australia
www.marinepool.com.au

MARINEPOOL ENERGY
OFFICIAL CLOTHING SUPPLIER TEAM

OFFICIAL CHALLENGER 34TH AMERICA'S CUP



Contact Marinepool for Australia:
David Clancy - Inmarine Pty Ltd - Factory 4 - 417-419 Warrigal Rd
Cheltenham - Victoria - david@inmarine.net.au - +61 3 9553 1639

Sailing and soirees

HAMILTON ISLAND'S SHOWPIECE EVENT HAS DRAWN A BIG FLEET KEEN FOR TREMENDOUS RACING AND TERRIFIC RECREATION.



Audi Hamilton Island Race Week will this year showcase one of the most impressive assemblies of sailboats ever gathered at an Australian regatta. The fleet ranges from cruising keelboats and sports boats through to the highest echelon of Grand Prix level racers, as well as one sizzingly fast trimaran.

The lure of racing around tropical islands followed by the renowned onshore party scene appears to have outweighed concerns about the dire state of the world economy with this year's fleet expected to be between 180 and 200 strong. What makes this figure doubly impressive is that Audi Hamilton Island Race Week is a regatta where the majority of competitors have to make an effort to be there each year; there is no large local fleet to make up the numbers.

The diversity of this year's Race Week fleet is impressive. At the top end will be Bob Oatley's Rolex Sydney-Hobart race record holder, the 30-metre-long supermaxi *Wild Oats XI*. She'll be using the regatta to assess recently completed modifications aimed at eliminating the Achilles heel that was exposed in



RACE ALL DAY, PARTY ALL NIGHT
Owners from around the world are shrugging off any worries of the economy and converging on Hamilton Island to get their fix of one of Australia's most loved sailing events.



the last Rolex Sydney Hobart race – her speed in light weather, both upwind and down.

Wild Oats XI won't be challenged for line honours, but will face a decidedly speedy IRC regatta fleet.

This class will include Marcus Blackmore's defending Race Week champion, the TP 52, *Hooligan*, the modified and now very fast Kiwi TP 52, *Georgia*, *Shogun V*, *Loki*, *Blackjack*, and *Yendys*, another TP 52 that has been chartered from Spain especially for the regatta.

This year there will again be a spectacular stand-out yacht on the water: Kiwi Simon Hull will be there with his amazing 60ft trimaran *Team Vodafone* to once more demonstrate to competitors and spectators the type of sailing that has been exciting crowds in Europe for the past decade. *Team Vodafone's* performances at Audi Hamilton Island Race Week last year were crowd-stoppers.

As always, the cruising categories will boast the highest numbers at this Race Week. Rod Smallman, owner of *Chirping Bird* – the yacht that was the 100th entry for AHIRW



2012 – summed up the appeal that comes with being part of the cruising division: “Apart from going to somewhere that’s about 10 degrees warmer than being in Melbourne and enjoying some great sailing, the best thing about Audi Hamilton Island Race Week is being on what we call ‘the social arm’ – the marina arm where all the like-minded yachties are docked. The atmosphere there is nothing short of fantastic: it’s all about the parties.” ↓
www.hamiltonislandraceweek.com.au

Don't miss

Saturday 18 August

Lindeman Island Race
11.30am

Romanos Wild Oats Wine
Ladies Lunch with Terry Biviano
12 noon-4pm

Sunday 19 August

Short around the islands race

Golf Clinics with Pro
Mark Snooks 9am

Coco Chu Audi & Robert Oatley
Vineyards 'At home with
Kylie Kwong' Dinner 7pm

Monday 20 August

Short around the islands race

Qualia Long Pavilion AEG
Masterclass with Alastair
Waddell 11am-12 noon

Tuesday 21 August

Windward / Leewards Courses
(up to 4 races)

Henri Lloyd Fashion Parade 7pm

Wednesday 22 August

Lay Day

Beachside Pool Party 1200-1pm

Thursday 23 August

Short around the islands race

Audi & Robert Oatley Vineyards
Exclusive Dinner with Shannon
Bennett and Matt Moran 7pm

Friday 24 August

Inshore Bay race

Short around-the-islands race

Sangria Beach Party
by Hugo's and Wild Oats Wines
6-11pm

Sat 25 Aug

Molles Island Race

Race Week Presentation Dinner
7pm



SEALINK MAGNETIC ISLAND RACE WEEK



Room for three?

DOES QUEENSLAND'S ACTION-PACKED MID-YEAR RACING CALENDAR HAVE SPACE FOR ONE MORE REGATTA?

For a quarter of a century, every August, two iconic Queensland yachting events – Airlie Beach Race Week and Hamilton Island Race Week – have attracted hundreds of boats from the southern states. Only a handful have ever ventured further north.

But could this state of affairs be changing? Six years ago the Townsville Yacht Club staged the first Sunferries Magnetic Island Race Week, with the enthusiastic backing of Events Queensland and Townsville City Council.

As the post-regatta, southbound

MAKING IT A HAT-TRICK
SeaLink Magnetic Island Race Week is pitching itself as a sensible conclusion to Queensland's regatta season.

delivery crews well know, if they leave straight after the Hamilton Island event the south easterly trade winds make it a hard sail down the coast.

Some leave their boats and come back a few weeks later when the winds have turned but there is another option – participating in the SeaLink Magnetic Island Race Week, which this year runs from August 30th to September 4th, around Cleveland Bay and Magnetic Island.

Tracey Johnson, the Commodore of Mooloolaba Yacht Club, is a big fan of the race week. "Spending more time on the Far North Queensland coast before heading south gives the breeze the time to turn. Heading to Magnetic Island just makes good sense. This event is a natural. Perfect timing, great venue."

Regatta Director Denis Thompson says, "This is a very enjoyable regatta at every level. The course area starts just outside the marina and it's a very picturesque sailing area. It's a wonderfully laidback event and as the last in the northern series, it is plainly just going to keep growing." www.magneticislandraceweek.com.au

MAGNETIC ISLAND RACE WEEK

DARWIN TO AMBON YACHT RACE & RALLY

Ambon amble

THE NORTH COAST OF AUSTRALIA'S PROXIMITY TO THE TROPICAL ISLANDS OF THE SOUTH PACIFIC HAS YIELDED MANY FINE INTERNATIONAL RACES. DARWIN TO AMBON IS ONE OF THEM.

HEADING NORTH
The fleet sets off on the long journey to the village of Amahusu in Ambon, Indonesia.



The Darwin to Ambon Yacht Race & Rally attracts a substantial fleet of national and international yachts, as well as plenty of local boats.

The event has had a stop-start history, having to be postponed earlier this decade due to political instability in Indonesia. It started up again in 2007 and has been growing in popularity every year since.

As well as racers, the event also encourages a rally fleet. After arriving to much celebration in Ambon, many yachts spend some time cruising the surrounding islands, some heading north to the Philippines and Borneo, or west to Bali and beyond, while others return to Darwin via a scenic route that takes in the Banda Islands and Tanimbar Islands.

The race is the culmination of Darwin Race Week. After seven days of parties and cultural exchange between Territorians and Indonesians, the highlight of the week will be the spinnaker start off Stokes Hill Wharf, to be held on the 25 August.

From there entrants head 634 nautical miles north to Ambon, then onwards to some of the Indonesian archipelago's 17,000 islands. www.darwinambonrace.com.au

JESSICA WICKHAM

**COWES WEEK
REGATTA**

TALLY-HO
Cowes Week will be bigger than ever this year, thanks to the London Olympics, which directly precede it.

Best of British

THIS YEAR'S COWES WEEK REGATTA IS CELEBRATING EVERYTHING BRITISH, AS THE OLYMPICS GENERATE WORLDWIDE INTEREST IN GREAT BRITAIN.



Cowes Week is again celebrating everything sailing. The world's largest 'aspirational sailing regatta' is set to attract around 1000 yachts in up to 40 classes, and in excess of 8500 competitors.

This year the regatta will be held from 11-18 August, having moved its usual dates in order to avoid a clash with the London Olympics.

The regatta, famous for its festival atmosphere, will include a ladies day, in which a number of female achievers across a range of sports will come together to celebrate the fact that sailing is one of very few mainstream sports where men and women compete on equal terms.

The highlight of the week is looking to be the 'Best of British' Celebration Day on Friday 17 August. Skandia Team GBR sailors will be there just one week after competing for Great Britain at the Olympics.

Best of British Celebration Day will culminate with the traditional fireworks display, followed by a British style après-sail party. ⚓ www.aamcowesweek.co.uk

WRAPPED IN HISTORY

THE SOUTHERN HEMISPHERE'S LARGEST ANNUAL SAILING FESTIVAL

24TH - 28TH JANUARY 2013

www.festivalofsails.com.au

Save the dates for the Festival of Sails 2013

Be a part of 170 Years of Sailing History



FESTIVAL OF SAILS
G E E L O N G V I C T O R I A



WWW.FESTIVALOFSAILS.COM.AU

**THE RACE THAT
FASCINATES
A NATION**
The start of the
67th Rolex Sydney
Hobart Yacht Race.

DANIEL FORSTER

Southern call

THE NOTICE OF RACE HAS BEEN RELEASED AND THE CALL FOR APPLICATIONS FOR ENTRY INTO AUSTRALIA'S MOST FAMOUS OCEAN RACE ISSUED. NOW THE TIME HAS COME FOR THOSE DREAMING OF YACHTING GLORY TO TAKE UP THE GAUNTLET.

The Cruising Yacht Club of Australia, the organising authority for the 68th edition of the Rolex Sydney Hobart Yacht Race, and Rolex SA of Geneva, the race's naming rights sponsor, have announced the release of the Notice of Race and now invite Applications for Entry.

Leading the battle for line honours will be Bob Oatley's *Wild Oats XI*, the race record holder, which has claimed line honours in five of the last seven races, including four consecutive victories from 2005 (when it broke the record) to 2008.

To beat their own race record, *Wild Oats XI* needs an average speed of 14.7 knots, something that's "easily achievable in the right conditions," *Wild Oats XI*'s skipper Mark Richards says, adding, "We've made some minor modifications to improve the yacht's light weather speed with other minor tweaks still being considered."

Last year's overall winner, Stephen

Ainsworth, has declared that he will bring his sleek Reichel Pugh 63 *Loki* back to defend her title.

Ainsworth understands that winning is no cinch. "Having done 14 Sydney Hobarts, I know how hard it is to win. I've been trying for a long time but so many things have to go right for you. We were lucky that the wind gods were with us," he says. "The only thing that could better last year's win would be to win the race again this year. *Loki* is in great shape and the crew are itching to get racing again after a quiet couple of months."

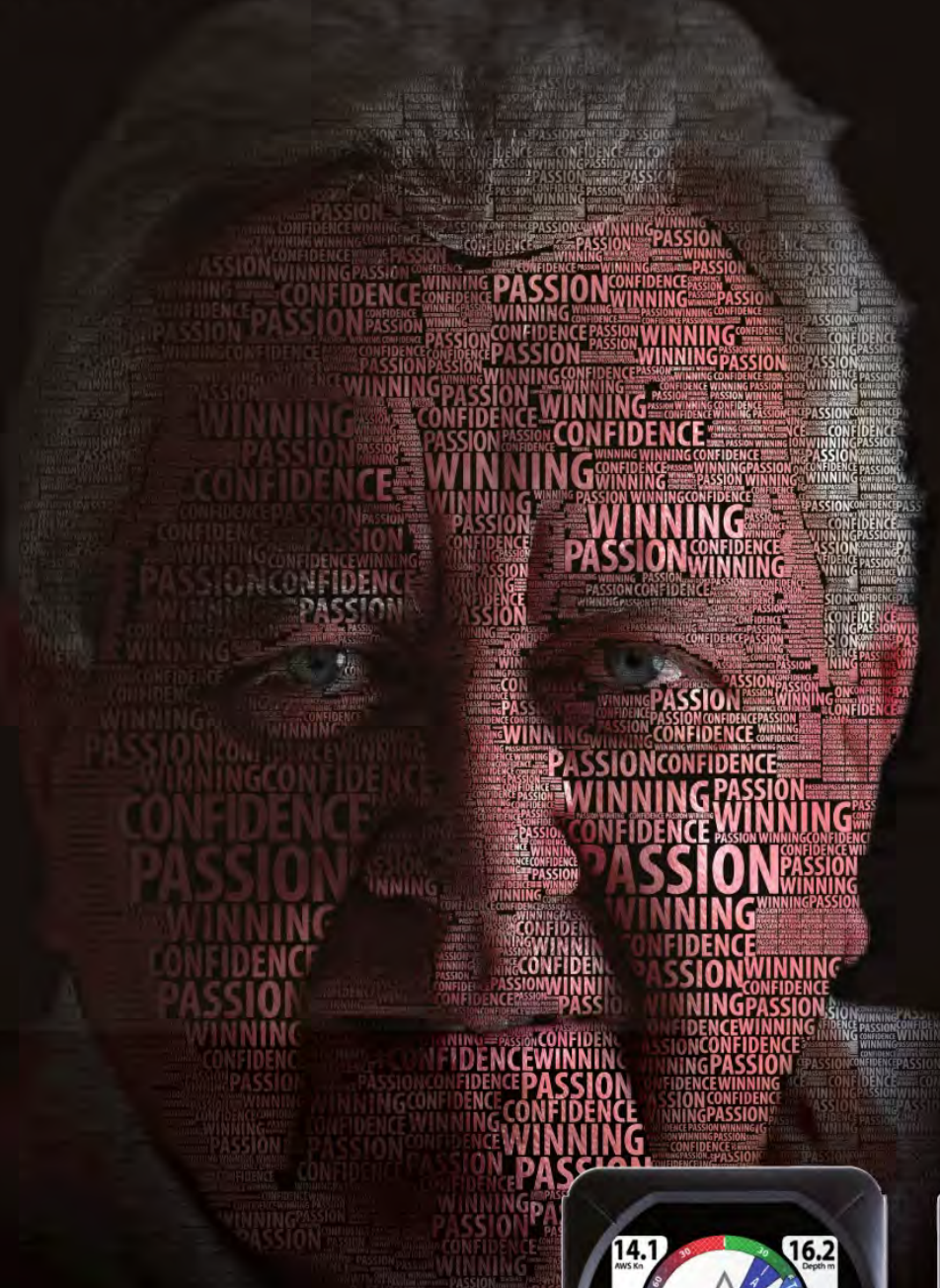
The CYCA is predicting an international fleet of around 90 yachts will make the start line on December 26 at 1pm AEDT, for the tough 628 nautical mile offshore slog down to Hobart.

Applications for entry in the Rolex Sydney Hobart Yacht Race 2012 close on Thursday 1 November, 2012 at 5pm AEDT. ⚓

www.rolexsydneyhobart.com



Garry Linacre | Commodore 2010 to 2012 – Cruising Yacht Club of Australia
14 times Sydney to Hobart Yacht Race Competitor



YOUR STANDARDS ARE OUR STANDARDS

The New Triton instrument and Pilot system. Now everyone can enjoy the benefits of superior technology.

Driven by our race heritage, we understand what you need to get the most from your boat. Our large 4.1" bonded high-contrast screen sets the new standard for visibility. It's also very easy to use. Every piece of information you need can be read at a glance, so you can stay focused on what you love best - sailing.



For more information visit www.bandg.com



B&G

ON A WING AND A PRAYER

WINNING THE AMERICA'S CUP IS NEVER EASY. BUT,
AS BLUE ROBINSON DISCOVERS, WINNING IT IN A 72-FOOT
CATAMARAN IS DIABOLICALLY COMPLICATED.



TRI AGAIN
 Test flying the
 new AC72 wing
 sail of Team
 Artemis on an
 Orma 60 trimaran.

Nothing is simple about the 34th America's Cup. With the current Cup holder, Oracle Team USA, moving to 72-foot catamarans for the 2013 event, the America's Cup World Series was devised to give teams an introduction into racing smaller AC 45-foot catamarans. This gave America's Cup challengers the opportunity to expose themselves to close quarter, high-speed multihull racing and what most teams discovered is just how much they don't know.

At the windy World Series event held in September in Plymouth last year, helmsmen and crews were visibly struggling to contain the 45-foot multihulls. Capsizes were common and sometimes catastrophic. Nine months on, the first AC 72 wing-sail was tested by one of the challengers, Artemis Racing, and the results reflected a staggering new level of complexity.

One of the rules of the 34th America's Cup is that no team (challenger or Cup defender) can launch an AC 72 catamaran before 1 July, 2012. Artemis have been testing their wing-mast on a modified Orma 60 trimaran, so as to comply with the rule while still getting valuable insights and training time. The Louis Vuitton Cup, which decides who will meet Oracle Team USA, begins in San Francisco in June 2013. This means all teams have twelve months to launch, test, de-bug and train with an America's Cup class that has never been built before.

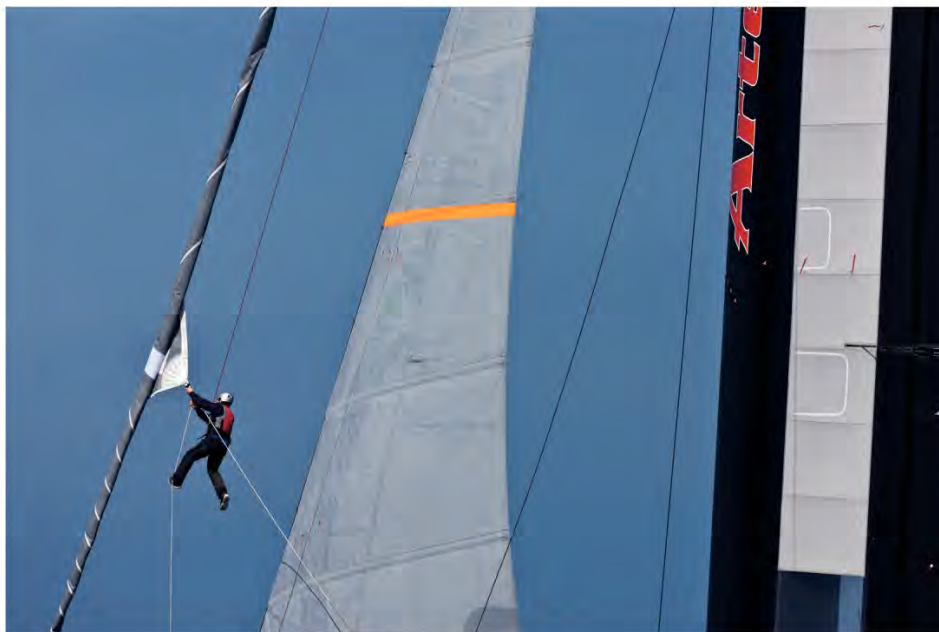
The scale of this challenge is simply enormous, with every engineering decision influencing the weight, strength and positioning of other components. Long before the hulls touch the water, one of the most challenging parts of the race will be making the correct decisions in a truncated time frame. Once committed, there are very few opportunities for adjustment without extensive and expensive modifications. Obviously, the teams that best manage this decision-making process will emerge as strong competitors in 2013.

Artemis Racing's sail with an AC 72 wing was a massive milestone for the team. The 40 metre high, carbon fibre and composite wing has taken more than 35,000 man hours to design and build, measures roughly 260 square metres – over three times the size of the AC 45 wing – and weighs just over a ton.



Artemis CEO Paul Cayard says, "The weight limit is a critical part of the equation and therefore quite a challenge. There's a minimum weight of 1,325 kilos for the wing and an all-up minimum for the hull and rig of 5,700 kilos, with a maximum of 5,900 kilos. Anyone starting in San Francisco in 2013 at 5,800 kilos will find it practically impossible to stay under the maximum weight limit by the start of the match. Repairs are inevitable – and each one will add weight to the structure. Remember the wing is just one aspect of the AC 72, where everything is huge. The downwind sails – the gennaker – will also be many, many times larger than those on the current AC 45's, which some of the teams are still struggling to deal with."

With all the velocity created by such enormous sails, the AC 72's will be racing in San Francisco at speeds of



SANDER VAN DER BORCH / TEAM ARTEMIS



WING MAN
Above: First sail with the AC72 Wing, in Valencia, Spain. Left: Designer Juan Kouyoumdjian Right: Team Artemis learn as much as they can about their towering AC72 wing-mast's strengths and weaknesses ahead of stepping it on their AC72 hulls.

35-40 knots and possibly more. With this sort of acceleration the race course boundaries will be coming up every ninety seconds, necessitating high-speed, high-risk manoeuvres to gybe downwind to stay inside the course and pick the fastest lane to the bottom mark. To help with this, the teams are designing curved or L-shaped daggerboards to help lift the bows of the multihull during the critical bear-away. Dip the bows below the surface on lumpy San Francisco harbour at 40 knots and a prime-time pitchpole of immense proportions would be the inevitable result.

