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BLUE SKIES
Land Rover Winter
Series beat the
season's chill.



It is my great pleasure to report to you as the 37th Commodore of the Cruising Yacht Club of Australia. On behalf of the members of the Club I would like to thank immediate Past Commodore Howard Piggott for his dedication, commitment and service to our Club over the past nine years that he has served on the Board.

I would also like to thank retiring Directors Geoff Bonus who has been on the Board since 2008 and Nick Kingsmill who served on the Board since 2009 for the valuable contribution they have made whilst serving on the Board. Three new directors were elected by the members: Anthony Kirby, Leander Klohs and Janey Treleaven – with Paul Clitheroe, Noel Cornish and Anthony Dunn re-elected as directors of the Club.

The 2014-2015 Board is a team with experience and skills which I am confident will work together to deliver best practice governance and policy development, be forward thinking and continue to roll out activities that focus on our core business of sailing and ocean racing. The Club is in an enviable position.

CEO Mark Woolf and his executive team continue to provide efficient management and corporate governance. I look forward to developing an even closer relationship with Mark and his team and the Board to bring value to all members.

As shown in the annual report the Club is in a strong financial position and stage 2 of the approved DA is now completed.

I look forward over my term as Commodore to deliver the next stages of the Club redevelopment which are currently being evaluated how best to proceed. As news comes to hand I will ensure you will be kept up to date via our normal communication channels.

The 2014 Land Rover Winter Series has recently been completed and once again lived up to its reputation of great competitive racing. Over 120 yachts competed over 12 weeks with divisional winners only being determined in the last race of the pointscore. Every Sunday Sydney Harbour was a blaze of colour with a wide ranging and impressive display of yachts dotting the Harbour.

I would like to extend our thanks to Land Rover Australia who joined



us this year as the naming rights sponsor of both Land Rover Winter Series and the Land Rover Sydney Gold Coast Yacht Race. We look forward to a long and successful relationship.

CYCA members and guests were given the opportunity to experience the off road capabilities of the Range Rover Evoque, Sport and Discovery when the Land Rover Terrapod Experience was on site recently. This also showcased the versatility of the new hardstand and was a perfect example of the possible future benefits this facility can be used for.

I'd also like to extend special thanks to all the volunteers who help make the Land Rover Winter Series the best winter sailing experience possible: members of the race committee, race officials, protest panel and the breakfast club.

On Saturday 26 July, the Land Rover Gold Coast Yacht Race fleet

of 56 sailed north and marked the commencement of the CYCA's most prestigious Blue Water Pointscore Series. Over the October long weekend, a race to Montague Island and return will be re-introduced to the sailing calendar, with the Flinders Islet, Bird Island and Cabbage Tree Island races being retained. The BWPS will conclude with the Rolex Sydney Hobart Yacht Race.

The Youth Sailing Academy is going from strength to strength. A few weeks ago, I was fortunate to have the opportunity to spend a Saturday afternoon aboard the committee vessel, to watch our YSA members compete in a match racing regatta. The performance by these young sailors was of very high standard and we should be very proud of the outcomes being achieved from the CYCA YSA syllabus. It is a credit to the team of staff, coaches, umpires and sponsors. These are the future crew, boat owners, members and hopefully flag officers of our club which we need to develop and nurture.

The Associates Committee is an essential part of our Club and for over 50 years has been responsible for organising a range of events and fundraising activities for the benefit of members and their guests. The Associates have a vision to continue to be the primary social and fundraising committee for the Club, ensuring it is a social and relevant place for members and guests to enjoy. At the time of going to press, the Associates AGM was yet to be conducted.

Over the previous year, club membership decreased by 2.5 per cent with the average age of membership increasing. This is a problem for all sporting clubs and is therefore not unique to us. We as a Club need to address both issues – the answers are not simple and the trends are caused by many factors. The Board has these issues high on its agenda with an objective to retain and grow our membership levels.

The next 12 months will be a very exciting time for our Club as it celebrates its 70th anniversary and the 70th edition of the Rolex Sydney Hobart Yacht Race. I hope you will be able to take advantage of the many activities we have planned to help celebrate these two significant milestones in our history.

May all your lines bear under equal strain, keep your sails full and bye, enjoy the club and your sailing.

JOHN CAMERON
Commodore CYCA

WELCOME JOHN
New CYCA
Commodore
John Cameron is
welcomed by the
Club at an exciting
time – with the Club
celebrating its 70th
anniversary in the
next 12 months,
along with the
70th Rolex Sydney
Hobart Yacht Race.

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Built for Sailors

Once more around the wheel – its time once again for our Racing special edition of *Offshore Yachting* magazine – published on the eve of the Sydney Boat Show.

Each year, we craft this issue with sailing speed and performance in mind, focused on all things racing as we spring into a new season of competitive sailing.

Heading offshore, the CYCA starts its 29th Land Rover Sydney Gold Coast race on July 26. A significant bluewater race in its own right, the Gold Coast also doubles as a feeder for southern-based yachts en route to the regatta weeks further north at Airlie Beach (8-15 Aug), Audi Hamilton Island (16-23 Aug) and Magnetic Island (28 Aug-2 Sept) with many boats continuing their Queensland passage racing in the Club Marine Brisbane to Keppel race starting August 2.

Our Skipper interview this issue is well overdue. Di Pearson talks with one of the most competitive and successful ocean racing skippers sailing today, the CYCA's own Roger Hickman. 'Hicko' talks of his love of sailing, his loyal crew and his beloved race yacht *Wild Rose*, a veteran that just keeps on delivering the silverware.