With so much about the move up to the AC 72's unknown, Artemis Racing eased into these uncharted waters, firstly by looking at the full-sized wing sail and how to physically move it from base to boat, then by developing the team's skills in safely using the first of three wing masts of this size that Artemis are building. Though only eleven individuals will race, the Artemis team has over a hundred shore crew – including designers, builders, technicians and structural engineers – working on every part of the intricate AC 72 puzzle and assisting the sailing team.

Team coach for Artemis is Australian Andrew Palfrey, who says, "Sailing and racing the smaller AC multihull gave us a lot of information on manoeuvres, boat handling and the fitness involved, but obviously there are significant changes when you step up to the AC 72. The control systems in the AC 72 rig are far more complex than those of the AC 45 rig

“There is no doubt that twist is a speed-contributing factor of the wing rig so Artemis are factoring that into their sail handling equation.”

PAUL CAYARD, ARTEMIS CEO





and this was a key piece of knowledge gained from early days training with the new wing.”

Artemis have scrutinised other catamaran classes to increase their knowledge base. Smaller C-class catamaran sailors use twist in their wing sails and CEO Cayard confirmed this was an area the team had looked into. “There is no doubt that twist is

IN CHARGE

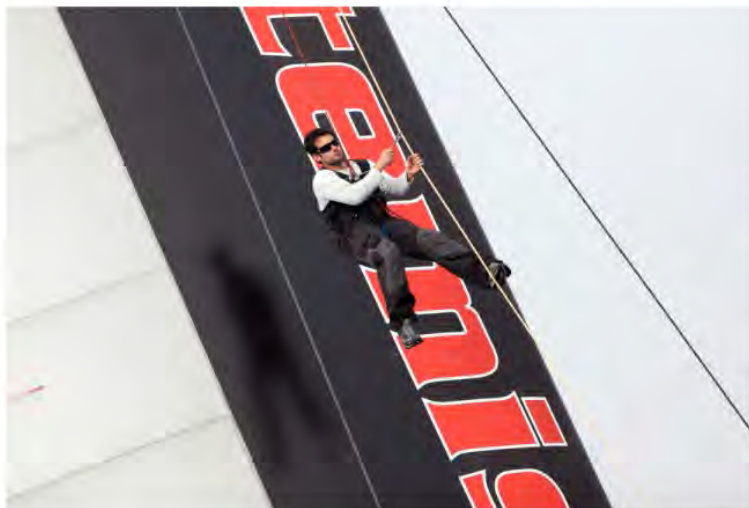
Above: Artemis Skipper Terry Hutchinson.
Below: Hutchinson in the seat of power.
Right: Members of Team Artemis marvel at the feat of engineering that is the first AC72 in action.



a speed-contributing factor of the wing rig so Artemis are factoring that into their sail-handling equation,” he says. It’s a simple enough thing to say, but actually developing controls over a forty-metre high structure operating in winds potentially up to 50 knots significantly increases the number of components involved and therefore the complexity of the task.

Artemis soon learned that for every hour sailing with the AC72 wing there were at least four hours of on-shore preparation and analysis. Gathering and making sense of data about the structural stresses at play was a big enough job in itself and it had to be done on top of managing a forty-metre structure, which had to be fitted before sailing and removed and stored ashore after training (the force generated in even the lightest of breezes meant it was too risky to leave the massive wing upright overnight

SANDER VAN DER BORCH / TEAM ARTEMIS / ADAM MAY



ABSEILING
 Left: The scale of the boat makes for some spectacular displays of rigging expertise. Below right: Artemis CEO Paul Cayard. Below left: The AC72 wing-mast dwarfs even the sizeable AC45 World Series.

requires a great deal of repair work. There is a significant amount of work caused by the breakage but this gives our engineering staff and external consultants a significant amount of data and technical knowledge before completing the repair and building the next wing."

And so testing in '72 land' continues, with Sweden's Artemis Racing, Emirates Team New Zealand,



on a mooring).

With just 30 days allowed in the America's Cup rules to train with the AC 72, Artemis planned to launch in Valencia, Spain after July 1, test the hull and rig package, train the team up to a skill level needed to push the boat, then relocate to San Francisco to use the remainder of their sailing allocation in an environment with more wind and a rougher sea. However, after just 12 days sailing in Spain with the wing mast still on the Orma 60 multihull, a main structural component failed, causing the AC 72 wing sail to break in two and come crashing down on the deck of the training trimaran.

"No one has ever built one of these wings before, or exploited the possibilities their complexity affords," says Cayard. "Start early and break early, it's all part of the

development. Other teams will have setbacks and it is better for us to get them out of the way early. This was our first wing and built as a training wing. Maybe we would have designed the wing differently if we had intended to race with it. What actually happened was that the wing snapped in two and the whole structure fell on to the boat – nothing got wet. One minute after it happened, skipper Terry Hutchinson was able to call for a tow and 20 minutes later the trimaran and its broken wing were on their way back to the shore. So, yes, it's a setback, but better it happened in May 2012 than in May 2013. We were the first team to have an AC 72 wing up for testing and in the 12 days of sailing we learned a great deal. Even the breakage is part of that learning curve. The break occurred across the main spar, which the wing element pivots, so this



Energy Team of France, Italians Luna Rossa and Cup defenders Team Oracle USA all in the process of launching and fine tuning their vessels now the July 1 deadline has passed. The World Series in the AC 45's highlighted that each crew member is critical and that teams are only as good as their weakest performer. The luxuries of monohull racing – lots of time to plan manoeuvres and plenty of people on board to assist when problems crop up – don't apply in this brave new era of America's Cup racing. After tens of thousands of hours and many millions of dollars spent designing, building and testing boats, the team that gets to hoist the oldest trophy in sport will most likely be the one able to make split-second decisions whilst careening across bumpy San Francisco Bay at 35-40 knots. ⚓
www.americascup.com

In this racing-focused edition, we delve into the dark art of handicapping, with an analysis of the current rating systems used by yacht clubs, here and overseas, along with the potential for change, if sought by a majority of yacht owners.

Editor-at-Large Peter Campbell asked a number of yacht clubs and prominent boat owners for their comments on the current systems and on possible alternatives. Their answers provide thought-provoking reading and suggest that the perfect handicapping rule for all is destined to be always just beyond the horizon.

Looking through the records of yacht racing in Australia, it would seem that arguments on measuring and handicapping for offshore racing has been almost continuous for the past 185 years, since our early colonial yachtsman first hoisted a sail for pleasure rather than trading.

Yacht racing in Australia formally began with the first recorded regatta in 1827, with the inaugural Anniversary Regatta (now the Australia Day Regatta) conducted in 1837, pre-dating the formation in 1862 of the Royal Sydney Yacht Squadron (RSYS). By 1848 there were 26 owners racing their yachts on Sydney Harbour but they were already showing dissatisfaction about how their boats were handicapped by regatta organisers.

In the first 25 years of its existence as Australia's first yacht club, the RSYS tried three major systems of handicapping in an effort to bring some equality to inshore and offshore racing. The first system adopted was Customs tonnage, which measures the cargo-carrying capacity of yachts. The second was the Thames system, named for the Royal Thames Yacht Club, which established a rating for yachts based on length and breadth with a specified formula.

Both systems proved controversial and in 1885 the Squadron made a far-reaching decision to adopt what was known as the 1730 Rule, as recognised by the Yacht Racing Association in Britain. It differed from the Thames Rule in that length was measured on the load waterline,

OFFSHORE HANDICAPPING

PETER CAMPBELL REPORTS ON THE CONTENTIOUS HISTORY OF HANDICAPPING YACHT RACES AND MAJOR REGATTAS IN AUSTRALIA AND INTERNATIONALLY.

and also in its arithmetical formula. However, no allowance was made for sail area and this caused much debate. In 1901 the Royal Sydney Yacht Squadron adopted a new rule of measurement and classification known as 'linear rating' and this led to the formation in 1902 of the Sydney Yacht Racing Association.

In 1906 'International Rules' (with ratings in metres according to a formula) and these were modified in 1920 and again in 1933.

From the federation of Australia until the end of WWII, handicapping of yacht racing in Australia varied from club to club. Sometimes it was based on scientific formulas but often it was based on a somewhat arbitrary assessment of a yacht's performance, with penalties for wins and placings. This method, now called PHS (Performance Handicap System), is still used in almost every type of yacht racing in Australia, but today is a much more refined system that has fewer critics than it once did.

The establishment of the Cruising Yacht Club of Australia (CYCA) in 1945, and the running of the first Sydney Hobart Yacht Race later the same year, opened up a new dimension and challenge in handicapping of long ocean yacht racing.

The Sydney Hobart Yacht Race has always been a handicap event, with the CYCA doing its

best to provide a level playing field for yachts of vastly different design, size and age. Right from the outset, the CYCA favoured a measurement system for rating yachts in ocean races and under the influence of Captain John Illingworth RN, a renowned yacht designer and successful ocean racing yachtsman in England, the club adopted the Royal Ocean Racing Club's (RORC) rating system for the first Sydney Hobart Yacht Race.

The RORC had been running the Fastnet Race since 1925, over a distance similar to that between Sydney and Hobart, and its rating rule attempted to foster the development of sound, seaworthy and safe yachts for ocean racing.

The RORC rule was based on measurements taken at various locations on the yacht's hull, including its spars (with their implications for sail area) and it produced a rating in 'feet' to which a "time correction factor" (TCF) was applied. This TCF, multiplied by the elapsed time of a yacht over a racecourse, produced its 'corrected time'.

The yacht with the lowest corrected time in a race was the winner and, in the case of the Sydney Hobart Yacht Race, Tattersall's Cup Overall Winner Trophy.

Illingworth won the inaugural Sydney Hobart Yacht Race with his yacht *Rani*, which happened to be the smallest and lowest-rating boat in the fleet, but he

out-sailed the fleet to also take line honours, so there could be no arguments about *Rani*'s handicap rating.

With the Sydney Hobart Yacht Race gaining international status and the attention of yacht designers worldwide, the CYCA followed international trends, at least those of British and European clubs, in changes to rating systems. On the other side of the Atlantic, the Cruising Club of America (CCA) had evolved its own rating system, which reflected the type of sailing and the type of yachts that were most popular.

As recorded in *From Ratbags to Respectability*, David Colfelt's history of the CYCA, an increase in international ocean racing competition underscored the disparities in different country's rules. In 1967 the International Yacht Racing Union (IYRU, now ISAF) formed an international technical committee consisting of experts in yacht design from several countries and charged them with developing a measurement rule to take the place of the RORC and CCA rules.

The CYCA took an active part, with club secretary Merv Davey going to England to present recommendations, most of which were accepted. The outcome was the International Offshore Rule (IOR) and it was adopted by the CYCA from July 1970.

As a 'measurement system' (as opposed to a handicapping system), the IOR encouraged developments in yacht design, materials and construction so that new boats, with the latest developments, were always going to be the winners.

Claims were made that this was not fair to existing owners, even rendering their boats obsolete, and debate would rage for the next decade as bizarre things were done to take advantage of the rule. It was the time of putting 'bumps' in the hull at certain points to artificially increase the measurement and get a lower rating. It also saw the introduction of designs of light displacement ocean racing yachts that required crew weight for stability.

To counter criticism of IOR and the growing fleet of new yachts designed and optimised to the IOR rule, the CYCA

introduced an 'age allowance factor' in 1972 to assist the rating of older boats, but many yacht owners were still dissatisfied with the rule. Well-known member John Brooks discussed the implications of designers' efforts to get around the IOR, and the Offshore Racing Council's efforts to keep pace, in the April/May 1978 edition of *Offshore* magazine, opining, "Without exception, any boat launched earlier than late last year is now obsolete in terms of international competition and, when faced with light-displacement centre-boarders or fixed-keel versions of them, are completely outclassed in local waters. No owner in his right mind is going to build an IOR boat while the rule permits this farcical rate of obsolescence to continue."

While changes were made to the IOR rule, the 20 years from 1986 saw an upheaval in the rating/handicapping system and the ultimate decline and fall of the International Offshore Rule.

In 1987 the CYCA introduced the Channel Handicapping System (CHS) in a bid to boost flagging offshore fleets, but this was found not to work in CYCA racing and in 1989 the club adopted the Ocean Racing Council's new International Measurement System (IMS).

Based on an American system, IMS was a measurement handicapping system (similar to the IOR, but far more sophisticated). From precise hull, rig, sail, propeller and flotation measurements, a computer drew a complete picture of the boat and used a velocity prediction programme (VPP) to predict a yacht's potential speed over a wide range of wind conditions and points of sail.

IMS gave designers greater freedom to design boats with smooth, fair hulls that were reasonably stiff and would sail well in any wind velocity or angle of sail.

The CYCA introduced IMS as an additional rating category in the 1989 Sydney Hobart Yacht Race, dropping IOR altogether after the 1993 race.

A new velocity prediction program for IMS had been introduced but race scoring using this system continued to be controversial and it soon became

known as the 'International Mystery System'. One criticism was the time it took race officials to produce final race results because of the need to take into account so many factors, such as weather conditions throughout the 628 nautical mile long race from Sydney to Hobart.

A new handicapping system, was adopted for the Rolex Sydney Hobart Yacht Race 2004.

An offspring of Royal Ocean Racing Club's Channel Handicapping System (CHS), with which the CYCA had flirted during the 1987-1988 season, IRC was administered by the RORC using an undisclosed formula. IRC was capable of handicapping a broad range of yachts, based on a time-on-time calculation (TCC) of a boat's elapsed time.

The intention of keeping the formula secret is to prevent the development of design-optimised boats that attempt to take unfair advantage of the rules. IRC rates measured data such as a boat's weight, length, draft, rig and sail area, as well as special features like water ballast, canting keels and bowsprits, to allow a wide range of keelboats to compete on a level playing field.

IRC has been adopted worldwide over the past seven years and is currently the main handicap category used for several world-renowned ocean races and regattas including the Rolex Sydney Hobart Yacht Race, the Rolex Fastnet Race, Cowes Week, Audi Hamilton Island Race Week, Key West Race Week, Phuket King's Cup, the China Sea Race and major races in the Mediterranean.

Most Australian yacht clubs use IRC as a handicap category in their major offshore events and even in division on club inshore racing.

Critics of IRC say the secret formula inhibits design development; that the rule does not cater for the grand prize end of the fleet and favours the cruiser/racer type yachts with relatively heavier displacement for their length.

Matt Allen, Chairman of Yachting Australia's Offshore Keelboat Policy Committee, told *Offshore Yachting*: "IRC has done a terrific job in many areas, but the general concept is that IRC

has become type-forming in that it appears to favour cruiser/racer boats in the 35 to 45 foot range with relatively heavy displacement. They are also popular boats to own because they can be raced offshore competitively but also used for weekends 'camping' afloat by the families of owners."

Allen is adamant, however, that IRC is retarding the expansion of high performance boats for club and offshore racing. "There are a large number of boat owners in Australia who would like to build high performance offshore racing yachts in the 40-foot range, and a whole lot of kids growing up who want to move from high performance dinghies, such as 49ers, who would like to go offshore racing. But they are not interested in racing on cruiser/racers, they want to sail fast, high performance yachts."

Some yacht owners see the relatively new ORCi system as an alternative to IRC for ocean races such as the Rolex Sydney Hobart but others disagree.

The CYCA, at the request of a significant number of yacht owners, added ORCi as an optional rating system for the 2009 Rolex Sydney Hobart. However, IRC remains the premier rating system and the one used to determine the Overall Winner of the Tattersall's Cup.

The Offshore Racing Council developed ORC International (ORCi) and ORC Club (ORC) using the IMS rule as a measurement platform and the ORC velocity prediction program (VPP) to rate boats of different characteristics in size, hull and appendages, shape and configuration, stability, rig and sail measurements, propeller installation and many other details affecting their potential speed.

The 2011 Rolex Sydney Hobart Yacht Race saw 61 of its finishers race under IRC, of which 33 also nominated for the ORCi results. The first two yachts overall on IRC, *Loki* and *Living Doll*, did not enter ORCi but the third and fourth placed boats, *Ragamuffin* and *Jazz*, took first and second placings under ORCi.

Syd Fischer, owner/skipper of the TP52 *Ragamuffin*, is among

the strongest critics of IRC and a vehement supporter of ORCi as its replacement. *Loki*'s owner Stephen Ainsworth is equally as strong in his support of IRC as the premier rating system for the Rolex Sydney Hobart and other major ocean races.

As from July 1, 2013, holding the ORCi will be the only method of proving stability for long ocean races, other than an ISO statement, so it will be interesting to see what effect this will have on entries in this new category of major races.

However, in answer to our questionnaire to yacht clubs concerning handicapping, the CYCA has pointed out that its CYCA Sailing Committee "endeavours to keep abreast of all new rating systems that may be of interest to our owners and if the majority of our stakeholders push for a change then it is considered by the Sailing Committee and Board of the Club."

Clubs in Victoria and Tasmania also use the Australian Measurement System (AMS), developed and administered by Yachting Victoria, as a less expensive alternative for division one club racing and in the Melbourne to Hobart, Launceston to Hobart, and Maria Island Races. In fact, boats measured to AMS now outnumber entries in the IRC category.

Certainly, from our survey, there is no chance that clubs will drop their traditional PHS systems of handicapping yachts, both for inshore and offshore racing and at major regattas, such as the Race Weeks at Airlie Beach and Hamilton Island.

John MacLurcan has for 20 years run a PHS bureau service for all the offshore events out of Sydney run by the CYCA, incorporating combined fleets from the CYCA, RSYS, MHYC and SASC. He calculates 'start handicaps' for the RPYC at the beginning of the season, as well as the fleets from various clubs conducting the RPYC's annual Pittwater to Coffs Harbour race.

He also provides the PHS category handicaps for the Sydney Hobart and other long ocean races conducted by the CYCA, obtaining results from interstate via the internet so that yachts from those states can be incorporated into the Sydney PHS scale.

THE RESPONDING CLUBS

CYCA: The Cruising Yacht Club of Australia (CYCA), Rushcutters Bay, NSW. Major ocean races: Rolex Sydney Hobart Yacht Race and Audi Sydney Gold Coast Yacht Race.

RSYS: Royal Sydney Yacht Squadron, Kirribilli, Sydney. Australia's oldest yacht club which each year conducts three traditional short ocean races.

RYCT: Royal Yacht Club of Tasmania, Sandy Bay, Hobart, Tasmania. Major ocean race: Maria Island Race.

YCCS: Yacht Club Costa Smeralda, Porto Cervo, Sardinia, Italy. Major ocean race: Transatlantic Superyacht and Maxi Regatta from Tenerife to YCCS winter base in Virgin Gorda's North.

1. What is the current rating system used by your club for offshore races and how long has it has been used?

CYCA: IRC is the major rating system but we also use ORCi and PHS. In 2004 IRC took over as the preferred rating system from IMS.

RSYS: The Squadron uses John Maclurean's PHS handicapping system as well as IRC ratings for the IRC pointscore.

RYCT: IRC, AMS.

YCCS: We have been using IRC and IRC Endorsed for five years. ORC is used for Perini Navi and Dubois Yachts superyacht regattas

2. What are the major ocean races conducted by your club and what handicapping systems are used for these races?

CYCA: Rolex Sydney Hobart Yacht Race, Audi Sydney Gold Coast Yacht Race, Blue Water Pointscore Series – IRC, ORCi, PHS.

RSYS: The Squadron runs three offshore events, the Gascoigne Cup, the Morna Cup and the Milson Cup. Of these, the Gascoigne is the oldest and most prestigious. PHS handicaps are used for the result, with IRC results also scored.

RYCT: Maria Island Race – AMS, IRC and PHS.

YCCS: Transatlantic Superyachts and Maxi Regatta from Tenerife to our winter base in Virgin Gorda's North Sound in late November, using the IRC rating system.

3. Has the rating system proved satisfactory as the fairest and most transparent rating system used?

CYCA: IRC is the fairest and most popular at present but it is not a transparent rule.

RSYS: Yes.

Q & A

WE ASKED A NUMBER OF MAJOR YACHT CLUBS, PROMINENT OWNERS OF OCEAN-RACING YACHTS, AND YACHTING AUSTRALIA'S OFFSHORE KEELBOAT POLICY COMMITTEE TO VOICE THEIR CURRENT VIEWS ON THE STATE OF DEBATE ON HANDICAPPING OF YACHT RACING IN AUSTRALIA.



"No, I'm not satisfied with the IRC rating system, its only attribute is that it encourages mediocrity."
SYD FISCHER

RYCT: Both AMS and IRC have been satisfactory with AMS being considered the main rating system used for the last two years, based on the more yachts competing having AMS certificates than IRC rated yachts.

YCCS: IRC is not transparent, given that it is a secret rule, but has proved satisfactory so far.

4. Have there been any instances of yacht designers/sailmakers using loopholes in the rating rule to obtain better performance without incurring a rating penalty?

CYCA: Yes, but they are generally quickly identified and rectified.

RSYS: It is difficult to manipulate a performance-based handicap, except for 'sandbagging'. But an experienced handicapper can usually detect attempts to undermine the handicaps.