In Aperture this issue, our photo-story rounding up the recent Oyster World Rally 2013-2014 and following Oyster Regatta Antigua tells the tale of 30,000-miles sailed around the world by a flotilla of luxury cruisers with a sense of great adventure.

Our special report and a 'tall story' not to miss is Ivor Wilkin's profile on Southern Spars. A globally respected Kiwi company, Southern started out from the smallest beginnings a quarter century ago and has gone on to forge an unequalled reputation for innovation and leadership in composite spar and rigging technology. We salute their Silver Anniversary as a true sailing success story.

In the sport of international sailing, the America's Cup continues to grow in prominence following the extraordinary spectacle played out on San Francisco Bay last September

between Team Oracle USA and Emirates Team New Zealand. For the next Cup in 2017, the Hamilton Island Yacht Club / Oatley family backed 'Team Australia' Challenge looked set to put Australia back in the game, front and centre. But now the challenge is all over as Hamilton Island Yacht Club announced its shock early withdrawal on July 19.

The cut and thrust of competition under sail leads us to this issue's Sailmaking special report 'Driving Force'. Jeni Bone chats with our most well known lofts about the challenges for today's sailmakers.

Searching for the next big thing in race boat design? Read Kevin Green's latest feature profiling our Top 10 selection of new race boats for 2014 – a revealing insight into a new breed of racing yacht designs, large and small, recently launched and in build now, from all corners of the globe.

Last month I set sail on a surprising swift, new cruiser/racer – the much-awarded new Dehler 38, which is now one of the Hanse Group stable of yachting brands. Club racers take note: this German-built competition version of Dehler's newest model is one to watch this season, with both the pace and rating to regularly secure podium places when sailed well.

If you're inclined to a more relaxed pace in this racy edition, look out for our review on Bavaria Yachts new vision with the European yard pursuing a new direction in their design and range of value-packed cruising yachts.

Enjoy the read.



ANTHONY TWIBILL
Publisher / Editor

offshore YACHTING

FLAG OFFICERS & DIRECTORS

Commodore
John Cameron

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Treasurer
Arthur Lane

Directors
Paul Clitheroe
Noel Cornish
Anthony Dunn
Anthony Kirkby
Leander Klohs
Janey Treleaven

EDITORIAL

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

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

Contributing Editor
Jeni Bone
jbone@oceanmedia.com.au

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

Editorial Assistant
Eleanor Findlay
efindlay@oceanmedia.com.au

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

Jan Anderson, Carlo Borlenghi, David Brogan, Peter Collie, John Cowpe, Daniel Forster, Kevin Green, Kevin Johnson, Ian Mainsbridge, Allen Penman, Max Ranchi

CONTRIBUTING WRITERS

Peter Campbell, Chris Caswell, Jennifer Crooks, Kevin Green, Louay Habib, Tracey Johnstone, Rob Mundle, Di Pearson, Pam Secivenor, Lauren White

Cover photography
Land Rover Winter Series by David Brogan / WWW.SAILPIX.COM.AU

Subscriptions
AU\$48.00 inc gst (1 year, 6 issues)
Phone +61 (02) 9566 1777
subscriptions@oceanmedia.com.au



Cruising Yacht Club of Australia
New Beach Road, Darling Point
NSW 2027 Australia
Tel: +61 2 8292 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

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Le yacht 03 44 30 27 29 - Photos © J.M. Rieupeyrou



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ROLEX / CARLO BORLENGHI



70TH SYDNEY HOBART YACHT RACE

Foundations celebrated

Cutting edge and classics unite to mark historic 70th Sydney Hobart.

Known as the Rolex Sydney Hobart Yacht Race for the last 12 years, the race was originally conceived as a cruise in company to Hobart by Jack Earl, owner of *Kathleen Gillett*, Peter Luke, owner of *Wayfarer* and co-founder of the Cruising Yacht Club of Australia along with Bert and Russ Walker, owners of *Saltair*.

In 1945, Peter Luke invited Commander John Illingworth to participate with *Rani* and these now famous words were uttered by Illingworth: "Why don't we make a race of it?" Those words are engrained in the history of the CYCA and laid the foundations for one of the toughest and most demanding ocean races in the world.

On December 26, 1945, nine yachts, a complete departure from the revolutionary designs we see today, lined up for the inaugural Sydney Hobart Yacht Race.

Illingworth's *Rani*, a Barber 35' cutter, devoid of all the modern technology we take for granted today, crossed the Derwent River finish line first in the early hours of 2 January

1946, in the elapsed time of six days 14 hours 22 minutes.

Rani also won the race overall, but not before overcoming gale force conditions on the second day, that induced the media to report the yacht lost at sea. In commemoration of *Rani's* heroic efforts, those yachts that cross the finish line first to this day are presented with the J H Illingworth trophy.

One of the founding fathers of the CYCA, Peter Luke and his Bermudan ketch *Wayfarer* still holds the record for the slowest race, taking 11 days 6 hours 20 minutes to complete the 628 nautical mile course in that inaugural race.

Finishing third on line to *Rani* in that first race, Jack Earl's famous gaff yawl *Kathleen Gillett*, will feature in the Parade of Sail of historic Sydney Hobart yachts to precede the start of this year's race.

In keeping with tradition, the CYCA is extending an invitation to those yachts that have competed in previous Sydney Hobart races to participate in the Parade of Sail, which will commence at 10am on 26 December.

ENTRIES OPEN
The CYCA is predicting a colourful national and international fleet of approximately 120 yachts will make the start line on Boxing Day, December 26 at 1pm AEDT, for the tough annual 628 nautical mile race to Hobart in Tasmania.
Entries in the Rolex Sydney Hobart 2014 close on Friday 31 October 2014 at 1700hrs AEDT.
The Rolex Sydney Hobart Yacht Race 2014 Notice of Race is now online at: www.rolexsydneyhobart.com/competitors/online-race-entry/.