RYCT: Not known.

YCCS: Yes, sporadically.

5. Have boat owners lodged any complaints about the current rating system or proposed changing it?

CYCA: A few owners prefer ORCi as it is transparent but they are currently in the minority.

RSYS: No.

RYCT: Complaints about what some consider the excessive cost of IRC certificates in Australia and the apparent non-transparency in how IRC ratings are arrived at have led to some owners changing from IRC to AMS.

YCCS: Yes.

6. There have been suggestions that IRC is tending to polarise specific designs, and to favour modern, optimised cruiser/racers as against grand prix racers and one-off designs. Does your club have any views on this?

CYCA: No.

RSYS: The RORC protects the formula for IRC, but I assume it is possible through trial and error to optimise a boat design for any formula-based rating system. The RSYS is not sufficiently involved in offshore racing for this to be a significant topic of discussion.

RYCT: No.

YCCS: YCCS is evaluating other rating systems.

7. Has your club introduced ORCi in conjunction with IRC?

CYCA: Yes, because having an ORCi measurement done is also the main way of proving a boat's stability. Boats now have to get ORCi to prove stability, so if they have a rating it makes sense to have a division.

RSYS: No.

RYCT: No.

YCCS: Yes. YCCS knows ORCi pretty well, and is represented on the ORC Board of Development.

8. What percentage of boats in your fleet have continued to race under an ORCi rating having used ORCi to gain a stability certificate for their boat, valid for five years?

CYCA: Only 16 per cent currently choose to renew their ORCi certificate each year to enter the division.

RSYS: Not applicable for the Squadron's racing.

RYCT: Not applicable.

YCCS: Not applicable.

9. Does your club foresee ORCi replacing IRC?

CYCA: No.

RSYS: Not applicable.

RYCT: Yes – eventually.

YCCS: YCCS will use ORCi for Perini Navi Cup and Dubois Superyacht Regattas.

10. Is your club looking at alternative rating systems, such as the new HPR system being discussed in Europe?

CYCA: The CYCA Sailing Committee endeavours to keep abreast of all new rating systems that may be of interest to our owners and if the majority of our stakeholders push for a change then it is considered by the Sailing Committee and the board.

RSYS: No.

RYCT: No.

YCCS: Yes, the International Superyacht Racing System.

11. Is your club happy with the international administration of the current rating rules?

CYCA: Yes.

RSYS: Yes.

RYCT: No opinion has been expressed except that IRC system lacks transparency and that ORCi is currently seen as expensive and discourages smaller, less affluent yacht owners from competing in offshore yacht races. Some dissatisfaction has been expressed in the past about YA administration and apparent excessive rating certificate fees.

YCCS: Partially.

12. Finally, most clubs conduct a Performance Handicap System (PHS) within their major races. Is this still an important part of a major race and how is it administered?

CYCA: Absolutely. There is still strong support for PHS and it also offers an alternative if a boat does not rate well under IRC. CYCA uses John Maclurcan's handicap method.

RSYS: PHS remains an important part of major races at the Squadron. The PHS system is directly managed through a computer-based results processing system, overseen by the handicapper.

RYCT: Yes. The PHS is administered by the sailing office based on recommendations from the interclub handicap committee.

YCCS: Not applicable.

13. Clubs in Victoria and Tasmania have used the AMS system in addition to IRC and PHS in the last two seasons. Do you have any comments on how this is operating?

CYCA: No.

RSYS: No.

RYCT: AMS provides a less expensive form of rating certificate and this has resulted in more yachts competing under a rating system than would otherwise be the case if IRC or ORCi were the only options. Owners also

have the chance to experiment with sails, rigs etc to improve performance and rating without excessive expense or limitation on the number of changes during a season or year.

YCCS: No.

THE RESPONDING YACHT OWNERS AND SKIPPERS

SYD: Syd Fischer, member CYCA and RSYS, owner of TP52 *Ragamuffin*. Syd has competed in 43 Rolex Sydney Hobart Yacht Races, with one Overall Win (*Ragamuffin*, 1992) and two line honours.

STEPHEN: Stephen Ainsworth, member of CYCA, owner of *Loki*, Overall Winner of the 2011 Rolex Sydney Hobart Yacht Race.

BRUCE: Bruce Taylor, past Commodore, Royal Yacht Club of Victoria and competitor in 31 Rolex Sydney Hobart Races since 1980.

ED: Ed Psaltis, member Cruising Yacht Club of Australia, owner Ker 40 *AFR Midnight Rambler*, competitor in 31 Rolex Sydney Hobart Yacht Races and overall winner in 1998.

JOHN: John Maclurcan is a Life Member of the Royal Sydney Yacht Squadron and races the 1960s-vintage yacht *Morag Bheag* in occasional short ocean races. He is also a student of handicapping and runs a PHS rating bureau for most Sydney yacht clubs.



"They say if you can't beat 'em, join 'em but I don't want to race on a cruiser/racer style boat."
ED PSALTIS

**1. What design or type of yacht do you race, have you recently raced, or plan to race in major ocean races?**

SYD: TP52 (*Ragamuffin*), 90' Sloop (*Genuine Risk*), 72' Sled (*Donnybrook*). *Ragamuffin*: five Rolex Sydney Hobarts; *Genuine Risk*; China Sea Race; *Donnybrook*: ocean races.

STEPHEN: Custom RP63 *Loki*.

BRUCE: Reichel Pugh 40, *Chutzpah* (a one-off design).

ED: Ker 40 Offshore racing yacht. In the past 15 years have raced on racing boats from 35 to 40 feet.

JOHN: A classic 1960s design.

2. Has it been rated for both IRC and ORCi, including receiving a stability certificate through an ORCi rating, which will become the only source of a stability certificate, other than an ISO statement, from July 1 2013?

SYD: TP52 *Ragamuffin* has been rated IRC & ORCi.

STEPHEN: Rated for IRC only.

BRUCE: Yes, both IRC and ORCi.

ED: Yes, rates both ORCi and IRC.

JOHN: IRC only. Stability is not an issue.

3. Over the last two seasons, have you entered your yacht only in the IRC category for offshore races, such as the Rolex Sydney Hobart, or in ORCi as well?

SYD: *Ragamuffin* is in IRC and ORCi for Bluewater Pointscore Races.

STEPHEN: Only for IRC.

BRUCE: Both.

ED: Entered in both handicap systems.

JOHN: No.

4. Are you satisfied with the IRC rating system? If so, what do you see as its advantages in providing a level platform for ocean racing?

SYD: No, I am not satisfied with the IRC rating system; It is not well managed by the British Office and its only attribute is that it encourages mediocrity.

STEPHEN: Very satisfied with the IRC system. The strength of the system is that it has clearly produced very fast designs that are stable and seaworthy and fun to sail for the crew. Additionally, as demonstrated by the results of the Rolex Sydney Hobart Yacht Race, you can have boats winning that are very different, from my own RP63 *Loki* to *Love and War*, from the Beneteau First 40 *Two True* to TP52 *Quest*. The rule doesn't just favour custom boats designed to the rule.

BRUCE: No! (In my view) the IRC is the worst thing to have happened to keel boat racing in the last 40

years and is having a profound and detrimental impact on the future of the sport. I built the first of eight boats (named *Chutzpah*) in 1979 and have raced ever since. They were a Holland 3/4, Davidson 3/4, Hick 35, MBD 36, Sydney 38, RP40 and another Sydney 38. They were all built in Australia and, with the exception of the S38s, they were one-off designs.

IOR and IMS were handicap rules designed to simply assess the performance of the boats. With the exception of encouraging improved stability from IOR Mk 3 on, they did not favour or type set any particular form. Owners could design boats as they wished and 35 footers could race against maxis and still 'have their day'. The rule was transparent (not secret) and a good designer could indicate accurately the handicap before the build. An owner could invest predictably.

IRC has allowed brilliant boats in the 50 foot plus range, but below that size it is a different story. Compare an IRC 50/55 to an IOR 50/55 (say a TP52 to *Great News*) and you see how the sport has evolved—50 per cent quicker uphill and 150 per cent quicker off the wind.

But make the same comparison of 40 footers and the performance of a competitive IRC 40 to an (old) IOR 40 (say a Beneteau 40 to a one tonner) and there has been no change. Indeed, I suspect the one tonner running would be quicker!

Why? Because IRC wishes to influence the type of boats in that size of the fleet - heavy, production boats which get a handicap 'bonus' if they are not one-off designs and have dining tables, extra heads, ovens and cushions!

This isn't about safety issues but pure politics and, in my view, must not corrupt a premier handicap system. The effects include the destruction of the Australian boat building and yacht design industry, and an absolute deterrent to new comers at the entry level. Sailors of 35 years of age who have been sailing skiffs may look at the TP52s and see the fun and speed. But if they go to the traditional entry level of 35-40 feet, they find if they want to win on IRC they will need to buy a 'sailing caravan'. A generation of 35-40 year old owners has been lost and it is this demographic that provides the future of the sport.

I find it bizarre that with the amazing computer power available, which allows highly accurate performance predictions to be made, that we

have now turned to IRC. It is time the administrators stopped telling owners what type of race boats they should have and provide an accurate, scientific, objective, transparent handicap system, which modern technology can readily provide. Let the owners worry about resale value, comfort and multi-use and let's have some innovation and encourage excitement in the mid-size boats.

Our solution is to run two boats; an RP40 which is an absolute joy to ocean race—light, fast and safe (a mini TP52) but IRC non-competitive, and a Sydney 38 for around the cans

"If IRC is favouring anything it is favouring designs that are fast and seaworthy, which is entirely desirable."

STEPHEN AINSWORTH



in a one-design fleet. A reasonable handicap system would not require this! IRC is being used in a manner it was never designed for and now vested interests and agendas are getting in the way of progressing the sport.

ED: I have expressed my dissatisfaction with IRC since 2005. Ever since then it has been very clear to me that cruiser/racers in the 40 to 45 foot range are given too much benefit for their 'cruising' fit out. All things being equal, the very well sailed C/Rs have been unbeatable (in the 40 to 46 foot range of boats) in any ocean race where there are equal amounts of running, reaching and windward work. The IRC authority has failed to correct this anomaly, only moving the handicap for these

C/Rs by marginal amounts when significant correction was needed. This has all but decimated the dedicated racing fleet in the 38 to 45 foot range now, with almost all boats being the heavy C/R type. I believe the "flat-out racing" 40 foot yacht is still not provided with an equitable IRC rating (although the anomaly is not as great as it used to be) while the well-sailed TP52s remain very competitive under IRC. The 45 foot C/Rs also remain very competitive.

Just look at major results in Australian races and CYCA Bluewater Pointscore series over the last eight years. Whenever a boat below 50 foot wins a big race or series, on most occasions you will see the C/R as the winning yacht. There have been exceptions, but the bias towards these heavy C/Rs, with great upwind speed and extremely low rating to match, is quite apparent. I've done pretty much every race offshore out of Sydney, both north and south over the last decade, so have built up a long memory of occasions where the playing field isn't level.

JOHN: IRC: attributes—simplicity. Flaws—far too expensive to renew year in year out when a boat undergoes no changes.

5. Some argue the IRC rating is polarising certain designs and design concepts. Do you believe this is so and which type of design does it favour, looking at the corrected time results of major ocean races in Australia and overseas?

SYD: The unjust and unexplained penalties in the hull factor and the system of calculating the rating are a mystery.

STEPHEN: If IRC is favouring anything it is favouring designs that are fast and seaworthy, which is entirely desirable. There does seem to be an anomaly with the way the latest TP52 designs are being rated, which gives them a favourable rating.

BRUCE: 45 foot and less—heavy, slow, uninspiring boats.

ED: The corrected time results favour either the TP52 style boat or above, or Cruiser Racer 40 to 46 foot boats, in Sydney Hobart races, and the Bluewater Pointscores. They say if you can't beat 'em, join 'em but I do not want to race on the C/R style boat.

Yes, you win more races on corrected time, but the lesser performance is not what I crave, and I could find it hard to keep my current crew when racing on a boat with a C/R's performance constraints. Let's face it, you are not going to get

the next generation of young guns coming off skiffs and out of youth sailing advanced programs to race on a boat that has the performance constraints of the C/R style boat.

I believe getting this C/R vs racing yacht mix right in handicap is fundamental to the future of ocean racing. I am not saying the C/R style boat should be hunted out of the racing scene (as, in fact, dedicated racing 40 footers have almost been). C/Rs have an important role to play, but rate them equitably with racing yachts. There is still some way to go here, in my view.

JOHN: Not interested. All fixed handicap systems eventually favour a design type. The designers will ALWAYS look for the loophole.

6. Is ORCi a better rating system to decide the overall winner of races such as the Rolex Sydney Hobart? What are its advantages over IRC?

SYD: ORCi has the advantage of being fully measured and the rating is transparent rather than the mystery of the IRC Rating, which is not a fully measured rule.

STEPHEN: Definitely not. IRC is a much better system. ORCi is really just the discredited IMS system with some window dressing. There is a reason the IMS system was abandoned by ocean-racing yacht owners and that is it essentially produced boats that were slow, ugly and lacked stability. ORCi forces boats to be designed around one VPP, which is dumb because there are hundreds of VPP's used by yacht designers and none of them is the 'right' one. All it does is type-form boats to that one VPP which inhibits creativity and you wind up like you did with IMS, with designers being employed to find loopholes around the rules. Do we really want to go back to the type of rule that favoured putting timber in the keels of yachts, as happened with IMS?

BRUCE: ORCi is at least transparent; an improvement on IRC, but it needs greater entry numbers before ORCi becomes the overall prize.

ED: Yes, I hope ORCi wins this battle. It is transparent, and the 'fudge factor' (secret component) of IRC does not work. As it turns out, the C/R boats don't get blown away by ORCi, but the upwards adjustment in their TCF is adequate to bring them back to a more equitable position vs dedicated racing boats in the 40 foot range.

JOHN: I'm indifferent. There is not enough acknowledgement given to the conditions of each race. I always ask the question, "Did the right boats

do well, given the conditions of the race?" And the answer is invariably "yes", whatever rating system is used.

7. Should we continue to have an Overall Winner of the Rolex Sydney Hobart Yacht Race or should more emphasis be placed on divisional winners?

SYD: Yes, you should have an Overall Winner as the owners and prospective owners can be guided by the places in the Rolex Sydney Hobart Race, whereas the divisional winners do not reveal the results of all yachts.

STEPHEN: Definitely we should have an Overall Winner. There is already too much emphasis on the line honours winner and not enough on the vast majority of the fleet chasing the overall win.

BRUCE: Yes there should continue to be an Overall Winner.

ED: Definitely, an Overall Winner. I know that no handicap system can perfectly rate 100 foot canting keel yachts vs 30 foot boats, but the tradition of this Overall Winner must continue, not just for the Rolex Sydney Hobart race but the Audi Sydney Gold Coast Yacht Race as well.

JOHN: This is an age-old question. There IS emphasis on Divisional winners but an Overall Winner must be retained. If you take the long view, the overall winners have been spread throughout the fleet (from Maxis to Zeus II, a half tonner) and once again the weather has been the critical factor, not the individual ratings. Every 5-10 years or so the same old questions are raised by a new breed of owners. Money is relevant. A new owner spends a fortune on the latest 'go fast' and is knocked off by, say, *Love and War* and all hell breaks loose.

8. Have you, as a leading yacht owner, looked at rating systems that might surpass IRC or ORCi?

SYD: I have not inspected any others in detail.

STEPHEN: I rated a previous *Loki* under IRM and that seemed quite good, but it is no longer being used.

BRUCE: No.

ED: No, I think the way forward is ORCi, especially with the stability measurement issue now as well. Get rid of IRC and have the entire racing fleet race under ORCi but, importantly, under a single TCF for the race, not the complications that IMS brought with it a decade ago. All owners currently have the cost and complication of complying and renewing two handicaps each year; this is frustrating. Given we need

"The IRC is the worst thing to have happened to keel boat racing in the last 40 years."
BRUCE TAYLOR



"I ask, 'Did the right boats do well, given the conditions?' The answer is invariably 'yes', whatever rating system is used."
JOHN MACLURCAN

ORCi to prove stability, to me the choice of which rating system to cut is obvious. ORCi has been running for some time now in Australia and the sky has not fallen in for C/R boats; if well sailed and enjoying the right conditions, they are still getting their corrected time wins.

JOHN: No.

9. Have you heard about the High Performance Rating (HPR) system being developed in the USA?

SYD: I would like to get a comparison of the High Performance Rating system versus the ORCi rating system.

STEPHEN: Yes, but I don't know much about it.

BRUCE: No.

ED: No.

JOHN: No.

10. Do you see other trends in the design and construction of ocean-racing yachts?

SYD: Yes, some of the ocean-racing yachts, particularly those from the Mediterranean are not generally strong enough to withstand racing in strong seas. There needs to be the introduction of a measurement system to ensure that the hulls of the boats can withstand the slamming in the seaway.

STEPHEN: Canting keel boats seem to be of decreasing relevance, other than in specific events such as the Volvo Ocean race. Very few custom boats are being built due to economic conditions. I believe that of the boats that have been built, all have been IRC oriented and not a single one has been built as an ORCi specific boat.

BRUCE: No.

ED: None to comment on, my views over developments in the last decade have been well documented.

JOHN: Not looking.

11. Would you countenance the introduction of a multihull division in major ocean races in Australia?

SYD: No, they are not safe if they are caught in a big sea and do not right themselves if knocked down. Thus, they could cause deaths if allowed to race in, say a Sydney Hobart Race.

STEPHEN: No.

BRUCE: We must get the whole entry-level sized boats improved.

ED: I am strongly against this. In my view the America's Cup has lost much of its appeal; I don't want to see that happen to ocean racing in Australia.

JOHN: Yes, but not eligible for Overall Win. Multihull performance is too disparate to monohulls. ⚓

Prominent ocean racing yachtsman Matt Allen, a past Commodore of the Cruising Yacht Club of Australia and current chairman of Yachting Australia's Offshore keelboat Policy Committee, believes a specific high performance rule would see a marked expansion of new boats in the 40-foot band racing in Australia.

In an exclusive interview, Allen spoke out strongly on the need to encourage yacht owners back into offshore yacht racing through encouraging the building of fast, high performance and affordable racing yachts.

"There are a large number of boat owners in Australia who would like to build high performance offshore racing yachts in the 40-foot range, and a whole lot of kids growing up who want to move from high performance dinghies, such as 49ers, who would like to go offshore racing. But they are not interested in racing on cruiser/racers, they want to sail fast, high performance yachts," Allen observes.

He was due to expand his views directly to yachtsmen at a Yachting Australia boat owner's seminar held at the CYCA on the eve of the club's Audi Sydney Gold Coast Race, which starts on Saturday, 28 July.

The seminar, on the morning of 27 July, discussed the IRC and ORCi rating rules presently used for ocean racing and major regattas in Australia, as well as a new High Performance Rule being developed in the USA.

I began the interview by asking Matt Allen to explain the current policy of Yachting Australia on measurement/handicapping systems for offshore racing.

He replied that it was important to realise that Yachting Australia was providing racing yacht boat owners with whatever rating system they preferred to use to handicap offshore races. Yachting Australia did this by:

1. Explaining the rules that govern offshore racing
2. Delivering information on the current rules being used by clubs
3. Assisting yacht clubs in using those rules
4. Arranging measurement of yachts to comply with those rules
5. Training measurers to rate yachts according to those rules
6. Running rating certificates

At the moment, YA provides guidance on IRC and ORCi. The IRC rule is administered in Australia by YA and RORC's rating office. ORCi is



ROLEX / DANIEL FORSTNER

PERFORMANCE RULES

PETER CAMPBELL INTERVIEWED MATT ALLEN ABOUT THE CURRENT AND FUTURE TRENDS THAT COULD STIMULATE OCEAN RACING IN AUSTRALIA.

administered in Australia by Yachting Australia and the ORC rating office.

"The seminar gives Yachting Australia and yacht owners an opportunity to discuss, among other matters, the current and future of rating systems used in Australia," Matt said.

"One of the major matters talked about was existing measurement systems and possible future systems, such as the High Performance rating system developed in the US, but not used as yet in an offshore race.

"The meeting focused on yacht racing and what is happening in the rest of the world. Yachting Australia keeps a close watch on what is happening in Europe and also the High Performance Rule emanating out of the United States, and whether overseas developments are applicable to Australia.

"IRC has done a terrific job in many areas, but the general concept is that IRC has become type-forming in that it appears to favour cruiser/

racer boats in the 35 to 45 foot range with relatively heavy displacement. They are also popular boats to own because they can be raced offshore competitively but are also used for weekends 'camping' afloat by the families of owners.

"Australia has seen a whole generation of yachts bought by owners who want to do just that – racing and family cruising. They have proven successful against similar boats, but they are not state of the art boats.