NEWS IN BRIEF

70th Anniversary

The Annual General Meeting conducted on 15 July heralded the commencement of the 70th anniversary celebrations of the club and there are several events planned to mark the occasion.

- CYCA 70th Anniversary Party on Saturday 6 September at 7pm
- Australian National Maritime Museum exhibition – Sydney Hobart Yacht Race 70 Years on
- Crew Party on Saturday 20 December, 2014
- 70th edition Rolex Sydney Hobart Yacht Race including a Parade of Sail for historic Rolex Sydney Hobart yachts (1945-2004) on Friday 26 December.

Quiet Little Drink

Friday 12 September 2014

The Quiet Little Drink function will be conducted on Friday 12 September at the CYCA. This annual event, organised each year by Tony Cable – the most capped Hobart veteran with a record 48 Hobarts under his belt, recognises significant milestones achieved by yachtsmen and women participating in the Rolex Sydney Hobart Yacht Race; as well as Youth Sailing Academy members who have completed their first Sydney Hobart race.

CYCA SOLAS Trusts Lunch

Friday 24 October 2014

This year, the CYCA SOLAS Trusts Dinner will be conducted on Friday 24th October with a sportsman style long lunch commencing at 12.30pm. This is one of the ways that the Trusts raises money so that it can continue to donate to worthy search and rescue organisations as well as provide assistance for families who have lost loved ones in a Yachting Australia sanctioned event. If you would like to donate an item for the CYCA SOLAS Trusts Silent Auction to be conducted during the lunch please contact jennifer.crooks@cyca.com.au

Participants will congregate at Fort Denison before motor-sailing a short Harbour course that will be led by the historic naval vessel HMAS *Advance*. They will join the likes of *Archina* and *Defiance*, competitors from the early years of the race.

The 2014 Rolex Sydney Hobart also marks 50 years since Trygve and Magnus Halvorsen sailed their 39 foot timber, double ended *Freya* to victory in the 1964 race – the second of her three consecutive overall wins – a feat no other yacht has rivaled since. In their honour, the brothers have been invited to fire the cannon to start the fleet at 1pm on Boxing Day.

All eyes will be on the start line as the super maxis and the latest in design larger yachts launch into battle to be the first boat to arrive into Constitution Dock and claim line honours.

Last year, Bob Oatley's *Wild Oats XI* equalled *Morna/Kurrewa IV*'s record of seven line honours conquests. In the 70th year, the Mark Richards skippered crew is targeting an eighth title and therefore a new record.

To do so, the *Oats* crew will have to push the nine-year-old 100-footer

to her limit and take out the likes of Anthony Bell's *Perpetual LOYAL* and Syd Fischer's *Ragamuffin 100*, among others, including those rumoured to be coming from overseas.

Bell has learnt a lot about the Juan Kouyoumdjian designed *Speedboat/Rambler* he specifically purchased for last year's race and renamed. Latest modifications include reducing the weight of the keel bulb and other unspecified tweaks designed to increase her performance. *Wild Oats XI* has also just gone under the knife again, most predominantly at the bow.

Fischer has also modified *Ragamuffin 100*, which he sailed to third on line last year after a protracted battle with *Perpetual Loyal*. Fischer, aged 87 will rate as the oldest person to ever contest in the race. He has installed a new hull and keel to the Elliott design that won line honours for Anthony Bell as *Investec LOYAL* in 2011.

The international appeal continues to grow, with up to 10 entries anticipated from New Zealand, Hong Kong, USA and the UK, including the possible return of Karl Kwok with his *Botin 80*

The CYCA anticipates around 100 to 120 boats will start the race. As we went to press, some of Australia's best had already committed, such as Yachting Australia's president and past CYCA commodore Matt Allen with his year-old Carkeek 60 *Ichi Ban*. Allen will mark the 70th by competing in his 25th Hobart, joining 116 others who have already achieved this milestone, among them 12 who have contested in 40 races.

Beau Geste from Hong Kong.

The CYCA anticipates around 100 to 120 boats will start the race. As we went to press, some of Australia's best had already committed, such as Yachting Australia president and past CYCA commodore Matt Allen with his year-old Carkeek 60 *Ichi Ban*. Allen will mark the 70th by competing in his 25th Hobart, joining 116 others who have already achieved this milestone, among them 12 who have contested 40.

Heading the classic yachts are: *Love & War*, Simon Kurts' classic S&S 47, one of only two yachts to have won the race overall three times and *Bacardi*, Victorian Martin Power's Peterson 44 which has a record 28 Hobarts to her credit after last year's race and finished second overall to *Love & War* in 2006. Sean Langman's 9.1m gaff-rigged *Maluka of Kermandie* launched in 1932 is expected to be the smallest and oldest competitor.

Other standouts already entered include: Roger Hickman's 29 year-old Farr 43 *Wild Rose*, the 1993 overall IOR winner and reigning Blue Water Pointscore champion, and John Newbold's *Primitive Cool* from Victoria. The Reichel Pugh 51 won the 2010 race as *Secret Men's Business* for original owner, Geoff Boettcher.

In 1975, *Kialoa III* became the first yacht to break the three day barrier, setting a new race record of two days 14hrs 36mins 56secs, that stood for 21 years under the guidance of original owner, American Jim Kilroy.