"This is, as I see it, a major issue in retarding the growth of the sport in Australia. Over the past three-and-a-half years only two yachts over 50 feet, *Loki* and *Limit*, have been purpose built in Australia to the IRC rule. All the TP52s have been imported, as have the vast majority of cruiser/racers.

"As I said, the IRC rule has done a terrific job. The question now is whether IRC needs to, or can, embrace a high performance rule aimed at boats in the 40-foot range, or will a new High Performance rule be the better way to go?"

Commenting on the TP52, Matt described them as "terrific" boats that were always hard to beat in non-weather-influenced offshore races. "However, not all owners want to own a TP52, due to the size and cost of crew and gear," he added.

Matt Allen said there were a number of semi high performance yachts in the 40-foot band already being sailed in Australian offshore races and big boat regattas, such as the Ker 40, GB43, Farr 400, McConaghy 46 and King 40, but some

MATT ALLEN
Chairman of
Yachting Australia's
Offshore Keelboat
Policy Committee.

had quite heavy displacements to accommodate the IRC rule.

The Farr 400 had a high-rating moment similar to the TP52s with a displacement of 3.8 tonnes, whereas the Ker 40 had a displacement of 4.8 tonnes.

"I believe there would be quite an expansion of new boats in the 40-foot band if there was a specific high performance rule or rating," Matt adds.

"The objective of Yachting Australia is to encourage more people into the sport, but to do so in offshore and keelboat regatta racing we must have an exciting boat for them to sail.

"We have many people sailing high performance dinghy classes and sports boats but they want exciting boats to sail if they are to move into bigger keelboats.

"Back in the 1970s and 1980s the half tonners and three-quarter tonners were innovative, exciting and fast for their time and we need to create a similar class of boats to attract more people into sailing.

"High performance, high tech boats in the 40-foot range are not overly expensive to build. We are looking at a

wholesale price of around \$250,000, which is comparable with a production cruiser/racer of similar size."

Questioned about the future adoption of ORCi in Australia, Matt readily agreed that there had been a boost in ratings because of the stability index requirement of this rule, which would become mandatory in Australia on July 1, 2013, with the alternative being a yacht designer's statement.

"However, I think we will see more boats rated under ORCi as well as IRC, although there has been a significant increase overseas in boats racing in specific ORCi regattas.

"The CYCA has been scoring eligible yachts under both IRC and ORCi for the past two Rolex Sydney Hobart Yacht Races and in the Bluewater Pointscore and they have been much the same overall results.

"I think IRC and ORCi have been good for comparing boat for boat in their ratings, but the IRC has tended to create boats of similar cruiser/racer design, certainly not high performance, exciting racing yachts in the under 50 foot size range.

"Yachting Australia is certainly

"IRC has become type-forming in that it appears to favour cruiser/racer boats in the 35 to 45 foot range with relatively heavy displacement."
MATT ALLEN

looking at the High Performance Rule being developed and discussed in the USA. As I understand it, this rule is somewhat similar to the IRM rule, which emanated out of the RORC some years back.

"The big question is whether there is a big enough market in Australia for high performance offshore racing yachts. Yachting Australia is there to provide yacht owners with the latest information on rating rules and as well as many other aspects of yacht racing.

"The boat owners' meeting covered all aspects of offshore yacht racing, including the rating rules but also changes to special regulations and the racing rules as they specifically affect offshore yachting.

"For example, some boats have admitted to stacking sails and water to gain advantage going to windward and we have to look to enforcing the rules on this or discuss a change in the rules"

"Yachting Australia is there to service the needs of boat owners, racing crew and yacht clubs and to assist them in providing the latest information on offshore yacht racing in Australia and overseas," Matt concluded. ⚓



Australia

**Ready to race, boat, sails,
trailer - all under \$37,000!**

The new generation one design sports boat

**Two or three person crew – no weight limit
Single pull hoist and retrieve of kite and pole
No limit on advertising on sails and hull
Purchase sails from any sail maker
Self-tacking and furling jib**



vxoneaustralia.com * 0400 180 095 * yorky@vxoneaustralia.com

facebook



CLASS WAR

IN A CROWDED MARKET OF 40-SOMETHING FOOTERS ALL FIGHTING FOR THE NEW CROWN OF ONE DESIGN RACING IT IS DIFFICULT NOT TO BE IMPRESSED BY McCONAGHY BOAT'S CONTENDER, THE NEW MC38, FROM THE STUDIO OF AMERICA'S CUP DESIGNER HARRY DUNNING.





LETS RACE!
Technology and simplicity combine as one in the new MC38 class.

Sharp, light and fast new designs including McConaghy's exciting new MC38 are emerging in the battle to become the king of the next generation of dedicated One Design racers. The aging Farr 40 has proven to be one of the most successful One Design yacht classes of all time, but is now looking rather dated against the new breed coming in to challenge its place on the sailing scene. With McConaghy Boats the composite builder behind some of the world's most successful maxi racing yachts such as *Wild Oats XI* and *Alfa Romeo*, the surprisingly affordable MC38 opens the door for many more owner/skippers – of far more modest means – to experience the high-tech, high-performance world of this exciting new MC38 class of One Design racer.

After persistent approaches by dissatisfied owners of some very prominent One Design classes, designer Harry Dunning, best known for his work on America's Cup yachts, was asked to develop a new One Design yacht – one which considered the vital lessons learnt while racing in classes that have failed to respect and address the needs and wishes of their boat owners.

Working closely with McConaghy the brief for Dunning was clear: create a fun and exciting One Design Yacht focused on simplicity to eliminate "the arms race", and one that was easy and inexpensive to transport for national and international campaigning. This is what has been achieved with the new MC38 class, which was designed and developed to offer owners and crews an engaging and rewarding time on the water, with a minimum of expense and complication.

In order to deliver on this promise McConaghy have carefully engineered not only the boat itself, but also the class rules under which the yachts will race as a One Design class, providing the MC38 owner with a complete class racing package. The boys at McConaghy are not short of experience in all matters racing related and this shows in the development of the new class rules for the MC38. In this, as with the boat, they have been diligent in their approach, combining the best expertise available in design, engineering, construction and racing experience when drafting the MC38 Class racing rules.

The MC38 premise promises excitement and performance similar to a TP52, but with a small boat

acquisition and campaign cost, bringing performance One Design yacht racing to many more of us.

The concept of simplicity behind the new boat flows from the deck through to the class rules themselves. A slim 16 pages present the class rules succinctly and reflect in their clarity why the new class was conceived in the first place. In contrast, most other One Design class rules are considerably more complex, doubling the pages, requirements and conditions under which yachts compete. Eliminating the complexities of the rules and gaining experience from other classes failing to keep class appeal, McConaghy Boats, with the help of Richard Slater – BMW Oracle's Rules Advisor – created a concise set of One Design racing rules for the new MC38 class.

These rules are "closed class" rules where if it does not specifically say that you may – then you shall not. True to McConaghy's stated aim with the MC38 to "eliminate the arms race," whereby owners seek to modify and adjust their boats to seek advantage, the MC38 rules clearly declare that your boat shall have the exact same specification for racing as when it rolled out the door of the McConaghy yard. Enough said.

The MC38 is all about having fun on the water and creating an even playing field for racing, going so far as to even consider the price tag and specification of the electronics package. With the price of the MC38 being so relatively inexpensive, McConaghy did not want to see a quarter of the boat price being poured into racing electronics. So, with simplicity ruling again, there are just three approved instrument packages, all offering the same specifications and all priced at under the \$10k mark. If it's not required to make the boat go faster it is not on the MC38 and the same goes for the instruments.

Gone are the days when you compete in the likes of a Sydney 38 or Farr 40 One Design event and witness some poor crewman hanging from the top of the mast making last minute, pre-race adjustments to provide a modicum of advantage over others in the fleet. In the "level playing field" of the MC38 class rules such things have been eliminated – You shall not adjust the forestay and shrouds after leaving the dock. Simple.

Another smart decision in the class rules is not to limit the sails selection to one particular loft, but rather opening it up entirely to owner's choice. A small sail wardrobe



under the class rules is limited to 1 x mainsail, 2 x jibs, 1 x OSR Heavy weather jib, and 2 x Asymmetric Spinnakers. To encourage owners not to limit their One Design campaign by minimising sail usage, owners who sail their boat in more than five MC38 One Design events will be rewarded each year, with an additional sail button.

As with all grand prix race yachts coming out of the McConaghy yards, weight is crucial and the MC38 is no

exception. When two of the boats in Australia were weighed earlier this year they were within five kilograms of each other, proving the consistency of the construction methods at McConaghy Boats China yard, which will be the sole builder of the MC38.

Those who have already experienced the exhilarating rush of sailing on an MC38 know that weight is crucial. The designed crew weight is 600kg, for about six to eight crew. There is nothing worse than sailing

on a boat without a designated job, and on the 38 there's plenty to do for everyone. New owners are finding that they're no longer making last minute calls mustering up crew - the fact that you are sailing an MC38 has sailors queuing up to get a taste. There is even a waiting list at McConaghy Boats Mona Vale office in Sydney's Northern Beaches, receiving frequent calls from enthusiastic crew about when they can go for a ride on the MC38!

For owners the four elements that make up rule C.3.5 in the class rules add a nice variation to the typical owner/driver rule structure. What is particularly good is the boat shall be steered by a majority owner, or a Group 1 owner, or an owner's immediate family member who is a Group 1. This opens up the market to those of us who are classified as Group 3 to own a majority share and be allowed to helm an MC38 in One Design class racing.

Now, here's something practical and different in One Design rules - as an MC38 shall have an antifoul finish under class rules, there is no need for dry storing an MC38, eliminating a major discrepancy in performance in one design fleets between antifouled



TOP CLASS
Cone of Silence (above) flies on a downwind reach, while *Dark Star* (left) works to windward at speed. Opposite page: Tight rules mean tight racing in the MC38.

/ in-water boats and hardstand / dry stored boats. This again means it's an even playing field when the start gun fires, and another way of keeping those campaigning and ongoing maintenance costs down ... and besides everyone gets back to the bar quicker after the race!

The rules are still pretty fresh, having only been completed in May of this year. In drafting them McConaghy welcomed the input from current owners who have driven the brief of the boat from day one, the specifics of the class rules, and the racing on the water. According to McConaghy Boats, creating the class

the MC38 is easily dismantled for transport. The keel retracts through the companionway reducing the load height, and for international campaigning you can transport the boat on an angle in a standard 40-foot open top container. An MC38 can come out of the water, be packed away and on the truck typically within three hours, without an army of shore crew. For McConaghy it's all about keeping their new One Design Class cost effective, having more time on the water and encouraging affordable race campaigning.

In an age where everyone is time conscious and daunted by the amount



of money that can be poured into campaigning a yacht, events need to be as tangible as possible. There are definitely some very clear messages when you read through the MC38 rules: Keep it simple – tick, Make sure it is fun – tick, and keep it Cost Effective – tick. With 12 boats already sold globally and four of these boats already sailing in Sydney, the MC38 fleet is growing nicely, and McConaghy appear to be well on track to achieving what they set out to do.

Plus, with sales growing strongly in America, there will be boats on both the east and west coast before the end of the year.

The MC38 class association is looking forward to its first One Design Regatta, the Australian Championships, to be held this November at the Royal Prince Alfred Yacht Club in Pittwater. ⚓

www.mcconaghyboats.com

was much more than just coming up with a set of rules to go sailing with; it was about creating an overall experience, and of course a happy owner is a happy crew.

One of the key design concepts behind the MC38 was the ease of transportability for the boat. Racing yacht owners can spend a lot of money after delivery, sometimes equaling the purchase price of a boat, getting the yacht optimised and ready to race, and then transporting it to class regattas around the country and often the world. But from day one, McConaghy has taken into consideration moving an MC38 for national and international campaigning. With a beam of 3.5 metres, the MC38 is allowed to be transported by road in Australia, without a pilot vessel and special permits. A two-piece carbon mast custom built by McConaghy for



MOTHERSHIP
Shipping your yacht to ultimate cruising destinations around the globe or to the next race on the other side of the ocean? Yacht transport is a safe, convenient and increasingly popular option.



WE GET AROUND

IN THE WORLD OF BOAT TRANSPORT THERE ARE MASSIVE GLOBAL CORPORATIONS AND THERE ARE SMALL TIME PLAYERS WITH HAND BUILT TRAILERS. THE LOGISTICAL OBSTACLES THESE OPERATIONS OVERCOME ARE ASTONISHING. NICK JONES PUTS A FEW OF THEM UNDER THE MICROSCOPE.



On the 24th of October, 2011, a quarter of a billion dollars worth of boats floated into Ft Lauderdale, Florida. To be exact, it was \$270,341,000, all resting on the back of one leviathan ship. Upon claiming its berth at Port Everglades, the ship flooded its docking bay with seawater, allowing the 19 luxury yachts onboard to safely float off the back and on towards their next journey.

Each year yacht-transport companies take on the responsibility of carting around thousands of yachts – from dinghies on trailers to superyachts on semi-submersibles – worth astronomical amounts of money. The debate about the best way to do it rages on, as you would expect about complex business fraught with potentially expensive disaster, but several companies have made names for themselves by providing reliable, cost-effective yacht-transport solutions. While they share a commitment to their customers, they all take different tacks when it comes to dealing with the logistics of yacht transport.

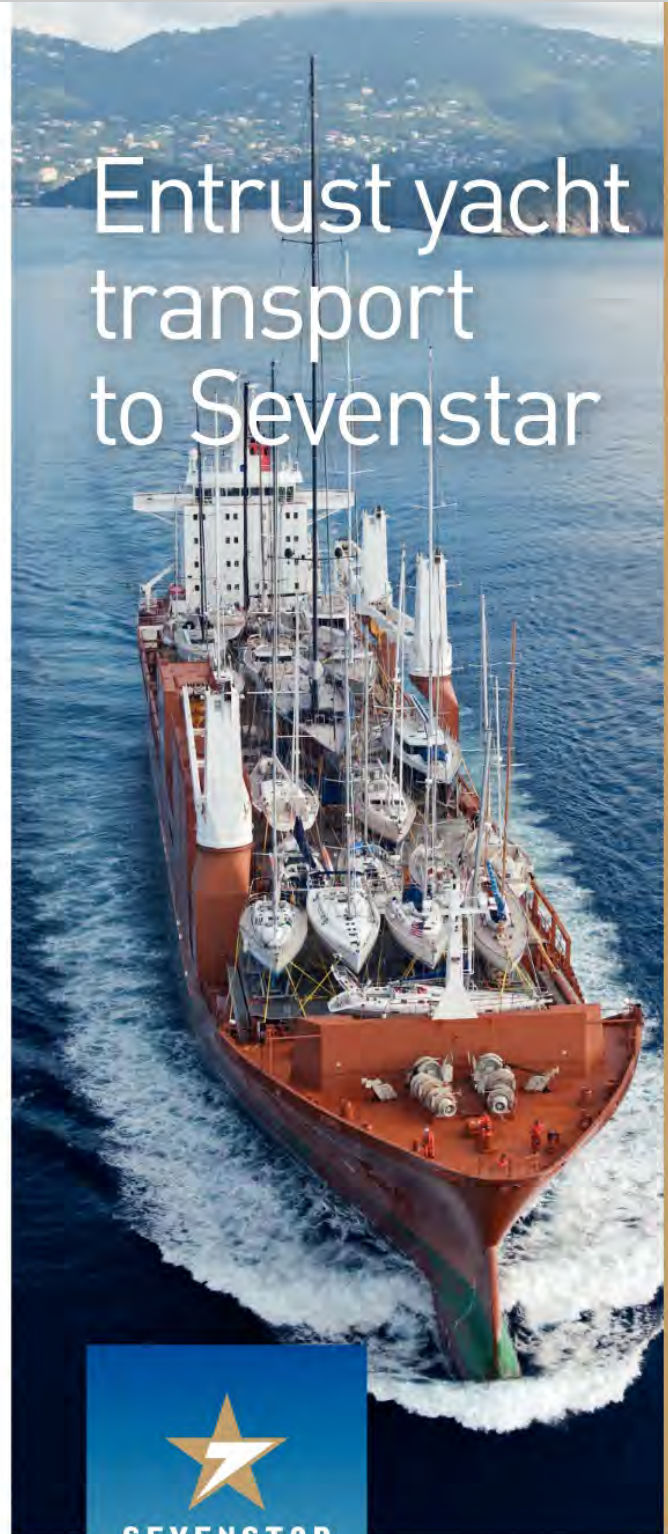
There are many reasons why transporting a yacht rather than sailing or motoring it on its own hull is an attractive proposition for an owner. Most obviously, setting out on a two-month ocean passage isn't every boat owner's idea of a good time. And even if it is, the wear and tear of an ocean crossing on a boat is significant (even more so on an unsuitable vessel), meaning expensive repairs may await you at the destination. This is not only the case for ocean passages. Any extended trip will add engine hours, reducing resale value, as well as potentially costing a small fortune in fuel. Add the unpredictability of weather and even the potential threat of piracy and the idea of sailing your boat long distances starts to lose much of its appeal to the casual boater, who then understandably opts for the convenience of professional yacht transport.

Dutch-owned Sevenstar Yacht Transport is one of the world's larger yacht transport companies, with a fleet of over 125 independent carriers that ship about 1200 yachts a year. They have a worldwide network of destinations that extends from Sydney to Spain and most places in between. They take motor and sail yachts up to 52 metres and 640 tonnes on the ships in their fleet, made up of ships which range from 2,100 to 23,000 tonnes.

Sevenstar use a customised lift-and-cradle system that was developed in-house. The lifting harness comprises between two and 24 lifting belts (depending on the size of the vessel to lift), each 60 centimeters wide, to lift a yacht onboard. From there, a yacht is secured in cradles and lashings are used to fasten it in its designated spot. The process is reversed to unload the boats, with the last on being first off.

Sevenstar say their popularity lies in the fact that they own all their own boats, as opposed to many other logistics companies, who act as middle-men between owners and transport ships. The yacht transport market is flooded with independent operators who book spots on transport ships and on-sell them at a premium. At times, in a method similar to those used by Wall Street's future traders, spots are sold to boat owners when no such opening yet exists. The operator will then try to find such a position after the owner has booked and paid, meaning the owner risks being out of pocket while their boat stays put past its proposed shipment date. So it pays to be wary. "There are only a handful of reliable and competent freight forwarders and shipping lines that service the marine industry," says Sevenstar. "There are hundreds of others that try to offer services that they have no experience in, and just muddy the water, leaving a bad taste in the mouths of boat owners. People should not look at the bottom line,

Entrust yacht transport to Sevenstar



Yacht Transport is an art



member of
the
splithoff group

Sevenstar – Australia Agencies:

Phone +612 96932100
info@sevenstar-australia.com

New Zealand – Navigator Shipbrokers:

Phone +64 21512353
yachts@navship.co.nz

Sevenstar Yacht Transport – Head Office:

Amsterdam, The Netherlands
info@sevenstar-yacht-transport.com



a change not so much in the volume of yachts being shipped, but more so the direction in which they are shipped. Anderson used to deliver all McConaghy boats built in Sydney to their new owners across Australia. He now also delivers them from China, where McConaghy builds an increasing number of their boats, delivering them to their new owners wherever they may be. Anderson cites some other reasons for the fluctuation in the number of people in Australia shipping their yachts by sea or road. During the 1980s and 1990s, Anderson says, for every boat there was in the water, there were two or three sitting in someone's backyard, either being built or repaired. This was great news for local yacht transporters, who got the job of moving them from house to house, house to holiday house, and house to sea. Whether due to a change in

but who they're dealing with when transporting their valuable yachts."

Like Sevenstar, logistics behemoth Dockwise has developed a good reputation, partly due to the size of their ships and vast fleet providing economy of scale for their shipments. Dockwise is a big operation, employing more than 1200 people both on and offshore, and it has a fleet of 18 purpose built vessels, clearly identifiable by their enormous orange hulls. Three of their eighteen ships are dedicated solely to yacht transport. The company's other interests include offshore engineering services, heavy marine transport, and essentially anything to do with moving big things across water. Dockwise's methods are different from Sevenstar mainly in the way the boats are loaded and unloaded. Many of Dockwise's yacht transport ships are semi-submersible, enabling what is known as "float-on, float-off" shipping. To do this, the ship submerges to the draft required for the yachts to motor into the dock bay of the ship. *Yacht Express*, the newest member of Dockwise's fleet, has a maximum submerged draft of 17 metres, easily accommodating sailing keels and superyachts. Once the yachts are floating over their designated positions, divers place temporary supports beneath each one while the ship is slowly de-ballasting, pumping out water to raise the ship. Once the deck is dry and the boats are in their spots, the supports are welded in place and nylon straps fastened to the deck of the ship to secure the



GOING UNDER
Above Left: A Dockwise ship submerges itself to allow yachts to float-on and off, eliminating the need for a crane. Above right: Mark Anderson and his son Tom get ready for a big road move on their big custom-built trailer.

yachts for the voyage. This process is reversed at each harbour to unload the relevant boats.

While Dockwise and Sevenstar transport a large number of boats long distances, more localised transport options are available in a number of forms, meeting the particular needs of boat owners, cruisers and racers.

The industry has changed in the 35 years Mark Anderson has been in the business. Mark Anderson's Boat Transport moves boats Australia-wide on the backs of trucks with custom-built hand-made trailers. The family business has maintained a steady number of clients over the years, however the nature of the business has changed, in line with the ever-changing nature of the Australian boat building industry. Over the past decade, Mark Anderson has noticed

fashion, the affordability and value of foreign built boats, or people began reevaluating how much capital they had tied up in unused leisure goods, this doesn't seem to be the case anymore.

However, certain changes in the boating industry may bode well for local operators like Mark Anderson's Boat Transport, as well as boat transporters worldwide. The ongoing surge of technology-driven boat design is producing a new fleet of high performance boats that are treated with as much care as a high-performing athlete. Among the carbon-hulled One Design models being designed by such big names in yachting as Farr Yacht Design and Harry Dunning, these new production racers are not built to be long-distance, trans-ocean performers.

Anderson's Boat Transport transports up to ten boats to Audi Hamilton Island Race Week each year, which Anderson says need to be treated like thoroughbred race horses. As regattas become more prolific and yachts keep pushing technological boundaries, the idea of sailing the boat on its own hull on the open sea in the week before a big regatta is not the best option for smaller yachts. Of course, there have always been delicate racing boats that don't take well to being out at sea, however, one aspect of the new high-technology boat builds is that many of them are built to be easily transported. For instance, many decisions regarding the design of McConaghy's MC 38 and the new Farr 400 were made with easy, low cost transportation in mind. Retractable keels, which can be removed through the companionway, reduce the height of the packed boats to allow easy towing; and even the masts are split in two to allow for transport on a 40-foot container. The Farr 400 was also designed to be transported without the need for a trailer permit. The boat's overall length of



MADE TO MOVE
Modern carbon based yachts such as the Farr 400 (above) are being engineered to be moved, with retractable keels, custom trailers and dismantlable masts.

11.8 metres allows it to fit inside a container footprint without any major disassembly, and custom built trailers for specific models, such as the Farr 400, are also being produced.

As long as there are boats, there will always be a need to move them around when they're not on the water. As global One-Design and regatta racing circuits grow in popularity, so will the need to move these fleets to the next race on the other side of the country or the world. ↓

Ship it

Whether moving your boat to Newcastle, New Caledonia or New England, individual transport needs should be met with an appropriate service.

Sevenstar

A global network and a fleet of 120 carriers. Experienced lift-on-lift off loaders.
sevenstar-yacht-transport.com

Dockwise

Huge global logistics company. Float-on-float off experts.
dockwise.com

Peters and May

British based marine services company, shipping mostly motor and superyachts.
petersandmay.com

Mark Anderson's Boat Transport

Family-operated Sydney-based company, boats are shipped on custom built trailers.
boattransportaustralia.com.au



OUTSIDE IT OUTLASTS

MARINE • OUTDOOR FURNITURE • INDOOR FURNITURE • WINDOW TREATMENTS • AWNINGS • UMBRELLAS
www.sunbrella.com

 sunbrella™



Australia has a long history of producing great youth sailors who develop into some of the world's best, excelling at the Olympic Games, America's Cup and everything in between. But the journey from being a youth sailor to competing at the senior level is one that can take many different directions with numerous challenges, both on and off the water, along the way.

LONGEVITY AND BALANCE

One of the great things about sailing is that it's a sport for life. People of all ages can compete in the sport and

continue to enjoy it for their whole lives. This poses a challenge for coaches at all levels. It's important that sailing coaches achieve an appropriate balance between hard work, fun and non-sailing activities for young sailors as longevity is the key to success in sailing. Sailors often reach their prime between the ages of 25 and 30, and even later, whereas in many other sports, such as gymnastics or swimming, competitors hit their peak much earlier. It's important to keep this in mind when setting training schedules. It may be perfectly fine for a swimmer to train six to eight times a week but do that in

sailing and young sailors could risk injury – particularly to their backs – if appropriate core strength has not been developed.

It's vital to manage the amount of time youth sailors spend training, travelling and competing to avoid burnout – you don't want kids to be throwing so much time and effort at sailing that their enthusiasm evaporates and they walk away. As a coach, I need to be particularly careful about this issue. Australia has some amazing youth sailors but there aren't large numbers of them, so we need to help them develop and remain interested, motivated and fresh.

BALANCING ACT
Youth sailors have a lot more going on in their lives than just competitive sailing. Opposite page from the top: Mark Spearman winner of the Laser Radial class; Lucy Copeland and Paul Darmanin; Techno 293 winner Sam Treharne.

ANDREW GOUGH



goals with an emphasis on achieving small steps along the way.

OTHER SPORTS

Sailing is often one of many sports that our youth participate in and coaches need to accept this – especially where it complements their on-water performance. But when other sports start to impede their training you need to clarify their sailing goals with them. Frustration develops when an athlete’s objectives do not match their commitment.

people can do many things and as coaches we need to work with youths to make this possible.

LIFE AWAY FROM SAILING

There’s no point putting your head in the sand and pretending that kids only care about sailing; they are often incredibly busy and have many factors affecting them. Try to find out what they do away from sailing, how they are coping at school and how they socialise with friends. I’m a big believer in making mistakes and

TEEN SPIRIT

HEAD SAILING COACH AT THE VICTORIAN INSTITUTE OF SPORT JOHNNY RODGERS TAKES A LOOK AT THE FACTORS PULLING OUR YOUTH SAILORS IN DIFFERENT DIRECTIONS AND OFFERS SOME ADVICE HOW THEY CAN MANAGE THE BALANCING ACT BETWEEN COMPETITIVE SAILING AND BEING A TEENAGER.

As a coach I like to see my sailors playing other sports, as it shows that they are developing their body in different ways. Non-contact sports that promote endurance, such as hockey, swimming, triathlons and netball, have distinct benefits for sailors. However, kids do need to work on prioritising and one day will need to choose what to concentrate on.

learning from them, but not making the same mistakes twice.

Sailors need to trust their coach and be able to tell them if something is going on, whether it’s good or bad. They need to learn how to find a balance between sailing life and social life and communication is key to this. They also need some time to be a kid and it’s not up to a coach to curb this.

YEAR 12

The last year of high school is a major issue for youth sailors. They become time poor and there is often a pull away from the water for months on end. As coaches we need to teach time management skills long before youth sailors reach Year 12, so they can excel at both their sailing and their studies. Indeed, there are many examples of athletes whose sporting activities appear to have helped them achieve good Year 12 results.

TAKING A BREAK

I’m a believer in stepping away from the boat park, sometimes for weeks at a time. There’s no harm in taking a full month off once a year and then taking some smaller breaks throughout the year. This allows athletes to come back refreshed and also go and make some friends outside of sailing.

FACEBOOK

Facebook can be your friend or it can be your foe. In my program we use it to communicate and as a result of this I see a lot of what goes on in each athlete’s life. Youth sailors, like their peers, use Facebook as a way of communicating with those around them. Whether we like it or not it’s now central to teenagers’ lives but a friendly reminder to be wary of what you post never goes astray! ⚓

Training four times a week on the water is plenty. Kids have lots of other commitments that are important to them and sailing is just a part of their life – not the whole of it.

Managing expectations is key to helping youth sailors along their path. Some will see sailors like Tom Slingsby and Nathan Outteridge and think that they were world champions the day they stepped onto a boat. The truth is these sailors have put in many years of hard work, thousands of hours of training and hundreds of races to reach the level they are at now. To keep our youth sailors motivated they need to adopt realistic



The Australian Sailing Team is Australia’s national representative team and features some of the leading Olympic-class sailors in the world today. The team is guided by the world’s top sailing coaches. Visit www.australiansailingteam.com.au and follow the team on Twitter at twitter.com/AusSailingTeam.

“When do we tack for the layline?” How often has a navigator or tactician been asked that on a racing yacht? It was not so long ago that a good navigator who had a feeling for the speed and motion of the boat, the apparent angle of the wind and the moving carpet that was the sea, would probably take a sight to the mark across the steering compass and work it out quite quickly. Even so there was still an element of guesswork involved. That’s probably why not so long ago navigators were nicknamed ‘naviguessaers’ by their fellow crewmates.

Today there is little or no guesswork in working out the time before putting in a tack and shooting the layline to a mark. The information can all be displayed on a screen, right down to the second.

Such are the advances in electronic yacht-racing instrumentation since British army major R.N. Gatehouse and fellow yachting enthusiast Ronald Brookes introduced their iconic radio direction finder in 1956. Gatehouse, who was also a private pilot, knew the value of NDB (Non Directional Beacon) radio direction finding (RDF) in aviation and adapted it to marine navigation. (Unfortunately, RDF didn’t work very well in Australia, something the good major forgot to tell us.)

Most of the beacons located at coastal airports are inland, as are commercial radio station masts. This caused significant errors as radio waves travelling over land are deflected at significant angles when they meet the different medium of the sea in a process known as coastal refraction. Quadrantal errors caused by metal safety rails and rigging on the boat also had to be allowed for.

More often than not, navigating an ocean racer out of sight of land was all dead reckoning or best guess, and not many yachties knew how to use a sextant. It was brave stuff.

Nowadays it’s a vastly different scene as serious competitors carry a specialist navigator and a tactician with an array of instruments and software packages that provide a wealth of information. The information enhances the navigator’s expertise and experience, and in turn the boat can be sailed to its optimum performance in the many and varied conditions encountered in the modern ocean race.

Owners now have a range of manufacturers to choose from, including Brookes and Gatehouse,



KURT ARRIGO



.....

INSTRUMENTAL VALUE

SHOPPING FOR INSTRUMENTATION CAN BE A DISORIENTING ACTIVITY. KEVAN WOLFE GRABBED HIS COMPASS AND TORCH AND DIVED INTO THE FOREST OF CONFUSION, COMING OUT WITH SOME CLEAR NAVIGATIONAL INSIGHTS.

.....

Raymarine (which also markets Tacktick) and the new kid on the block, Nexus.

When selecting a racing electronics system for your boat, first consider what type of sailing you plan to do. Although this article deals with racing systems, most can be integrated into cruising yachts as well.

In the early days, Brookes & Gatehouse, better known as B&G, developed a system of integrated wind speed, wind angle and boat speed analogue readouts that was the first dedicated system available for the serious ocean racer. For 50 years the basic B&G Hercules system was the benchmark, but over time a number of companies bought and sold the brand, which didn't do much for its product development. In 2003, Simrad, a Navico brand, acquired the company. The acquisition saw new and innovative technology introduced and an aggressive worldwide marketing campaign put in place – just what B&G needed.

Since then the product development has been without equal – the bar has been lifted significantly. The choice of navigation packages now available from all major manufacturers would have many of the old and bold Sydney Hobart Yacht Race navigators shaking their heads in amazement.

The club racer who just wants to spend a fun Saturday afternoon racing around the cans with other club members probably only needs a basic system consisting of wind, speed, depth, heading, log and timer. The B&G Triton system fits the bill with an easy to use package. Designed for retrofitting or new builds, it can also be easily expanded with other B&G systems, such as Zeus, in a daisy chain connection.



MAJOR DEVELOPMENTS
The tinkering of a British army major and his yachting pal half a century ago gave birth to a high-tech industry. Above: B&G's new Triton range. Below: The new i70 racing instruments range from Raymarine.



The new Raymarine i70 is a single instrument display that packs in a lot of features. The 4in (100mm) LCD display can show a single screen with a particular reading such as the boat speed in 1.75in (43mm) digits, or the single instrument can be configured for a multiple screen display showing



speed, depth, wind, heading and other navigation information. The system can also easily be customised with traditional analogue or digital units connected with Raymarine's Lighthouse User Interface. It will also integrate with Seataalk and NMEA 2000 multi-sensor networks.

The i70 instrument also has the ability to act as an Automatic Identification System (AIS) repeater, showing the 25 closest AIS transmitting vessels and enabling vessel information to be obtained from individually selected targets. This new 'AIS-at-a-glance' display is handy for seeing where other competitors are in the field, provided they are equipped with AIS and have it turned on.

Also from the Raymarine stable is the Tacktick wireless system. Originally designed for off-the-beach dinghies and trailer sailers, the instruments have now been developed for larger yachts. As this is a solar-powered wireless system there is no need for wires running down the mast or to cut holes in the boat to mount the displays.

Tacktick racing displays receive and display data from hull and wind transmitters, including polar data, true wind speed and angle, VMG and compass heading.

Based on the T210 multi-function display, the readouts can be customised to display the best end of a line to start, a timer function, as well as set, drift and tacking angles. The T215 displays two tiers of data, while the T075 Racemaster is also a two-tier display that shows how far a boat is headed or lifted to a mark, the optimal downwind gybe angle, windshift indicator, compass heading and a host of other data that can be acquired from the Tacktick micronet displays.

Tacktick also works well on multihulls with the T121 hull transmitter, which automatically selects the correct hull transmitter to supply the data.

Another handy feature is that the whole lot can be selected remotely from anywhere on the boat, which means that crew don't have to leave the rail on a beat to work out the next tack. The T113 remote control can select wind and speed trends, VMG, SOG and COG as well as display performance graphing.

Swedish manufacturer Nexus is a relative newcomer to the market. The company is an offshoot of Silva, which is famous for its range of compasses.

Nexus offers a basic sailing pack,



ON THE TACKTICK
Above: Wireless instruments from Tacktick. Below: Nexus Racebox - the IT smarts behind the electronics newcomer.



ANALYSIS PARALYSIS
There's no point spending big money on fancy equipment if you can't interpret the data it provides. Below: Adrienne Cahalan, navigator of *Wild Oats XI*.

the NX2, that includes wind, depth and speed with a unique wireless connection from the masthead wind sensor to the multi-function display. The design of the sensor is also unique; unlike normal cup designs it has a three-bladed propeller and double wind vanes that are toed-in for stability. The boat-speed sensor is an ultrasonic unit that uses two transducer elements in the one housing that react instantaneously to changes in boat speed. The NX2 system gives the club racer versatility in easy to read displays without spending a fortune. The more upmarket Nexus NXR grand prix system is popular in Europe and is beginning to be installed on blue water and offshore yachts in Australia and New Zealand. Both systems use the Nexus server as their central processing point.

With the NXR multi-controller the navigator or tactician can access the digital information in any combination from on deck or at the nav station. A series of pre-programmed data combinations for different points of sailing or particular locations can be set up, so when racing around the cans the navigator or tactician doesn't need to leave the rail.

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

Originally, a PC was hooked into the server to monitor the data in a



digital or analogue format. Now Nexus has introduced the Racebox to replace the PC to view the polar information. The Racebox transmits and stores the boat's polars through the Nexus server to the Nexus system via an SD card. With the addition of a GPS antenna the Racebox can be used as a start-line timer configured to the boat's performance.

The NXR Multiple Instrument is the most flexible in the Nexus range. It can display all the tactical information a skipper or navigator needs and makes starting races a breeze. It will show the starting line bias, polar boat speed, target boat speed, time to the line in seconds, boat lengths to the line, the optimum apparent wind and the true wind. Who needs a bowman with a stopwatch counting down the time?

Marry this up with a set of flexible Multi XL readouts with 63.5mm (2.5 in) digits, which Nexus say are the ideal size for racing yachts, and the system can be geared to suit One Design and Rating fleets up to Maxis.

Nexus has also recently launched a new plotter, the NX-P80, designed specifically for racing yachts. The plotters come with either an 8in (23cm) or 12in (35cm) screen and include a 'wind' page that presents a similar display of true and apparent wind angles to the individual wind instruments. The plotter uses C-Map charts and includes AIS, as well as an in-built ihtz receiver with a separate antenna.

For professional Grand Prix offshore racers who are racing for sheep stations, the sky is the limit – it all depends on how much an owner wants to spend to win. It does reach a point, however, where a professional navigator who has the knowledge needed to understand the data he or she has at their disposal will be required. Obviously, to benefit from it, you must know how to use the information being generated, or hire someone who does.

When putting together a system, many aspects need to be considered. Most systems are based on the B&G Hercules H3000, which was designed for high-level racing. Firstly, the most suitable kinds of sensors need to be selected. These can include sensors such as the masthead unit; speed and depth sensors; a gimballed rate compass that measures the true yaw rate as the boat pitches fore and aft, independent of any heel or trim effects; air and sea temperature sensors for finding currents; and load cells to monitor the loads on the fore and backstays.



The next issue is the type of displays and where they are positioned on the boat. This can make a huge difference to their visibility and ease of use.

All this data then needs to be linked with a navigational system, such as the B&G Zeus Sail Navigation. Zeus comes in an 8in or 12in screen,

GOD OF INSTRUMENTS
Above: B&G Zeus Sail Navigation System. Bottom: B&G's Race Vision 2 tablet for onboard and on deck realtime data access and course planning.

on which can be overlaid a chart of the area, instrument readouts, weather (using GRIB files uploaded via a USB port), sail navigation system. Bottom: B&G's Race Vision 2 tablet for onboard and on deck realtime data access and course planning.

The professional navigator would not be without the Deckman software package. This sophisticated suite of features allows the navigator to optimise strategy and tactics on the racetrack and compare structured sail and rig settings when tuning and during crew training.

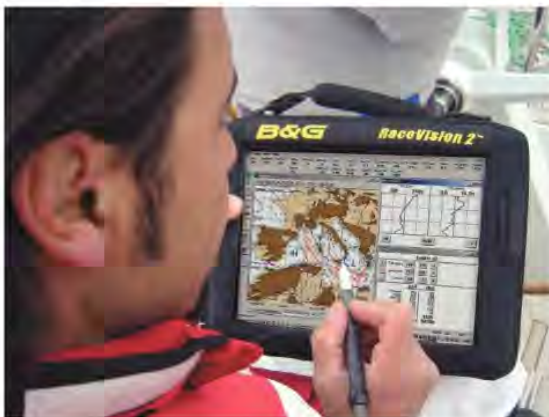
Of course, while all this information is available, it still needs to be pulled together. The WTP3 is a good option for this task. It is a powerful CPU that collects all the data from the various systems and sensors and processes it centrally, finally outputting to the displays.

While all these hi-tech goodies may sound tempting here's a word of warning: don't rush off and buy the first package offered to you by a salesman. Have a very good think about what you want from a system and how you are going to use it. Are you going to sail around the cans on a Saturday afternoon with some mates and do the occasional offshore event, or do you own a one design, where the competition is fierce and you need all the advantages you can muster? Or perhaps you are even looking to do a Sydney to Hobart Yacht Race with an eye on a division or handicap win?

Do your homework and seek advice from fellow yachties, otherwise you could end up with a system that cost the earth when all you needed was for it to point to the water. ⚓



THE SWEDISH CONNECTION
Nexus, an offshoot of famous Swedish compass-making company Silva, has now plotted a course into the yacht-racing instrumentation business.



i70

i go racing

i70 is the NEW look, feature-rich instrument with a new user interface, great viewing angles, and multiple day, night and low-light colour palettes - get the data you want with the minimum of fuss, vital when you are out to win!



- Largest screen and largest single digits for its instrument size
- Uses 40% less power than previous generation colour instruments
- NEW features; AIS target display, TWD, GWD and Race Timer
- Ultra-bright LED back-lit with anti-reflective coating
- Selectable data sources for integration on multi-sensor networks
- Easy to customise data configurations
- Seamless integration with SeaTalk[®] and NMEA 2000 networks

Complete the look with the NEW p70 matching autopilot head



Raymarine ASIA Pty Ltd
 Suite 301, 2 Minna Close,
 Belrose, NSW, 2085
 T: 02 9479 4800
www.raymarine.com.au

INNOVATION • QUALITY • TRUST

Raymarine[®]

RADAR • NAVIGATION AIDS • SONAR • INSTRUMENTS • AUTOPILOTS • THERMAL CAMERAS • COMMUNICATIONS • SOFTWARE • SYSTEMS

.....

GREAT DANE

THE XP-38 CRUISER RACER FROM DANISH
BUILDER X-YACHTS HAS ARRIVED IN AUSTRALIA
AND, AS KEVIN GREEN DISCOVERS,
SHE IS FROM A CLASS LEADING PEDIGREE.

.....



KITE SAILING
The kite is well clear of the genoa on the signature X-Yachts prodder.

This fourth generation of X-Yachts performance models – the 38, 44 and the just launched 50 – aims to give sailors the best of both worlds, being equally at home racing around the cans or doing a fast passage up the coast. And when you look at the specifications of the first Xp-38 to reach our shores, this is a credible goal. A high stability ratio is attained by a deep keel and bulb on a relatively light hull. With performance in mind, the rig options build on a slippery hull with a good IRC rating (with a UK based Xp-38 racing during May given an IRC 1.092). These high quality boats are placed at the premium end of the market, which has perhaps impaired the brand's popularity here over the years, but this latest generation look set to change this, with several of the award-winning Xp-44's already in Australia.