In 1977, Kilroy went on to record the rare double of line honours and overall win, a feat achieved by only six other yachts in the history of the race. *Kialoa's* now owner has signalled his intention to make the trek down under for this historic occasion.

A Corinthian division has also been introduced to celebrate the 70th race. Yacht owners and their crews who meet the Corinthian criteria as defined by the ISAF Classification code will compete for the York Family Corinthian Trophy, dedicated by prominent CYCA members Michael and Jeannette York and must be entered into one of the race's three rating categories; IRC, ORCi or PHS.

The start of the Rolex Sydney Hobart Yacht Race will be broadcast in Australia through the Seven Network and webcast live to a global audience on Yahoo!7.

Entries in the Rolex Sydney Hobart Yacht Race 2014 close 31 October 2014 at 1700hrs AEDT.

The Rolex Sydney Hobart Yacht Race 2014 Notice of Race is now online. www.rolexsydneyhobart.com/competitors/online-race-entry/



GAME ON
Left: *Wild Oats XI* and *Perpetual Loyal* race neck and neck out of Sydney Harbour at the start of last year's race.



AEGEAN YACHT RALLY 2015

Sail in company, explore on your own

Invitation to Participate in the Aegean Yacht Rally 8-23 May 2015.

Picture glittering white houses under the Aegean sun, fishermen in tiny colourful boats mending their nets, walled gardens sheltering figs, grapes, olives and carefully tended vegetable gardens. A glorious mix of Turkey and the Greek Dodecanese Islands, the Aegean Yacht Rally will take you on an adventure like no other.

Explore the historical narrow paved streets on the Greek Island of Patmos forming a maze around her monastery. Treat yourselves to cheese pies, honey and nuts. Sail into the tiny island of Arki for world famous fetta, then move on to Kalymnos where fjord-like cliffs shelter a bay and valley brimming with citrus.

Marvel at colourful, inviting Bodrum where traditional and contemporary combine in a town of contrasts. Continue along the coast and enjoy the Turkish welcome whenever your feet touch the shore. The Mediterranean sun, sea, breeze, food and win are waiting for you.

These are just some of the highlights on this 16 day journey. Prices start at \$4475 per person (based on 8 crew on-board a Beneteau Oceanis 45).

Included in the rally prices is:

- Mariner Boating event hosts with extensive knowledge
- Local Turkish Assistance
- Technical support for the yacht 24/7
- 1 night accommodation in Kusadasi
- Half day tour of ancient Ephesus including guide and lunch
- Transfer from hotel in Kusadasi to marina
- Accommodation on selected charter yacht

for 14 nights

- Local taxes
- Dinghy and outboard motor
- Final yacht cleaning
- Two sets of bed linen and bath towels
- One way charter re-delivery fee
- Berthing according to rally program
- Turkey and Greece exit and entry fees
- Transit Log
- Welcome cocktail party in Kusadasi
- Five post race presentation dinners including welcome drinks
- Final night dinner presentation in Marmaris
- Transfer from Marmaris marina to hotel
- 1 night accommodation in Marmaris
- Race management including post-race results
- Post-race newsletter with leisure day information
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THE PRICE EXCLUDES

- Travel insurance
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For more information and yacht options contact Mariner Boating Holidays on 1300 131 724 or info@marinerboating.com.au www.marinerboating.com.au

(See also the Destination feature on page 88.)

Win a trip to Europe

Don't miss your chance to win a trip to Europe on the 2015 Aegean Yacht Rally!

The CYCA, in conjunction with Pacific Sailing School and Mariner Boating Holidays, has developed a membership promotion with this fabulous prize to be won.

ENTRY IS EASY

Complete any Pacific Sailing School course, and join the Cruising Yacht Club of Australia as a full member before 30 November 2014 and you are automatically entered into the draw to win a place on the Mariner Boating Holidays 2015 Aegean Yacht Rally (8-24 May 2015) which includes:

- Return economy air travel Sydney-Istanbul-Sydney
- Domestic flights Istanbul-Izmir and Dalaman – Istanbul
- Arrival and departure airport transfers
- Overnight accommodation prior and post rally
- Thirteen nights on board a participating yacht on a single occupancy basis
- Catering at all rally function
- Berthing in private marinas or at town quays
- All social activities offered as part of the rally program
- Mariner Boating host services
- 24/7 technical service for the yacht
- Local taxes

GRAND PRIZE VALUED AT \$7500

Additionally, should a person complete a Pacific Sailing School course and become a crew member of the Cruising Yacht Club of Australia during the promotion period, they have the opportunity to win the cost of their course back from Pacific Sailing School. For full terms and conditions log on to www.cyca.com.au

Proposed Clubhouse Redevelopment

Member information evenings were held at the club in early June to discuss the potential club house improvements, and the Site Redevelopment Committee has now made available the presentation showing the preliminary graphic brief via www.cyca.com.au. Should members wish to provide feedback please do so by sending an email to cyca@cyca.com.au with feedback to be reviewed and considered by the Site Redevelopment Committee. For those members who were unable to attend the member information evenings there are plans to conduct further information sessions in the near future. Dates and times will be announced via the online weekly newsletter and via the club website.

John Cameron elected as Commodore of the CYCA

Members of the Cruising Yacht Club of Australia elected John Cameron as the Commodore and elected a new Board of Directors at the Club's seventieth annual general meeting on July 15.

In his address to members at the meeting, Commodore Cameron said "It is with great pleasure I take up the position of Commodore for one of the leading ocean racing clubs in Australia. The Club is in a strong position financially and I look forward to continuing to deliver to members one of the best competitive sailing calendars in Australia.

"In the Club's 70th year, we will continue to deliver member benefits, the next stages of the Club's redevelopment and have several key milestone events planned to celebrate this special anniversary," he added.