RACE COCKPIT AND CLEAN DECKS

The race-oriented cockpit dominates the topsides with twin wheels, an open transom and sensibly spaced Harken deck gear. Stylish Carbonautica GRP steering wheels adorn the pedestals, which have four optional layouts. While the Raymarine plotter was somewhat hidden under the coaming in this layout, in another arrangement it could be on the pedestal. But two other Raymarine ST70 readouts are visible on a lower aft facing bulkhead near the mainsheet winches, and a jumbo ST70 style screen located at the mast is good in race mode.

The mainsheet track is just ahead of the twin pedestals while the two sets of sheet winches are well positioned along the coamings. Harken 46.2s run the mainsheet, 52.2s for the primaries and a further pair of 46.2s run the halyards on the cabin. A crew-pleasing bonus is that all winches are electric. The cockpit hatch is closed off with conventional washboards with dedicated storage for them and teak comes standard here (but not elsewhere). Another really good option when in cruising mode is the removable swim platform transom door. Other cruising niceties include a table that stores in the cockpit sole, spotlights on the boom and a spray dodger that slips neatly into its GRP recess. All these were all fitted on our boat, thus presenting as an ideal 40-foot cruiser/racer.

Looking around the deck there are minimal protrusions, thanks to flush hatches, recessed halyard runs and Nomen folding cleats – all

neat touches. Walking forward is clear thanks to inboard genoa tracks, outboard rod shrouds and the sure footing that only real teak can give. The bowman should have little to complain about thanks to a clear area to work, integrated GRP toerail and plastic wheels on the safety lines for gathering the doused kite. In cruise mode, there is an effective anchoring setup and the signature X-Yachts bowsprit stylishly covers the anchor. A deep chain locker and vertical Quick windlass control the rode.

BELOW DECKS

The Xp-38 has a three berth layout with two symmetrical cabins aft and V-berth forward. Unlike her high volume production competitors, no other options are available, but this layout is functional and well appointed. Most bulkheads and even furniture are composite (and the galley is constructed from a single mould) that not only is lighter but generally looks stylish throughout the Xp-38 – though some of the larger high gloss bulkheads could cause glare when in cruise mode. However, the overall saloon layout should appeal to traditionalists thanks to a fairly conventional floor plan. Dinette benches either side of the large fold-out table allow a full race crew to be fed while plenty of overhead hatches work airing the cabin in cruising mode as well. One unconventional feature is the sliding navigation table starboardside, which can transform the seating into an effective bunk with the addition of a lee cloth. The useful table allows the navigator to face both fore and aft, allowing views of the cockpit, but bulkhead space is limited for electronics.

The portside L-shaped galley is well equipped with a two-burner gas oven, twin sinks and about a dozen composite drawers including wooden lockers. A top-opening 130 litre Isotherm fridge is incorporated into the composite worktops. Sensibly, the area and the entire saloon have plenty of grab rails; my only real gripe is the toughened glass splashback, which I never like in open spaces where crew can crash around.

Across the way, the bathroom is functional with manual head, sturdy grab rail, shower sump and sufficient headroom for even the tallest Dane, while there is also good ventilation from the opening hatch.

The forward owner's berth has plenty of depth and height with a surrounding bookshelf and two wardrobes. Natural light is good but



I'd prefer LED to the halogen electrics fitted. On our boat a bow thruster took up some of the space under the bunk. Moving aft, the beamy hull allows for two double berths which are roomy for this category of yacht. Usable space is somewhat restricted because of the deep locker and inevitably the cockpit sole impinges on headroom, but these asymmetrical cabins are most certainly functional.

Engine access to the Yanmar 29hp saildrive is fairly standard with both front and dual side access, while the key service points – impeller, oil and water – are easily at hand after lifting up the companionway steps on its gas struts. The sail drive was fitted with a twin-bladed folding prop on our review boat. Additionally it had a retractable Maxpower bow thruster fitted. Stored power is in two AGM 130ah batteries located in the fore cabin while the starting battery is 55ah. Another standard feature not usually included with other brands is the 220V AC shore power system which can heat up the 20 litre water heater.



NORDIC PRINCESS

Top: The epoxy-infused hull now has a composite structural grid and lead bulb for lowering weight and increasing stability.

Middle: GRP furnishings belie a conventional-looking saloon layout in the three cabin configuration on the Xp-38.

Bottom: The forepeak berth is deep with plenty of natural light and a large top hatch for ventilation. **Right:** Lightweight composite wheels and a comfortable steering position at the helm of the Xp-38 on Sydney Harbour.

STIFF HULL AND RIG CHOICES

The Xp range comes with a variety of sailplan options including a self-tacking jib – useful when in short-handed cruising mode. The standard rig has a SAD (sail area to displacement) ratio of 24.38, putting it firmly into the racer-cruiser category. Our review boat was well specified with a conventional spinnaker pole and that neat X-yacht trademark composite bowsprit for flying an asymmetric; strong enough not to require a bobstay. The standard fractional rig is a Danish-made John Mast alloy spar with discontinuous rod rigging, deep boom with hard vang and hydraulic backstay adjuster. The mast is keel stepped and tapered with double spreaders, built specifically for this boat. Usefully, the outboard shrouds' bottlescrews come with an etched adjustment scale for easy tuning while the genoa furler is neatly fixed underdeck. Moving up a notch, other options include a carbon mast, grand prix deck layout and deeper keel to add a further performance boost to the package.

X-Yachts use distinctly different hull profiles across their performance range with a more slippery U-shaped hull developed for better performance, while the cruising range has a deeper V-hull. Designed using Velocity Prediction Programming software by the largely England-based management team to be fully optimised for IRC and

ORC rating systems, the hull has a fine plumb bow, running out to flared topsides and plenty of beam aft to create buoyancy and space. Our review boat was hull number #14, and the first to arrive in Australia.

Increasing stability on a racing yacht is often about moving weight around and removing it from non-key areas, so the new performance X-Yachts come with a lead T-keel (instead of a fin) and the steel grid traditionally glassed in for rigidity is now carbon composite to lower the weight in the hull. Continuing the efficient power-to-weight theme, hulls are vacuum infused in epoxy with foam SP Systems core, with the deep spade rudder similarly constructed. Cleverly, storage bulkheads are glassed in to increase what is already a rigid hull thanks to solid laminate, carbon tipped crossbeams. Other quality areas of the build include a single strong point for hoisting the hull and heavily built steering linkages including quadrants, while the finish both inside and out was about the best I've seen.



SYDNEY HARBOUR SAIL

Light airs are one of the best tests for a performance yacht so the zephyrs of 5-6 knots that wafted across a sunny Sydney Harbour had my host Andrew Parkes and I chasing pressure. Not that the Xp-38 minded as it slid along nicely under the number #1 non-overlapping North Sails 3DL headsail. I noted the Raymarine mast jumbo registering 3.5 knots boat speed while the Windex showed a mere 5.2 knots of true breeze; and that was pointing pretty high at 29 degrees with barber haulers nicely closing the slot. Comfortably sat out on the teak deck, I pointed the bow towards Shark Island,

where the easterly pressure looked to be squeezing itself through the gap, at one stage leaning forward to winch in some mainsheet as we slid along. Reaching the gap, we were rewarded with 7.5 knots of pressure which moved the Xp-38 along at a tidy 5.5 knots on the wind. Hardly enough to warrant the use of the footplates but I flipped them up anyway as I stood at the helm. Ready to tack, my crewman and owner of the boat, David, prepared to click the electric Harken primary into action while giving me a quick word of advice.

"The main thing I found between my old X-37 and the new boat is the need to give this boat a bit more bow down out of the tack for acceleration, to overcome the bulbed keel," explained David. This I duly did, especially pertinent in the light conditions, and as I spun the light and nicely balanced Carbonautica wheel around, the nimble hull responded instantly while I promptly stepped up to the windward helm on our new tack.

Deciding to flatten the hull, I eased sheets and ran down towards the Harbour Bridge. As expected, this reduced our speed, but the Xp-38 made the best of it. Gybing to avoid the ire of a ferry, I watched as the Spectra sheets ran smoothly as we accelerated out of the turn with our bow aimed for home after a very pleasant sail. In fact, 'running smoothly' about sums up the Xp-38, and having already lost a race to her in the recent Royal Yacht Squadron Cruise on a similar new racer-cruiser, there's no doubting the competitive pedigree of this well-built yacht. www.x-yachts.net.au



MODEL	Xp-38
COUNTRY OF BUILD	Denmark
DESIGNER	Niels Jeppesen / X-Yachts
HULL LENGTH	11.58m
LWL	10.36m
BEAM	3.70m
DRAFT	2.10m (standard), 2.40m (deep)
BALLAST	2,760kg
DISPLACEMENT	6,775kg (light), Sail area to displacement ratio: 23.48 (std main & genoa)
SAIL AREAS	Mainsail 46.2m ² (Alloy Rig), 48.0m ² (Carbon Rig), Genoa 106% 39.5m ² , Spinnaker 30m ²
ENGINE	29 HP Yanmar saildrive
FUEL CAPACITY	150 litres
WATER CAPACITY	260 litres
PRICE	Base boat AU\$395,000 / AU\$498,000 as tested



The VX One is a puzzling in-between. Is it a dinghy? Is it a yacht? It's neither, but that isn't necessarily a bad thing. Sometimes in-betweeners strike a balance that draws out the positive aspects of the designs they sit betwixt; other times they fail to inspire through lack of their own direction. The VX One is most definitely in the former camp. It's a bold design that is sure to send a few waves through the industry, reminding us that yacht design isn't static; that new things can still be done with a little imagination and a lot of hours in front of the drawing board.

The VX One is a One Design sailing boat born from new developments in yacht and dinghy design. Although labelled as a sports boat, she looks more like a dinghy. There is dinghy-like acceleration and performance, yet enough lead on the keel to give you extra time to react and correct any mistakes you make. The VX One is easy to sail in anything up to 18 knots; beyond that, you'd better hold on.

The VX One comes to us with impressive credentials. It won the 2012 Best Boat of the Year for *Sailing World* and *Sail* magazine in the USA. The first production boats hit the

ONE OF A KIND

WHAT HAPPENS WHEN YOU TAKE THE BODY OF A DINGHY AND PUMP IT FULL OF THE SOUL OF A RACING YACHT – GIVING IT A KEEL IN THE PROCESS? ANDREW YORK HIT SYDNEY HARBOUR TO FIND OUT.

water in late January this year and 40 have been launched to date.

With a plan form and sections similar to modern racing yachts, a wide beam carried all the way to the stern and very little rocker, high speeds are certainly achievable. As with such yachts as the TP52, when the boat heels, the weather side of the hull comes out of the water so an efficient narrow canoe body with reduced wetted surface is presented to the water. This, along with a very light displacement, allows the VX

One to perform admirably in light air. In eight knots of breeze she will go upwind at seven knots in flat water and downwind at 10 knots. These are impressive figures, especially when you consider that the VX One is only 5.8 metres long.

While the performance of the VX One in light air is good, she excels in a strong breeze. When taken out on Sydney Harbour in 25 to 30 knots, the boat leaped into action, accelerating from eight to 18 knots in a few seconds. With a kite up we hit 23 knots under total control. The bow never showed any signs of burying in the waves and the boat was very responsive as we planed our way past the fleet in the CYCA Winter Series.

The reason the VX One performs as she does is that the designer, Brian Bennett, has hit upon a set of parameters that work very well together. The VX One has a ballasted keel with ballast to displacement ratios similar to other sports boats, however, instead of having a narrow hull at the waterline and a deep keel with lots of lead, Brian has made a wide hull form and kept the boat extremely light. This gives the boat proportions that are strikingly original, meaning the design

HYBRID AND PROUD OF IT
Dinghy with a keel or small-scale yacht? The VX One will have maritime zoologists in a knot.



As an admirer said when coming across the VX One for the first time, “I’m going through a mid-life crisis, I think I need one of those.”

could be seen as a hybrid model.

The wide hull gives her stability, the centre of buoyancy goes to leeward when she heels over, so the crew weight has more leverage, which in turn means there is no need for as much weight in the keel. The designer has hit the numbers well, because as well as going over 20 knots downwind she does 6.5 knots upwind in a blow in the Sydney Harbour chop.

The square top mainsail is set nicely on a Southern Spars carbon fibre mast with swept back spreaders and no backstay. The mast is easy to step as it only weighs 18kg fully rigged. There is a GNAV boom vang (on top of the boom) which gives lots of clear cockpit space up forward. The mainsheet has a three to one purchase with end boom sheeting and is held directly from the boom. It isn't too hard to get used to and the great benefit of this is that the cockpit floor remains clean, meaning crew can move across the boat with ease.

The jib has a recessed roller furler with a single string to roll the sail. It also has a self-tacking jib, making upwind and downwind a breeze for the forward hand. The asymmetric spinnaker is three quarter height, which means it is very controllable;



MODEL	VX One
LENGTH	5.79m
BEAM	2.19m
DRAFT	1.32m
KEEL & BULB	75kg
WEIGHT	270kg
SAIL AREAS	Main & Jib 19.79m ² , Spinnaker 26m ²
CREW	2 – 3 / 180 – 220kg
PRICE	\$37,000 (inc sails and trailer)

the boat doesn't need any more rag as she is so light.

To launch the kite you only pull on one line which sets the pole, the tack and the halyard at the same time. Dousing the kite is equally simple: just pull on the other end of the line and everything is retracted back into the boat. The pole is quite long so the jib works as an effective staysail downwind as the kite does not overlap the forestay by very much. Just a few pulls will get it around in a gybe.

The ideal crew weight is somewhere between 180kg to 220kg. There are no restrictions but there will not be a weight race as the heavier crews will not perform as well downwind. The VX One can be crewed by two or three people although there is room for many more in the wide cockpit. Her light displacement means that there are small loads on all the lines so she can be easily crewed by teenagers and smaller adults.

While the VX One has been kept very light, the only carbon fibre is in the spars, rudder and critical load bearing areas of the hull. The majority of the hull is made from Vinylester and e-glass with PVC cores and Amorflex gelcoat. The keel is anodised extruded aluminium with a weed cutter up the leading edge. The boat is built and finished to a very high quality – a critical aspect of design in relation to the ongoing acceptance of a new boat into the marketplace.

The VX One can be ramp or hoist launched. During launching the keel is held up by a 4 to 1 block and tackle fixed to a line that is permanently connected to one of the spreader bases. Once in the water the keel is bolted down to the cockpit floor.

Given the VX One has design parameters unlike many other boats it can appeal to parts of the market that are currently untapped. Perhaps three members of a family, or dinghy sailors who still want the thrill of going fast but not the effort of hiking hard all day or hanging off a trapeze. It could suit training schools with its wide open cockpit, or excite yachties who miss the thrill of being close to the water.

At \$37,000 including sails, trailer, compass and all the covers you could need, it is placed to entice those who have not been able to afford this level of performance before. As an admirer said when coming across the VX One for the first time: “I’m going through a bit of a mid-life crisis, I think I need one of those.” ↓

www.vxoneaustralia.com





ORIENTAL DELIGHT
The 30 boat Beneteau First 40.7 fleet produces tenacious racing for international sailors at the China Cup. Right: Racing in the World Heritage-listed Phang Nga Bay off Phuket.

KEVIN GREEN / BAY REGATTA / ROHLEN PHOTOGRAPHY

ASIAN ARMADA

KEVIN GREEN TRAVELLED TO ASIA TO EXPERIENCE THE DRAWCARDS – YEAR-ROUND WARM WATER, EXOTIC LOCATIONS, FASCINATING CULTURES AND A HIGHLY DEVELOPED REGATTA SCENE – THAT ARE ENCOURAGING SO MANY AUSTRALIAN AND KIWI YACHTIES TO RACE IN ASIA.





KING'S CUP

The Phuket-based King's Cup is South-East Asia's leading regatta and attracts international sailors keen to sample the intoxicating mix of culture, breathtaking scenery and fantastic racing. Typically numbering around 170 yachts ranging from 75 foot Reichel Pughs, TP52s and a growing fleet of IRC-optimised boats, the December event combines glamour with serious racing. Last year, the event's English Race Director Simon James declared, "There is a move to 40-footers and there are more and more being brought into the region and racing on the Asian circuit. The standard of racing is high, as can be seen from the IRC 1 class competition this year." Winning designs at the last event included a Sydney GTS 43, a Ker 40, a Summit 40 and another new boat on this scene, the MAT 12.

At the last event, three-time King's Cup winner Matt Allen and his all Australian crew on the Beneteau 44.7 *Ichi Ban* were relegated to fifth place. "The level of competition has not gone up just one notch this year – it's probably gone up three," Allen told the event press.

BAY REGATTA

Racing to a different exotic island every night is a unique attraction of Phuket's Bay Regatta. The February event is a small and intimate regatta that is particularly enjoyable for cruising sailors who want to do some racing. It takes place on the island's east coast, where the Andaman Sea is home to a series of famous limestone stacks and islands, including James Bond Island, which is a great spot for a Kodak moment.

Originally conceived to attract visiting and local cruising yachts, and to capture racing action against stunning backdrops, the Bay Regatta has been described as 'a party that sails around'. This year proved no different.

A fleet of 43 attended the 2012 event, with international sailors chartering both multihulls and monohulls for the five-day sojourn. Departing from the Ao Chalong Yacht Club (ACYC), the friendly organisation that runs the regatta, the yachts race a circular route through the stunning scenery of Phang Nga Bay and mainland Krabi before racing back across open sea to the starting point. The regatta takes place in Phuket's high season, a time of milder north-easterly winds much different to the stronger south-westerly gales common in monsoon

Sailors from all around the world travel to Asian waters to compete in internationally renowned regattas, such as Phuket's King's Cup, Malaysia's racing odyssey, known as the Raja Muda, and, in the east, the China Cup, which has the largest One Design fleet in the southern hemisphere. Most of these locations are less than a ten-hour flight from Australia and there are charter options to cater for everybody, from the Corinthian family group to the buoy racers. Chartering for cruising is also an option with international operators Sunsail and Dream Charter (as well as many locally owned fleets) active across the region.

Asian weather varies seasonally and is broadly divided into wet and dry seasons, but both have wind (the odd typhoon has even reared up in the Hong Kong to Vietnam race).

Hong Kong is the major yachting hub in the Far East, with prestigious clubs, such as the Royal Hong Kong Yacht Club, a personal favourite of mine that serves the best curries this side of India. Hong Kong is also the starting point for one of the fastest growing regattas in Asia, the China Cup, which allows yachtsmen to race in the People's Republic of China with surprising ease. The Chinese are now enamoured with yachting and this year's Volvo Ocean Race had a Chinese entrant, the *Sanya*, which called into its eponymous home port during the event.

Reflecting the rising affluence of Asia, there are world-class marinas and accommodation in nearly every sailing region. Phuket has hundreds

of berths for everything from superyachts to small cruisers. To the south, Malaysia's Langkawi Island is a popular winter destination, as are the chain of facilities that run down the Malacca Straits to Kuala Lumpur, Singapore and into the vast Gulf of Thailand, where Koh Samui hosts a major Grand Prix regatta.

East across the Gulf of Thailand is the country's most prestigious sailing venue, the Royal Varuna Yacht Club at Pattaya, near Bangkok, which hosts the Top of the Gulf Regatta.

For the committed racer, there is the Asian Grand Prix Circuit, which Aussies, such as multiple Asian regatta winner Ray Roberts, Neil Pryde and former commodore of the CYCA Matt Allen, compete in. The 12-event Asian Grand Prix Circuit now covers most of the region and is therefore on the top of many sailors' to-do list.

The following descriptions of events on offer will give you a sense of what to expect when you head off on your own Asian sailing adventure.

EXOTIC SCENERY

Above: The start of the Rolex China Sea Race.

Below: Grand Prix action during the Raja Muda Regatta.



season. For this reason, the event has a reputation for light airs.

Among the fleet this year were several Australians, including Richard and Clare MacFarlane on their Beneteau 411. "There's a good variety of windward sailing, downwind spinnaker runs and plenty of wind shifts to keep us concentrating on taking advantage at every opportunity. The courses took us through the gorgeous islands of the Bay," said Richard.

RAJA MUDA SELANGOR INTERNATIONAL REGATTA

Renowned for being Asia's most tactical regatta, Malaysia's Raja Muda takes sailors north up the Malacca Straits, with wild Sumatra portside, and through a warm seaway dubbed 'Pirate Alley'. The year I sailed it, at high speed on a Reichel Pugh 75, we even had an escort of police RIBs but the only trouble encountered was snagging fishing nets. It is composed of three passage races and four harbour races, so the event is a fascinating mix of new destinations and close-fought inshore action; all

spiced up with relaxed lay days and social gatherings at the islands along the way north.