Cameron has been a member of the CYCA since 1988 and has been a member of the Board for eight years. He has been chairman of the Sailing and CYCA Rules Review Committee and a member of the Marina and Site Committee and Redevelopment Committee.

John Markos was elected as Vice Commodore, Paul Billingham and Andrew Wenham were elected as Rear Commodores, with Arthur Lane elected as treasurer.

Immediate Past Commodore Howard Piggott retired from the Board and noted in his farewell address to members "I have thoroughly enjoyed my term as Commodore and wish John all the very best during his term as Commodore. Throughout my term we have celebrated the 20th Anniversary of our Youth Sailing Academy, introduced a new fleet of training vessels and seen significant improvements on the marina and around the site.

"The next phase of redevelopment for the Club will be exciting. Additionally it is with great pleasure that I announce that Rolex has agreed to continue as the naming rights sponsor of the Rolex Sydney Hobart Yacht Race up to and including the 2023 edition of this compelling blue water event," Piggott added.

Three new directors were elected by the members: Anthony Kirby, Leander Klohs and Janey Treleaven; with Paul Clitheroe, Noel Cornish and Anthony Dunn re-elected as Directors of the club.

"I welcome the three new directors to the Board and extend a vote of thanks to all Board members and Chairmen of Committees for their service to the Club over the past year and look forward to working with you all over the ensuing year. I thank Geoff Bonus who served on the board since 2008 and Nick Kingsmill who served on the board since 2009 for the valuable contribution they both made while serving as directors," Commodore Cameron concluded.

Six members were also recognised as 50 Year Members: Tony Cable who completed his 48th Hobart last year and holds the record for the most Sydney Hobart races completed by an individual; Dennis Freer, David Lawson, David Macrae, Norman Rydge AM OBE and Frederick Thomas.

John Kirkjian was granted Life Membership of the Cruising Yacht Club of Australia in recognition of his service to the Club as a member of the CYCA Protest Committee since the early 1980s. He was appointed chairman in 1985, after the retirement of David Goode and has presided as either a protest committee member or chairman in; 2,500 club protests; 100 Australian championships; 150 State Championships; 100 International Juries; and 120 Major non-title events.

From 2003-2011, John was chairman of the International Jury for the Rolex Sydney Hobart Yacht Race and has served on the jury for 20 plus years. He has been an ISAF International Judge since 1994 – a certification he still holds today and is considered one of Australia's foremost authorities on the Racing Rules of Sailing.

The CYCA also received messages of congratulations from organisations located around Australia and the world on reaching its 70th anniversary milestone. Well wishes were received from Clubs including the Royal Yacht Club of Tasmania, the Royal Ocean Racing Club, the New York Yacht Club and the Royal Sydney Yacht Squadron to name just a few. 



ALLEN PENMAN

CYCA SOLAS TRUSTS

Vital funds saving lives

CYCA SOLAS Trusts chairman Matt Allen presents Steve Fleming, Commander AVCG Brisbane, with the third grant cheque.

CYCA SOLAS Trusts has provided a third grant to Australian Volunteer Coast Guard (AVCG) Brisbane for \$24,147 to purchase a thermal imaging camera for use in offshore search and rescue missions and a new satellite phone communication system.

AVCG Brisbane Commander Steve Fleming said the equipment would improve the AVCG facilities, and are imperative tools for marine rescue and the safety of AVCG crews.

Brisbane Coast Guard has responded to 384 calls for assistance in the last year and 19 of these where Search and Rescue Missions.

"Recently our major incident vessel responded to a call for help approx. 100kms offshore from the Gold Coast where the vessel *ONE DAY* a yacht transiting from New Zealand to Australia was in distress, with no engine power after mechanical issues and a full set of sails shredded," Commander Fleming said

"The lone yachtsman was drifting at the mercy of Mother Nature, his food was depleted and he had not eaten for five days. At this point he activated his EPIRB and subsequently The Brisbane Coast Guard responded. After making the 52 nautical mile trip to the Gold Coast and then transiting 50 nautical miles out to sea, they located him, passed over food and continued the task with a long tow back to the Gold Coast. The total trip had taken 26 hours from departure to return."

"Additionally, the Thermal Imaging Camera that Brisbane Coast Guard was able to purchase with funds from a previous CYCA SOLAS trusts was successful in locating two teens missing in smoke mist as well as three persons missing on a PWC (jet ski). This valuable piece of equipment has certainly been used and is a proven life saver at Brisbane Coast Guard," Fleming added.

CYCA SOLAS Trusts chairman Matt Allen announced the funding, which follows on from the \$6,000 provided in 2008 for the re-wiring of the main rescue vessel CG1 and a further \$25,720 to purchase crew Personal Locator Beacons and a thermal imaging camera for use in offshore search and rescue missions in 2013.

The CYCA Sydney Hobart Yacht Race Safety of Life at Sea Trusts (SOLAS) was set up as a charitable trust in 1999 as a result of the tragic events of the 1998 Sydney Hobart Yacht Race. The CYCA SOLAS Trusts objectives are to provide assistance to immediate families of those lost at sea during Yachting Australia sanctioned races and foster and fund research to improve safety and rescue procedures. Since they were established in 1998 following the loss of life in the Sydney Hobart Yacht Race that year, the Trusts have donated more than \$920,000 to organisations Australia-wide.

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ABOVE AND BEYOND



ELATED ELLIS
Sam Ellis and his crew of Matt Stenta and Cam Gundy win in Noumea.



Winter brings out the talent

It has been a busy few months at the Youth Sailing Academy with the winter training squads: Talented Sailor, Development Match Racing and Advanced Squads in full swing.

The squads have again seen experienced dinghy sailors having their first taste of keelboat racing on the Elliott 7s. This has been the first full season in the Elliott 7s since they were launched last July.

The versatility of being able to use asymmetric and symmetric spinnakers and having the extra room on the bigger boats to have a coach on board has meant that the syllabus of the junior squads has been expanded and can move into match racing in more detail than in previous seasons.

The Advanced Squad has enjoyed a full season in the new boats and the extra speed and manoeuvrability, choice of spinnakers and technical advances has kept them on their toes. The boats are exciting to sail and our winter sailors are looking forward to coming back next season. The future of our sport is in good hands!

SAM ELLIS WINS IN NOUMEA

Sam Ellis and his crew of Matt Stenta and Cam Gundy defeated Royal New Zealand Yacht Squadron's George Brassel 3-0 in the grand final of the match racing class at Oceania of Sailing New Caledonia 2014 hosted by CNC Noumea Yacht Club.

Crews were greeted with heavy rain as they headed to the race course with clouds offshore bringing large right shifts. The semis saw CYCA come up against Alan Quere, who had been a strong performer during the round robins. Prestart penalties were awarded to Quere which put him on the back foot straight away and the Sydney team was able to dispose of their opponent 3-0.

The other semi-final took the full five matches to find a winner with George Brassel narrowly beating Vincent Trinquet, 3-2.

With the breeze getting up

to 28 knots the race committee made the decision to change location into the harbour for a more protected race course. Racing got underway quickly with other competitors coming out to watch the racing.

The finals started with a bang seeing the CYCA team execute multiple dial downs up the course to hold the favoured right-hand side and in doing so, getting a penalty on Brassel for not keeping clear. This gave CYCA the first win and early advantage. Race two saw another heated prestart with perfect time on distance getting Ellis out of trouble and holding a considerable lead making it 2-0.

Match point for the CYCA team saw Brassel come out fighting for race three knowing that the Championship was on the line. The RNZYS skipper kept control of Ellis for the majority of the prestart but with only 30 seconds to go Ellis was able to wriggle free and take an even start. It was the CYCA's upwind boat speed with the crew hiking much harder which led to a five second lead at the first top mark. On the run, Ellis took advantage of some wind on the left hand side and was able to extend and take the championship winning 3-0!

Ellis, elated with his first match race win as helm, said, "We are very happy to take out this championship and it couldn't have been done without my crew, Cam Gundy and Matt Stenta. Sailing the quarter finals gave us a few tougher races which helped prepare us for the finals. Ted Anderson (race officer) did a great job with the shifty course and thanks to John Rountree and his umpiring team. Thanks to the CYCA Youth Sailing Academy for allowing us to represent the Club and our coach, Jay Griffin."

Ellis and crew hope to continue this form in the Governor's Cup (Balboa Yacht Club) and the Australian and New Zealand Youth Regattas later in the year.

By JAY GRIFFIN, CYCA Coach.

Griffin wins Navionics Match Racing Regatta

Jay Griffin and his team of Ollie Riordan, Owen Long and Finn Gilbert won the Navionics Match Racing Regatta for 2014.

With 21 races completed on the day, it took until the final between Griffin and Murray Jones to decide the winner.

With the breeze predicated to be eight knots from the west, moving south and weakening, the Race management team elected to start as soon as the course was set pushing to get as much racing in as they could.

With continuous breeze swings from west to south west and back again, the mark boat was the busiest team of the day but did an excellent job keeping up with the calls from the Race Management team, moving marks and signalling course changes almost every flight.

Tom Trotman and his team travelled from Sandringham Yacht Club two weekends running to join a training session and then compete in the regatta. They are all new to match racing and have vowed to go home and help to revitalise match racing at their home club. Trotman won two races, one being the first race of the day against Griffin. His team went on to have some very close racing and took a lot out of the experience.

Griffin commented that his crew who are all new to match racing, came together really well and the win was a credit to them. It showed the importance of crew work with the shifty conditions and many lead changes which lead to exciting racing.

The Advanced Squad is developing well this season and the squad are very good at taking on any roles on the Elliott 7s. This showed during the regatta, with the teams being put together and having to work out their crew positions and roles to best suit the team.

The Advanced Squad appreciate the ongoing support of Garry Linacre, general manager of Navionics who has sponsored this regatta for ten years.

GRIFFIN ALSO WINS CAPTAIN JOHN PIPER REGATTA

Jay Griffin, Henry Kernot, Jack Breislin and Finn Gilbert continued their strong results through the third round robin in day two of the Captain John Piper Regatta. Their only loss was to Murray Jones in the last race of the round robins.

In a dying breeze, Griffin and his team then went on to win the major semi-final match up with Lauren Gallaway 2-0. The minor semi-final between Murray Jones and Emma May saw May and her team take this semi 2-0 from Jones.

Pushing to get through the extended program and with the cut off time looming, the Finals were cut back to 'first to two points'. It came down to picking the shifts and staying out of the holes in the breeze. Griffin took the first race by a good distance but then the tables were turned in the second race with May winning by half a leg. The third race was a close one with Griffin winning by a couple of boat lengths to take out the regatta.

Griffin was pleased with the result and is confident that his World University Match Racing Team can do well in the Italian regatta starting in early July. "We are lucky to have these Advanced Squad regattas as they are great practice for our national and international season coming up".

The Captain John Piper regatta was sailed on two consecutive Saturdays and Sydney turned on another picture perfect day, identical to day one when another round robin and finals were completed in 8-10 knot WSW.