A regular at the podium is veteran competitor Neil Pryde, who often flies in specialist crew to cope with the challenging conditions. "Getting the tacking and gybing angles right is critical in these light conditions, especially when the wind's moving and you've got a lot of current," the wily Pryde told me.

Fleet sizes vary from 30 to 50 with many of the region's top yachts using it as a transit event for the King's Cup. Onshore facilities are excellent, with five-star resorts on the beautiful islands Penang and Langkawi.

SINGAPORE STRAITS REGATTA

Known for its blend of Singaporean and Indonesian cultures and being the only regatta that brings sailors from both sides of the Straits, this event began in 1995. Run through the combined efforts of Raffles Marina, Nongsa Point Marina, and the Changi Sailing Club under the auspices of the Singapore Sailing Federation, the event attracts top-class IRC boats

2012-14 Asian event calendar

Asian Grand Prix Circuit 2012-14 www.asianyachting.com

EASTERN CIRCUIT

China Coast Regatta October 12-14, 2012

Subic Boracay Race & Boracay Cup Philippines
February 16 - 22, 2013

Commodore's Cup April, 2013

Biennial Hong Kong Vietnam Race October, 2013

Biennial Rolex China Sea Race April, 2014

WESTERN CIRCUIT

Top of the Gulf Regatta May 3-7, 2013

Samui Regatta May 24 - June 1, 2013

Six Senses Phuket Raceweek July, 2013

China Cup Regatta October 26-29* 2012

Raja Muda Selangor International Regatta
November 16-24, 2012

Phuket King's Cup Regatta, December 1-8, 2012

Monsoon Cup Match Racing Malaysia December 4-9* 2012

Royal Langkawi International Regatta January 7-12, 2013

Singapore Straits Regatta January, 2013

* Not part of Grand Prix Circuit

An investment that holds water



**\$30,000 OFF PLUS FREE LEVIES
FOR 3 YEARS. LIMITED TO THE
FIRST 6 BERTHS SOLD,
SO ACT NOW!**

Marina Berths

With a \$30,000 saving as well as the first 3 years of levies paid for, a Bluewater Marina berth is an investment that certainly holds water.

Situated just a splash away from the Great Barrier Reef at Cairns, Queensland, Bluewater Marina boasts state-of-the-art facilities and deepwater ocean access, it is also Cairns' only cyclone rated, fully secured and managed marina.

MARINA BERTHS - 99 YEAR LEASE FROM \$99,000*

*Includes \$30,000 saving. View full Terms & Conditions at www.bluewaterliving.com.au



BLUEWATER MARINA
TRINITY PARK - CAIRNS

**A BROOKFIELD
RESIDENTIAL
PROPERTY**

**Display Sales Suite
Cairns, Far North Queensland
07 4055 6040**

www.facebook.com/BluewaterMarina

BLUEWATER LIVE. LOVE. LIFESTYLE.

www.bluewaterliving.com.au



that compete for the Sir Thomas Lipton Trophy donated by Republic of Singapore Yacht Club (RSYC). This year 20-knot winds and blue skies powered the fleet, which included Steven Manning's Sydney GTS 43 *Wala Wala* and an Archambault 35 *Men at Work* from Brent Morgan among the strong IRC A fleet.

On the shore side, there's one of Asia's best yacht clubs to party in, the ONE°15 Marina Club. It has 270 berths, including 13 superyacht pens.

ROLEX CHINA SEA RACE

The Rolex China Sea Race is arguably Asia's most prestigious blue water event, taking sailors offshore from Hong Kong on a southerly course to the Philippines. At 565 nautical miles it's the region's second-longest race (after the biennial Hong Kong to Vietnam Race). The offshore racecourse has similarities to our own Rolex Sydney Hobart Yacht Race with several weather zones – lumpy seas and headwinds are often encountered early, followed by Derwent-like zephyrs later on as you approach the lee of the Philippine archipelago. Described as a tactician's race with plenty of rugged open water, I can see why it attracted veteran Syd Fischer this year, who competed on fellow Australian Geoff Hill's 90 foot Dubois, *Genuine Risk*.

After taking line honours, Hill was effusive about the event. "The Rolex China Sea Race is one of the most underrated offshore races in terms of challenges, distance from shore, and range of conditions," he said. "This isn't a coastal cling, a channel dash, or a Mediterranean meander. This is a genuine offshore event across a tricky, crowded, notorious seaway."

CHINA CUP

The China Cup has been running for five years and has become the largest event in the Far East with boat numbers of around 100. French boating giant Beneteau's involvement with 30 First 40.7s creates a fantastic One Design fleet that attracts top class international sailors. Along with two smaller fleets of J/80s and Far East 26s, the four-day event is turning into a big drawcard for international crews who simply fly in, jump aboard and get stuck into some hot OD racing.

Australians feature prominently on the last year's winning boat, the 40.7 *Beijing Sailing Centre*, which included professional Steve McConaghy calling tactics. Other teams included Vicsail from Sydney, the CYCA Team Imagination led by Robin Hawthorn and Ian Ford's Whale Watching Team.

Over a delicious meal in the grand surrounds of the glamorous Sheraton, Dameisha, Ford told me he was on his third China Cup visit and, as always, greatly enjoying the experience.

"It's been some of the best One Design racing I've ever done," said the veteran sailor. ⚓



COLONIAL GRANDEUR

Left: The China Cup venue. Right: The Royal Hong Kong Yacht Club is the hub for many Far East events, including the start of the China Cup. Below: Penang's E&O Hotel has a rich colonial history.



Contacts

THAILAND

Marinas

www.aopograndmarina.com
www.phuketboatlagoon.com
www.yacht-haven-phuket.com
www.oceanmarinayachtclub.com

Chartering

Elite Yachting +66 (0) 76 27 3476
www.phuket-yachts.com

Sunsail +66 (0) 76 239 057
www.sunsailasia.com

Asia Marine +66 (0) 76 239 111
www.asia-marine.net

Ao Chalong Yacht Club
 +66 (0) 85 249 0823, acyc.asia

www.catamaransailingphuket.com
www.andamanseaclub.com
www.dreamyachtcharter.com

Navigation guide

www.andamaneapilot.com

Sailing guide

Southeast Asia Pilot 3rd Edition, by Bill O'Leary & Andy Dowden

HONG KONG

Royal Hong Kong Yacht Club
www.rhkyc.org.hk

Aberdeen Marina Yacht Club
www.aberdeenmarinaclub.com

Hebe Haven Yacht Club
www.hhyc.org.hk

PHILIPPINES

Manila Yacht Club
www.manilayachtclub.com.ph/

Subic Bay Yacht Club
www.subicsailing.com

MALAYSIA

Royal Langkawi Yacht Club
www.langkawiyaachtclub.com

Sebana Cove
www.sebanacove.com

SINGAPORE

Raffles Marina
www.rafflesmarina.com.sg

CHINA CUP

Website www.chncup.com
General Enquires info@chncup.com
Yacht Charter yuna@chncup.com
Location Daya Bay, Shenzhen Province

Escape the familiar

Set a course to the south and see the world from a different perspective...

**BE FIRST TO RECEIVE THE ALL NEW
THIRD EDITION PRE-ORDER NOW**

Call +61 (0)2 9566 1777

or visit www.greatsouthernroute.com

2013-2014

3rd Edition published September 2012

Over 90 countries and ports
presented over 350 pages



THE GREAT SOUTHERN ROUTE CRUISING GUIDE

"GSR" is a fascinating travel book and the culmination of an ocean of experiences of yachts cruising the world. With global circulation to the superyacht industry, this is the definitive guide to the most exotic cruising locations in the world. Book ended by the two great canals of Suez to Panama, "GSR" encourages yachts to hop from "stepping stone to stepping stone", country to country, all the way to the wonders of the Antipodes.

OCEAN Media Pty Ltd

TO VIEW ONLINE OR TO PURCHASE A COPY www.oceanmedia.com.au



In the name of safety a pessimist with an unlimited budget could probably double or triple the capital cost of a sailing boat with extra equipment and systems.

Every skipper needs to judge what safety equipment will make their voyage a hassle-free experience instead of a trial (or much worse).

I will assume that you already have on board the standard (and usually mandatory) safety equipment for going offshore: Lifejackets Type 1 for all crew; anchor and chain; bilge pump; compass; smoke flares (two orange, two red); 4.06MHz EPIRB; bucket with lanyard; the proper fire extinguisher; appropriate paper charts; VHF marine radio; foghorn; orange V sheet; floating torch; and two litres of water a day per person.

Beyond this, common sense, the size of your boat and your bank account, and the number of crew will dictate what you can stow, what you can afford and which of the latest technological advances will improve your safety enough to be worthwhile. Here's a checklist to consider:

NEW GENERATION ANCHOR

Swap your current anchor for a 'New Generation' one if you haven't already. More boats are lost by a dragging anchor than are sunk by an angry ocean. There are several brands, the best known being the Manson Supreme, Rocna and Spade. Compared to a CQR or a plough, they are like embedding your anchor chain in concrete. Take at least one spare anchor, and a stern anchor, such as a Fortress, is helpful in certain conditions.

VHF RADIOS

Make sure your VHF is DSC-enabled and REGISTERED, saving much time in an emergency. I strongly recommend an extra, hand-held, VHF for once a crew member departs in the dinghy in a remote area with no mobile phone coverage, staying in contact is a source of security for all.

CHARTS AND COMPASS

You will probably use your navigation software rather than charts, but when lightning strikes or something else kills the electrics, you will definitely need those paper charts, as well as a hand-bearing compass.

SSB RADIO

SSB radio is the most efficient form of communication for long-range sailors, but if sailing Australia's east coast, the VHF (and mobile) will probably suffice.



SAILING TO THE SUN IN SAFETY

WITH SUMMER NOW ON THE HORIZON, ARE YOU THINKING OF SETTING SAIL ON A LONGER JOURNEY THAN YOU'VE UNDERTAKEN BEFORE? WHETHER IT'S YOUR FIRST VENTURE OUT OF HOME WATERS OR YOUR HUNDREDTH VOYAGE TO A FARAWAY LAND, LONG-RANGE CRUISING SAILOR NANCY KNUDSEN HAS COMPILED A PREPARATION CHECKLIST THAT WILL HELP YOU ENJOY A SAFE PASSAGE.



SPARES, SPARES, SPARES

You need back-ups for all rotables: impeller, belts, engine parts, autopilots, fuel filters and batteries. And make sure you have plugs for through-hull fittings, tied beside the fitting and double-checked for size. Trust me, you don't want to have to go searching for plugs - many a boat has been sunk because a skin fitting failed and was not plugged quickly enough to avoid disaster.

BETTER SAFE THAN SORRY
Help may be days away if anything goes wrong at sea, so it pays to always have a Plan B (and C) in case of an emergency.

RADAR REFLECTOR

They're useful but salt spray, the heeling angle of the boat or an obscured view from a ship's bridge mean the other ship still may not see you. Beware, too, of potential frequency incompatibilities if buying an electronic beacon.

AIS RECEIVER AND RADAR

Automatic identification systems (AIS) are getting cheaper (they're now around \$550) and come with a built-in GPS and VHF aerial splitter. The big advantage is that in an emergency you can call a ship by name. (They often don't reply without being named.) But neither AIS nor radar will substitute for the 360 degree visual check - currently smaller ships don't have to carry an AIS and wooden vessels won't show up on radar.

PERSONAL LOCATOR BEACONS

A Personal Locator Beacon (PLB) for each of the crew is ideal but cost can be an issue. Do your own research but consider AIS personal transponders. On PFD inflation these are activated (transmit range being about four nautical miles) and show an alarm on the vessel's AIS.

However, if the safety equipment, procedures and systems are good enough, all crew will remain on board, making PLB's redundant.

STRONG POINTS, SAFETY HARNESSES, TETHERS, JACKLINES

Harnesses, tethers and jacklines undergo UV decay. They need to be relatively new for maximum integrity. Tethers should have a mid-point attachment. Strong points should be placed so that a crew member can hook on BEFORE leaving the cabin, then hook on to the next point BEFORE unhooking at the point near the companionway. Again, the best system is one that keeps all crew ON the boat in the first place.

SEA ANCHOR AND DROGUES

If you sail only comparatively short legs and watch weather reports carefully, you might decide to do without these.

LIFE RAFT

Make sure it will accommodate all the crew and stow it ON THE DECK and ready to deploy in 15 seconds.

MAN OVERBOARD SYSTEM

Whichever system you choose, everyone should know how to use it. At the very least you should have on board a Danbuoy with strobe light, life rings and a Lifesling.

GRAB BAG

This is the bag you grab when you are abandoning ship. What goes into a grab bag is everything that you might need in the time before you are rescued. If you are staying close to the coast, supplies for 48-72 hours should be sufficient. Another good idea is to put such things as driver's licences, wallets and credit cards in the grab bag for safekeeping.

REDUNDANCY

This is vital for a trouble-free passage. Every single system should have a Plan B. For instance, you'll want a second anchor, a second GPS, a back-up for the computer, an emergency tiller and steering system, a satphone for communication, and a manual bilge pump.

Then there are a host of other, smaller things to consider. Think about fuel filters, binoculars, a sail repair kit, a first-aid kit with injury chart and prescribed medication log and portable spotlight. Naturally you'll want pilots as well as charts for the journey. Something newly available for sailors travelling Australia's east coast is *Rob's Passage*

Planner by Rob Starkey. It's not a pilot but a companion, with a wealth of passage-management information that will take a lot of uncertainty out of your trip. To learn more or buy the planner, go to www.robspassageplanner.com.

Finally, don't forget to log in with Marine Rescue for your journey AND log off at the end of the voyage.

CREW'S PERSONAL CHECKLIST

Here's a quick checklist on what crew should think about bringing: foul weather jacket and trousers, rubber-soled boots, small torch (head torches are brilliant at night, leaving both hands free), personal strobe and dye, knife, warm 'watch' cap and visor cap (that tie on and cannot fly off in the wind), sailing gloves, sunglasses, reading glasses, watch, lightweight sleeping bag, pillow, personal medicines, warm layers, sunblock, toiletries and small towel.

CREW FAMILIARISATION

Ideally, the crew, be it two or ten people, should get together for familiarisation with the systems and procedures before leaving the dock.

Good preparation and good seamanship will see both boat and crew through to a safe arrival at the other end.

Go through procedures for watch-keeping, cooking, food handling and water usage, log book entries (ship and radio), man overboard, reefing, heaving-to, approaching heavy weather, sea anchor deployment, radio handling (including distress), life raft deployment and abandon ship. Each crew member should know the locations of seacocks, fire extinguishers, the emergency tiller, the medical kit, and how to operate the jury-rigged rudder (legendary for not working, so practise steering with the sails, the only proven reliable method).

Make two crew ID sheets, one to take with you and one to leave at home. Each should have DOB, address, phone number, email, allergy and next of kin details for everyone on board.

It's true that many yachts set out without much preparation and they mostly arrive intact. But it's when the weather turns foul, the engine fails while you're on a collision course with another vessel, or a crew member is injured that good preparation and good seamanship will see both boat and crew through to a safe arrival at the other end. Happy sailing! ⚓



Crewsaver®
embracing the spirit of life

**SETTING THE
BENCHMARK FOR
QUALITY AND
PERFORMANCE
IN WATERSPORTS
EQUIPMENT.**

survitecgroup

www.rfd.com.au
1800 646 086





1.



3.



5.



2.



4.



6.

Safe and sound

YACHTING IS AN ADVENTUROUS ACTIVITY AND AS WITH ANY ADVENTURE REAL DANGERS ARE INVOLVED. HOWEVER, ARMED WITH THE LATEST IN SAFETY TECHNOLOGY, YOU CAN TACK TOWARDS THE HORIZON WITH MORE CONFIDENCE THAN ANY SAILOR BEFORE YOU. HERE'S SOME OF THE BEST EQUIPMENT CURRENTLY ON THE MARKET.

1. MARINE POOL ISO PREMIUM 180

Designed with the ocean-going yachtsman in mind, this inflatable lifejacket comes replete with features such as a sprayhood, removable fleece collar, integrated deck harness, leg strap and a quick-break zip outer cover. The Hydrostatic activation unit won't activate due to rain, spray or splash, but will activate when you really need it to. RRP \$285

www.marinepool.com.au

2. ROCNA ANCHOR

We all know the feeling of lying awake in our berth with the troubling thought that the anchor may not have caught as well as we'd hoped. Such worries will be a thing of the past with a Rocna anchor, which are solid enough to resist bending and deformation and are shaped in a way that maximises their strength and holding power. RRP from \$195

www.oceansolutions.com.au

3. NEUTROGENA ULTIMATE SPORT SUNSCREEN SPRAY

So often sailors pay a great deal of attention to protecting their boat's deck against the harsh Australian sun while neglecting to look after their own skin. You won't be doing much sailing if you get skin cancer, so get yourself a spray-on sunscreen that's quick and pleasant to apply. Neutrogena's 140g SPF 30+ Ultimate Sport Sunscreen Spray is an easy to apply option. RRP \$18

www.neutrogena.com.au

4. LED FLARE

Emitting a blindingly bright 360-degree light, this LED flare is a great item to have on board in case of emergency. Unlike traditional flares, the LED flare is rechargeable, visible for several kilometers and 100 per cent waterproof (and it floats). If somebody urgently needs to find you at night, sticking a few of these on the side of your boat will make their job a lot easier. RRP \$59 (for two), \$195 (for six)

www.led-flare.com

5. SEA SCOOPA

When you have a man overboard, getting alongside them is only half the battle. Pulling them back onto the boat is often the difficult and dangerous part. Thankfully, the Sea Scoopa does the hard work for you. The Sea Scoopa assures both the safety of the rescuer (preventing them being pulled in themselves) and the person being rescued, making it a pioneering piece of safety gear. RRP from \$4,000

www.seascoopa.com



7.



10.



8.



9.



11.

6. OCEAN SAFETY ULTRALITE LIFERAFT

With its carbon container and carbon fibre-wrapped aluminium cylinder, the Ultralite aims to be a third lighter than standard liferafts and is a must for any racing sailor looking to keep his boat as light as possible. And, should worst come to worst, that lightness also makes it considerably easier and faster to lift on deck and deploy in a time-pressured emergency. From RRP \$7,490

www.safetyatsea.co.nz

7. SOS DAN BUOY

“Do not open – just throw.” Could it be simpler? When a man goes overboard, you need to act quickly. This compact device activates and inflates within seconds of hitting the water, providing a bright marker to clearly indicate where the man overboard is. This handy device is as innovative as it is simple. RRP \$350

www.danbuoy.com

8. GREAT CIRCLE LIFE RAFT

Although you never want to use a life raft, if you ever were forced to, the Great Circle is the one you’d want to find yourself in. Many champion boats choose to carry Great Circle rafts, including Sail Noumea Ocean Race winner *Alacrity*. From ferries to fishing boats and everything in between, carrying a life raft is Ocean Safety 101.

RRP: From \$1870, or hire from \$275 for the first week, then \$30 per week thereafter.

www.greatcircleliferafts.com.au

9. GME GPS-EQUIPPED MT406G EPIRB

The MT406G involved three years of extensive R&D by GME engineers and all that effort is clearly evident in the form and functionality of the end result. One of the outstanding features of the MT406G is that the GPS receiver is integrated with EPIRB, meaning your distress signal transmits not only your unique identification number but also your GPS location. Accurate to a 100-metre radius, the signal is then relayed to the local search and rescue authority, hopefully making their job a lot easier and your wait for assistance a lot shorter. RRP \$469

www.gme.net.au

10. BALTIC GP150 LIFEJACKET

Fitted with a fleece collar, quick-release front fastening, retro-reflective patches, whistle and detachable crutch strap, this Swedish-designed inflatable lifejacket is set to save your life in style. Prior to inflation, the GP150 is so small you’ll forget you’re wearing it and when inflated you’ll be truly glad that you are. RRP \$299

www.baltic.se

11. KANNAD SOLO PERSONAL LOCATOR BEACON

This locator beacon proves good things come in small packages. It has all the features of a larger model but is designed to slip in your pocket or emergency grab bag. Waterproof up to 10 metres, the Solo PLB will operate continuously for a minimum of 24 hours. RRP \$439

www.survitecgroup.com

Over the years, She Who Must Be Obeyed has been a pretty good sport about my passion for sailing. She's endured not getting the lawn mowed because "today is perfect for sailing". She didn't get a granite kitchen counter because the old sails on our racing dinghy weren't producing the desired results.

Her holidays have been a week on a bareboat charter instead of a week at the Golden Door Spa. Her Christmas gifts run more toward a new set of foul weather gear than a diamond tennis bracelet. And she's endured weekends highlighted by sodden piles of salty clothes dumped in our laundry room.

Over the years, I've tried to justify my addiction to sailing with only limited success. It's hard to understand, of course, but the idea of getting sunburnt and windblown, having cold salt water trickle down her neck, and building callouses on her hands from rough lines hasn't quite captured her imagination.