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, teams will now stay in place for additional training in the lead up to these regattas. The Club Marine NSW Youth Match Racing Championship will be hosted by CYCA again in early August. The YSA hope to enter four strong youth teams competing.

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.

By PAM SCRIVENOR, YSA

GOVERNOR'S CUP TEAM

Murray Jones will lead the CYCA team of Sam Ellis and Matt Stenta as the sixth highest ranked skipper and will face tough competition from fellow Australian and defending champion Sam Gilmour and his Royal Freshwater Bay Yacht Club crew.

Jones and his crew have been training very hard over the past few months finishing third in the recent Captain John Piper regatta and placed second to Jay Griffin in the Navionics Match Racing regatta.

The Governor's Cup, the oldest junior match race event in the world, is hosted by Balboa Yacht Club, CA and is known as the "Pathway for Champions" with many alumni going on to America's Cup and other worldwide sailing success.

All competitors must be under the age of 21.

CJP RESULTS

1st

Jay Griffin
Jack Breislin
Henry Kernot
Finn Gilbert

2nd

Emma May
Kate Macdonald
Caitlin Tames
Tara Blanc Ramos
Nicky Bradley

3rd

Murray Jones
Sam Ellis
Alex Chittenden
BJ Hardy

4th

Lauren Gallaway
Tara McCall
Fran Earp
Brett Dixon

SUNNY SAIL

The Captain John Piper Regatta was sailed on two beautiful, consecutive Saturdays in Sydney.

Oliver Hartas and team win the Kellett Shield

By PAM SCRIVENOR

Oliver Hartas, Owen Long, Matt Stenta, BJ Hardy and Felix Grech steered the Ricoh sponsored Elliott (Boat 3) to victory in the Kellett Shield fleet racing regatta conducted in May.

With many new sailors to the Advanced Squad this year, it was up to the experienced match racers on the team to lead their crew from every position on the boat.

"This is the first regatta I have won in all my years at the YSA," Hartas said "The team were all great and we worked together in all our changing roles.

"Stephen Merrington and his race committee did a great job to get the five races in with such variable conditions on the Harbour."

The Kellett Shield is the first regatta on the Youth Sailing Academy Advanced Squad calendar and with four or five sailors on each Elliott for a six-race program there was plenty of work to do. The format for the regatta doesn't allow any sailor to helm for more than two races so the wins are shared around the teams as the positions change.

The forecast was for a light northerly all day but after a short delay, a north westerly filled in and racing got underway. With big swings in the breeze, the start boat had to be moved three times, delaying racing each time however five of the six races were able to be completed.

There are 35 members of the Advanced Squad this winter with several coming from Development Squad and Women's Squad, joining those returning from previous years. The majority of this squad race dinghies during the summer and come to the YSA for match racing, keel boat racing and to brush up on sail trim and the rules. Many of these sailors have not been at the CYCA since last winter and most have achieved fabulous results in state, national and international dinghy events since they were last here.

The Kellett Shield is an excellent opportunity for the new sailors to experience regatta conditions in every position on the Elliott. This saw many regular skippers in unfamiliar territory on the bow but they finished the day with a greater understanding of how communication and teamwork can make a boat go fast.

The Advanced Squad was joined at the barbecue and presentation by Brad Kellett who presented the Kellett Shield to the winning team. Brad encouraged the sailors to take as much as they can from the coaching and regatta practice that the Youth Sailing Academy offers to advance their sailing abilities and enjoy the sport.





20 Year Plus Members Dinner

On Friday evening, 13 June, 80 long-standing members of the Cruising Yacht Club of Australia gathered for the annual 20 Year Plus Members Dinner. The evening was also an opportunity for the Cruising Trophy to be presented to Gregory and Anna Haremza, who undertook the adventure of a lifetime – a cruising circumnavigation around the world that took over five years and more than 40,000 nautical miles on their yacht, *La Boheme*, an Amel 2000 Super Maramu. Past Commodore Garry Linacre acted as moderator for the panel discussion by Past Commodores David Kellett, Kerry Roxburgh and John Brooks who covered off some curly questions and recalled their terms as Commodore of the CYCA.



1. John and Margaret Keelty, Gregory Haremza (far right) and guests. 2. Kaye Brooks, Pip Lavis and Annie Richardson. 3. John Keelty addressing the audience about the Cruising Trophy. 4. Vice Commodore John Cameron presents Gregory Haremza with the Cruising Trophy. 5. Donald Graham, Bles Sicat, Tony Kirby and Darryl Hodgkinson. 6. Leander Klohs, Gordon Ingate, Kendi Kellett, Margaret Hearder, Denis Doyle. 7. The panel of past Commodores: Kerry Roxburgh, John Brooks and David Kellett. 8. Gregory Haremza sharing the tales of his journey. 9. Past Commodore Garry Linacre. 10. Kerry Roxburgh and guest.



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Images courtesy of www.sailpix.com.au



Series 2014 – 2015

1. Blue Water Pointscore Series

Six blue water races including Montague Island, Cabbage Tree Island and Rolex Sydney Hobart Yacht Race; Cat 2 (except for the Rolex Sydney Hobart – Cat 1).

2. Ocean Pointscore Series

Ten passages races, including the Sydney Newcastle Race and Sydney Wollongong Race; Cat 4 (except the Newcastle Race – Cat 3), including a Spring and Autumn Pointscore.

3. Combined Pointscore Series

Six races including including three Grant Thornton Short Ocean Pointscore and three Ocean Pointscore Series races; Cat 4.

4. Grant Thornton Short Ocean Pointscore Series

Nine races including a Spring and Autumn Pointscore; Cat 4.