The excuse for my addiction that seems to work best (occasionally) is, "Sailing is just in my blood." Another good excuse is, "I inherited my love of sailing from my dad," which is running second only because she always responds, "If he was alive, I'd shoot him."

But it turns out I was right all along. It is in my blood. It was inherited.

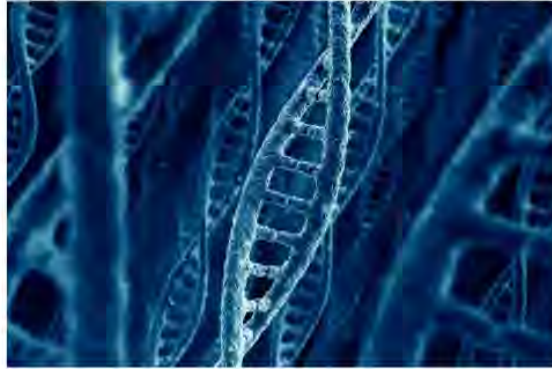
I was particularly weak in science classes in school, which isn't surprising because I was pretty much weak in every subject but... damn!... science was just incomprehensible.

Adding to the problem were textbooks filled with gobbledygook that might as well have been written in Urdu. Here's an actual example: "The variable number tandem repeats (VNTR) polymorphism in exon III of the human dopamine D4 receptor gene (DRD4) has been correlated with an array of behavioral phenotypes."

Snore...

So what does all this have to do with sailing?

Well, it's not just possible, but more than likely that your passion for sailing can be directly linked to your DNA. DNA, for those of you as science-challenged as this writer, is the molecular chain that determines who you are. It gives you red hair (or no hair, damn it), makes you short or tall,



DNA DOESN'T LIE

CHRIS CASWELL REVIEWS SOME NEW SCIENTIFIC RESEARCH THAT SEEMS TO SUGGEST THAT SOME OF US REALLY DO HAVE SAILING IN OUR BLOOD.

boy or girl, polar bear or Brad Pitt.

I know you'll appreciate the fact that I waded through a lot of scientific mumbo-jumbo to bring you the news of a legitimate excuse that you can now use to explain your sailing passion to your family and friends. No, no, hold your applause until the end.

Here's the essence. As researchers probe the workings of DNA, they've started uncovering its effects on human behavior. Certainly the most publicised discovery in recent years is the so-called 'warrior gene', which creates individuals with higher levels of aggression in response to provocation. You know, like Special Forces soldiers and football fans.

For the scientific among you, the gene is monoamine oxidase A or, as those in the research community refer to it, MAOA. It's been linked to

all manner of aggressive behavior: interpersonal, decision-making, and political. It's even been used as a defence in a murder trial.

But wait, there's more. Other researchers found that the HTR2B gene, known affectionately to the research community as HTR2B, seems to be responsible for impulsive or violent behavior under the influence of alcohol. This is being used to explain why usually peaceful people turn impulsive and aggressive after a few beers, and accounts for that friend who likes kicking the pokie machines at the pub.

But all this study of genes isn't new. In 1919, Charles Davenport, Director of the Department of Experimental Evolution at the Carnegie Institution of Washington, wrote a monograph titled 'Naval Officers: Their Heredity and Development'. In this treatise, he identified a male recessive gene that creates seafarers and he even coined a name for their common trait: thalassophilia.

In his study, which he wrote just after WW I to help the U.S. Navy identify officers who would become superior captains and line officers, he examined sea-craving sailors with heroic backgrounds.

He concluded, as you and I well know, that there are some who have a "genuine mania" for sailing and the sea. These are people who just can't stay ashore. Especially on good sailing days.

I'm not a genetic researcher but, having distinguished myself by surviving biology, I will make this prediction. As we continue to explore the mysteries of DNA, we will discover even more varieties of that sailing gene.

I expect that a mutant variation of the MAOA aggressive gene will be used to explain the previously inexplicable: that hopeless port tack start in a big racing fleet.

Mark my words, there will be a variation of the HTR2B impulsive gene that can be used to explain to a protest committee why you tried to shove your bow inside at the mark at the very last moment. There will be genetic explanations of why some sailors always anchor out, why some love wooden boats, why some prefer dinghies.

In the meantime, I've discovered a new excuse for leaving the house on those sunny, breezy weekends.

"I'm sorry, honey. I wish I could help myself," I will say to She Who Must Be Obeyed on my way out the door with a sailbag over my shoulder.

"But I'm a thalassophilic..." ⚓



With more than 40 years as an award-winning boating journalist, and as a former editor of both *Yachting* and *Sea* magazines, 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.

RACES AND REGATTAS

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

INTERNATIONAL	DATE	COUNTRY
AUGUST		
15th Western Circuit Sailing Regatta	4-5 Aug	Singapore
Swiss Open Championship	8-12 Aug	Sihlsee, Switzerland
British National Championships	11-17 Aug	Pwllheli, UK
Cowes Week	11-18 Aug	UK
Blue Ribbon Cup	15-19 Aug	Germany
Qingdao International Regatta	16-23 Aug	Qingdao, China
Audi Quattro Junior Cup	17-19 Aug	Koper, Slovenia
13th America's Cup World Series	21-26 Aug	San Francisco, USA
IODA European Team Racing Championship	21-26 Aug	Lago di Ledro, Italy
Hungarian Youth Championship	18-22 Aug	Balatonfured, Hungary
IODA African Championship	18-26 Aug	Dar es Salaam, Tanzania
Sacoma Cup – Berkeley Yacht Club	25-26 Aug	San Francisco, USA
SEPTEMBER		
Rolex Big Boat Series	6-9 Sep	San Francisco, USA
Open Belgian Championship	8-9 Sep	Nieuport, Belgium
Roles Swan Cup	10-16 Sep	Italy
Polish Open Championship	14-16 Sep	Kamien-Pomorski, Poland
Alexandria International Regatta	15-21 Sep	Alexandria, Egypt
SB20 European Championships	21-27 Sep	Medemblik, The Netherlands
Czech Open Optimist Cup	27-30 Sep	Czech Republic
OCTOBER		
Argo Group Gold Cup	2-7 Oct	Hamilton, Bermuda
RC44 World Championship	3-7 Oct	Rovinj, Croatia
Class 40 World Championship	4-7 Oct	La Rochelle, France
China Coast Race Week	12-21 Oct	Hong Kong/China
India International Regatta	16-21 Oct	Chennai, India
IODA North American Championship	20-28 Oct	Valle de Bravo, Mexico
Sail Qatar	9-10 Oct	Doha, Qatar
Marblehead World Championship	14-20 Oct	Ploermel, France
Egypt International Regatta	20 Oct	Alexandria, Egypt
Catamarans Cup International Regatta	21-25 Oct	Greece
6th China Cup International Regatta	26-29 Oct	Shenzhen, China
NOVEMBER		
All Souls Regatta	2-3 Nov	Phillippines
Kona World Championship	2-7 Nov	Grand Canaria, Spain
Rolex Osprey Cup	6-11 Nov	St Petersburg, USA
Bermuda Open & National Championships	10-12 Nov	Bermuda, Bermuda
J 24 Caribbean Match Racing Championships	17-18 Nov	Barbados
DECEMBER		
Phuket King's Cup Regatta	1-8 Dec	Phuket, Thailand
Monsoon Cup	4-9 Dec	Malaysia
Trofeo Ciutat de Palma	6-9 Dec	Palma de Mallorca, Spain
St. Nicholas	6-9 Dec	Pula, Croatia

AUSTRALIA	DATE	CLUB
AUGUST		
Brisbane to Keppel Tropical Yacht Race	3-6 Aug	RQYS
Club Marine NSW Youth Match Racing Champs	4-5 Aug	CYCA
Airlie Beach Race Week	10-16 Aug	WSC
Audi Hamilton Island Race Week	17-25 Aug	HIYCA
Sailing Clinic Quarterdeck	20 Aug	MHYC
Darwin Ambon Race and Rally	25 Aug	DBCYA
Sail Mordi Regatta	25-26 Aug	MSC

SEPTEMBER	DATE	CLUB
Magnetic Island Race Week	1-4 Sep	TCYC
CYCA Boat Owners Forum & Open Day	12 Sep	CYCA
17th Monica Geddes Memorial Trophy Race	16 Sep	CYCA
Blue Water Pointscore Briefing	19 Sep	CYCA
Blue Water Pointscore Race – Flinders Islet	22 Sep	CYCA
Ocean Pointscore Race – Lion Island	22 Sept	CYCA
Australian Youth Match Racing Championship	22-25 Sep	RQYS
Australian Women's Match Racing Champs	27-30 Sep	SYC
Grant Thornton Short Ocean & Short Haul Race	29 Sep	CYCA
NSW Youth Championships	29-1 Sep/Oct	YNSW
Heaven Can Wait 24-hour Yacht Race	29-30 Sep	LMYC

OCTOBER	DATE	CLUB
Thursday Twilight Series Race 1	4 Oct	MHYC
Blue Water Pointscore Race – Bird Island	5 Oct	CYCA
Grant Thornton Short Haul Night Race	5 Oct	CYCA
Ocean Pointscore Race – Botany Bay	6 Oct	CYCA
Grant Thornton Short Ocean Race	13 Oct	CYCA
Giant Steps Autism Regatta	19 Oct	MHYC
Pittwater Seawind Regatta	26 Oct	RMYC
Port2Port (South Pacific to Bundaberg)	Oct/Nov	BCYC
Gascoigne Cup	20 Oct	
Sunsail Australia Rally	21-26 Oct	
Pittwater Seawind Regatta	26 Oct	RMYC
Financial & Media Markets Charity Regatta	26 Oct	MHYC
Grant Thornton Sydney to Pittwater	27 Oct	CYCA
Grant Thornton Pittwater to Sydney	28 Oct	CYCA
Balmain Regatta	28 Oct	BSC

NOVEMBER	DATE	CLUB
SAP EcoSystem Regatta for Redkite	2 Nov	MHYC
Stanley Race	3 Nov	RYCV
Marine Safety Equipment & Demonstration	4 Nov	CYCA
Rotary Charity Regatta	9 Nov	RCSC
Blue Water Pointscore Race – Cabbage Tree	16 Nov	CYCA
Ocean Pointscore – Port Hacking Race	17 Nov	CYCA
Lipton Regatta	18 Nov	RYCV
APC Logistics National Multihull Regatta	18-23 Nov	WASC
Beneteau Regatta	23 Nov	
Seawind Regatta	26-25 Nov	RQYS
Sydney Short Ocean Racing Championship	24-25 Nov	MHYC
Musto International Youth Match Racing Regatta	26-30 Nov	CYCA
Australia Cup	28-1 Nov/Dec	WAYF

DECEMBER	DATE	CLUB
Blue Water Pointscore Lion Island Botany	1 Dec	CYCA
Rolex Trophy Series – One Design & Rating	7-9 Dec	CYCA
NSW Yngling State Championship	8-9 Dec	RSYS
Solas Big Boat Challenge	11 Dec	CYCA
Rolex Trophy Series – Passage	15-16 Dec	CYCA
Rolex Sydney Hobart Yacht Race	26 Dec	CYCA

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

nannidiesel

energy in blue



**ADVANCED TECHNOLOGY
SUPERIOR QUALITY**

Phone: (02) 9319 5222
www.nannidiesel.com.au



NEW



Dyna block

New released snatch blocks with revolving cheekplates
Dyneema snap-loop: easy, safe and fast connection.

Two sizes available:

44mm sheave diameter 600 kg SWL

56mm sheave diameter 1000kg SWL



ONLINE STORE AT
www.sailforce.com.au

Email us at info@sailforce.com.au or call us on 1300 599 092

EMERGENCIES CAN HAPPEN ANYWHERE



For the producers of TV's Biggest Loser, safety was paramount when contestants sailed from Sydney to Hobart. They chose super tough Great Circle Life Rafts for both the pre-sail safety training and their passage across the notorious Bass Strait.



Masterfully engineered
& exceptional
value for
money



ISO & NSCV certified
Yachting Australia
compliant



Explore Great Circle

www.greatcircleliferafts.com.au

1300 306 381

Burmese Teak Specialists

30 years of supplying the marine industry with:

- Mini decks & supa decks
- Margins & King planks
- Quarter sawn planks
- F.E.Q grade
- In-house machining facilities

Marine & interior timbers available ex stock:

- Iroko
- American Cherry
- American Hard Maple
- Walnut
- White Ash
- White Oak
- Steamed Sapele
- European Beech
- Anegre
- Oak
- French Oak
- Purpleheart
- Greenheart
- Oregon
- Rosewood
- Cedar cores

PO Box 1407, Whangarei
New Zealand 0140
Phone: +64 (9) 438 9358
shipping@bbstimbers.co.nz
www.bbstimbers.co.nz



WORLDWIDE SHIPPING



FORCE 10™

COOKING WITHOUT COMPROMISE

The Difference is in the Details



Stainless Burners



Slide Away Oven Door



Stainless Handle



Safety Door Lock



Electronic Spark Ignition



Gimbal Lock



See these products & more at the Sydney Boat Show Stand 163



COMFORT seat®
www.comfortseat.com.au

Relax on the award winning Comfort Seat



Importers of the Worlds Finest Marine Appliances
See our complete range at

www.oceansolutions.com.au

Imported & Distributed by:
Ocean Solutions Pty Ltd

1300 791 432

sales@oceansolutions.com.au

Check out our Chandlery for repairs, refits, sailmakers and more. Only approved service providers feature on our notice board, so you know you're getting the best for your boat.

The ONLY float-on, float-off yacht transport company!



UPCOMING 2013 SOUTH PACIFIC VOYAGE: BRISBANE, END JANUARY → NEW ZEALAND, EARLY FEBRUARY → GOLFITO, EARLY MARCH → PORT EVERGLADES, MID MARCH → TOULON, EARLY APRIL

DYT DOCKWISE
YACHT
TRANSPORT

WORLD CLASS YACHT LOGISTICS

DYT AU: Tel. +61 7 3900 5900 - E-mail: Jason@Auroralogistics.com
DYT NZ: Tel. +64 9 3090 229 - E-mail: Dave.Ross@Mckayshipping.co.nz
DYT USA: Tel. +1 954 525 8707 - E-mail: Dyt.Usa@Dockwise-yt.com

WWW.YACHT-TRANSPORT.COM

The perfect place to study

Maritime

Superyacht Crewing
Commercial licences
STCW certification
Recreational tickets

Royal Yachting Association Training



MAHURANGI
TECHNICAL INSTITUTE



+ 64 9 425 8493 office@mti.net.nz www.mti.net.nz



THE NEXT GENERATION OF SAILS

ONESAILMAKERS
UNIT 5,2 By The Sea Road, Mona Vale 2103
T: (02) 9997 3779 E: sydney@onesails.com
WWW.ONESAILS.COM

The Trusted Name in Sailmaking



Racing & Cruising Sails
Furling Systems
Quality and Service

SAILMAKERS

19 West St, Brookvale N.S.W. 2100
Ph:(02)9905 0800 Email: sails@hoodaustralia.com.au
Fax:(02)9905 0900 Website: www.hoodaustralia.com.au

SOS DAN BUOY READY TO GO - MAN OVERBOARD RESCUE

MANUFACTURED BY SOS MARINE, AUSTRALIA INTERNATIONAL PATENT PCT/AU2010/000397

WHEN THE SECONDS COUNT
DON'T BE SECOND BEST

Model SOS-6375



A MUST FOR THE SKIPPER'S CHECK LIST

SOS Marine has 'raised the bar' for MOB with its new inflatable SOS Dan Buoy.

The SOS Dan Buoy is simple, compact, ready to use and highly visible.

Benchmarked for quality, performance and price for every bluewater boat to carry one.

Folds away in an easily stowed carry bag.

SOS Marine
23A Rochester Street, Botany NSW Australia
T: +61 2 9700 0233 E: sales@danbuoy.com
www.sosmarine.com www.danbuoy.com



BAKEWELL-WHITE YACHT DESIGN LTD.



P.O. Box 34-569 BIRKENHEAD, AUCKLAND 0746, NEW ZEALAND
PH +64 9 480 6800
EMAIL: INFO@BAKEWELL-WHITE.COM

WWW.BAKEWELL-WHITE.COM

Barz Optics have teamed with French lens manufacturer BNL to create the world's most advanced sailing sunglasses

SAN JUAN



POLARISED PHOTOCROMIC LENS
(infused with Melanin) - lens lightens in low light conditions to Cat 2 and darkens to Cat 3 in full sun

POLARISED POLYCARBONATE LENS
(infused with Melanin) - high contrast lens with gold mirror coating - great for picking wind shifts

POLARISED BI FOCAL LENS

BARZ OPTICS SHOWROOM
Unit 11/4 Leda Drive, Burleigh Heads
Telephone +61 (0)7 5576 4365

Barz Optics
www.barzoptics.com

Australia's Premier Network Yacht Brokerage
Featured listing - 1.49m AUD



IY Custom '60' Belle

"Belle" is one of the most beautiful cruiser/racers in the world today. Designed by Simonis/Voogd and built in high quality carbon composites, she will appease the most discerning yachtsman who craves speed, comfort and a build quality unmatched in any production yacht on the market. She sports nothing but the highest quality features including a Hall Spars carbon mast and furling boom, Reckman headsail furler, full Lewmar electric winch package, B&G Hydra instruments, Furuno GPS and radar, Fisher Panda 8KKV genset, Air conditioning, max power retractable bow-thruster, VICTRON 1 24V and 12V Inverters, XANTREX water maker, ISOTHERM 24v water cooled fridge and freezer, Ice maker, Full CLARION surround sound entertainment system with pop up TV, carbon/kevlar sail wardrobe, carbon bow sprit and standard pole, freshly replaced covers, and so much more. Maintained with no expense spared by her fastidious owner, "Belle" is ready to race or cruise anywhere in serious style.

Model	IY60
Builder	Indigo Yachting
Launched	2004
Length	60 foot
Designer	Simonis/Voogd

**Available for inspection and test sail at Hamilton Island Race Week 2012.
 Call Vicsail Sydney for more information.**

VICSAIL SYDNEY, Australia's Headquarters for:



MICAH LANE 0414 307 766 JACK MACARTNEY 0404 495 564 MICHAEL COXON 0406 653 300
 D'Albora Marina New Beach Road Rushcutters Bay, Sydney 2027
 T: + 61 (0) 2 9327 2088 F: +612 9362 4516 E: info@vicsail.com



Dream, Discover, Explore!



Throw off your bowlines, slip out of the harbour and catch the wind in your sails.

QUEENSLAND YACHT CHARTERS
MEMBER OF
DREAM YACHT CHARTER

450 Yachts and Counting
33 Bases World Wide

Dream Yacht Charter,
Everywhere You Want to Sail

Experience

and discover great sailing, walking on the historical Ngaro trails to amazing views, snorkel amongst pristine coral & curious tropical fish and squeak the silica sand of Whitehaven Beach between your toes. Just a few of the highlights of the Whitsundays.

Turn your dream of chartering in the Whitsundays into a reality. Whether a romantic escape, a family getaway or a catch up with friends - there is something for everyone.

Discover our Dream Yacht Worldwide locations where we have a fleet of modern, well maintained monohulls and catamarans from 32ft up to 65ft available for charter.

Bareboat Charters
Skippered Charters
Fully Crewed Luxury Charters
By The Cabin Vacations
Yacht Sales and Management



Sail The Places You've Only Dreamed Of

Asia Pacific | Caribbean | Indian Ocean | Mediterranean | USA
Book or Enquire about your next Whitsunday or overseas sailing holiday:
Ph: 07 4946 7400 or Email: reservations@yachtcharters.com.au

QUEENSLAND YACHT CHARTERS

www.yachtcharters.com.au | Call 1800 075 013



visit QYC online

Fergusons Marina
The Spit, Mosman NSW 2088
Office: 02 9960 6222

Tim Vine: 0412 382 538
John Cowpe: 0405 409 686
Greg Cockle: 0450 311 190
sales@yoti.com.au

yoti

SAILING AS IT SHOULD BE



SYDNEY 32
\$123,000



SYDNEY 36
\$129,000



SYDNEY 38
2 FOR SALE FROM \$115,000



FARR 400D
\$189,000



WAUQUIEZ CENTURION 45S
\$380,000



NORTHSHORE 370S
\$149,000



ELAN 410
\$270,000



HANSE 461E
\$297,000



ELAN IMPRESSION 434
\$245,000 AS NEW EX TAX EUROPE



BENETEAU FIRST 44.7
\$285,000



HUNTER 45CC
\$285,000



BENETEAU FIRST 47.7
\$265,000



COOKSON 40
\$210,000



COOKSON 50
\$895,000



JUTSON 60
\$1.2M



SEAQUEST RP36
\$182,000

Australia's best exclusive yacht listings. yoti.com.au





OYSTER PERPETUAL COSMOGRAPH DAYTONA

J. Farren Price

80 CASTLEREAGH ST · SYDNEY · 02 9231 3299
WWW.JFARRENPRICE.COM.AU


ROLEX