5. Grant Thornton Short Haul Pointscore Series

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

6. Mount Gay Rum Monday Twilight Series

20 spinnaker Harbour races; Cat 7.

7. Club Marine Wednesday Twilight Series

21 non spinnaker Harbour races; Cat 7.



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Clipper champions

The HENRI LLOYD team has been crowned Clipper Round the World Yacht Race 2013-2014 Champions at an emotional homecoming in London.

Winning boat *Henri Lloyd* and the Clipper Round The World Yacht Race fleet returned to a heroes' welcome in London in mid-July, some eleven months after setting off. Having conquered Mother Nature's toughest conditions during the 40,000-mile ocean odyssey, the team was victorious in the overall Clipper 2013-14 Race, claiming a total of eleven podiums and five overall wins to beat second-placed *GREAT Britain*.

Thousands of spectators lined the banks of the River Thames to welcome home the 270 international amateur crew on twelve 70-foot yachts as they formed a Parade of Sail that concluded with Tower Bridge lifting for the top three teams.

A total of 670 crew members from 42 countries have battled hurricanes, survived a tornado, dealt with medical evacuations and the miraculous rescue of a man who went overboard in the Pacific Ocean for 90 minutes.

Henri Lloyd was presented with the Clipper Race trophy at a ceremony in St Katharine Docks as victors in the world's longest ocean race.

Canadian Skipper Eric Holden said: "It has been a life-changing adventure for the crew and I. The team's drive, determination and strength has led us to exhaustion at times.

"Whenever I thought the team couldn't be pushed any harder, they dug deeper through some of the worst sailing conditions I have ever seen on the planet. This is a very special

moment for the team and I to be crowned champions."

Sir Ben Ainslie CBE, BAR Team principal and a *Henri Lloyd* ambassador, congratulated the team.

"What a fantastic effort by Eric and the team on board *Henri Lloyd*. The race has been a real marathon around the world over the past 11 months. To take part is an incredible achievement and congratulations to all those who helped the team claim the win overall."

Clipper Race founder and chairman Sir Robin Knox-Johnston, the first man to sail solo, nonstop round the world in 1968/9 said: "The crews have crossed all the world's oceans, suffered the frustrations of the calms, the apprehension of the largest waves to be seen anywhere on the planet, experienced the vagaries of the weather systems, seen ports and scenery that they never expected, met people from very different cultures, and, perhaps most of all, shared all these adventures with a group of people who were strangers just over a year ago but who will now remain friends for life.

"They have widened their horizons and have memories to cherish that can only be won through real hands-on participation."

Crew members range from doctors to lawyers, farmers, housewives, sports stars and students and are aged between 18 and 74. Some forty per cent had never sailed before they participated in the race.

Meg Reilly, an American Round the World crew member on *Henri Lloyd*, said: "This year's been a test of will and determination, finding our individual limits and pushing beyond them.

"At the beginning of this journey, our skipper Eric built this team on a foundation of respect; and that's why we are a happy boat who ultimately became round the world race champions. We've learned more this year about ourselves and of human nature than we ever will. The sailing part was just an extra bonus."

The race left London on 1 September 2013 and the teams have since visited 16 ports in 11 countries and six continents during the 16-race Clipper Race series. The circumnavigation sees people from all walks of life join together in the only race of its kind for amateur sailors, with each team led by one professional skipper.

The Clipper Race was created in 1996 by legendary British yachtsman Sir Robin Knox-Johnston to give people from all walks of life and ages the opportunity to experience ocean racing including the option to complete a full circumnavigation.

Sir Robin became the first person to sail solo, non-stop, around the world 45 years ago, when he completed the Sunday Times Golden Globe Race on 22 April 1969 aboard his 32-foot ketch *Suhaili*. Now 75, the grandfather of five is still sailing competitively and will take on another transatlantic solo race this autumn in his Open 60 yacht *Grey Power*. ⚓

Final Standings

	Points
1. <i>Henri Lloyd</i>	166.9
2. <i>Great Britain</i>	150
3. <i>One DII</i>	137
4. <i>Derry-Londonderry-Doire</i>	133
5. <i>Switzerland</i>	113
6. <i>Old Pulteney</i>	104
7. <i>Qingdao</i>	96
8. <i>Jamaica Get All Right</i>	92
9. <i>Psp Logistics</i>	87.3
10. <i>Team Garmin</i>	83
11. <i>Invest Africa</i>	66
12. <i>Mission Performance</i>	37

The overall race is divided into individual stages and points are accumulated in a Formula 1-style scoring system. The yacht with the highest total points at the finish wins the Clipper Trophy.

LONDON LLOYD
Winning yacht *Henri Lloyd* leads the Clipper Race teams by Tower Bridge on London's River Thames.



CYCA LAND ROVER
WINTER SERIES

Chills and spills

It came down to the final race of the season in early July to determine the divisional winners of the Land Rover Winter Series with 122 competitors in the Cruising Yacht Club of Australia organised race – treated to a stunning winter's day with just the right amount of breeze on Sydney Harbour.

Despite finishing second to *Calibre* (Geoff Bonus and Richard Williams) in the final day's race on Sydney Harbour, Ron Forster and Phil Damp's Beneteau First 40 *Ariel* secured a win in the Division B Series.

"We knew that we had to beat *Next* by one extra place to take the series and fortunately we achieved that," Forster said after the race. "I'm very excited to have won – it's our first win in the Land Rover Winter Series.

"The conditions suited us – we had a few issues with our spinnaker near Cremorne Point but managed to recover from that. We had a good tussle with the Sydney 38s – *Next*, *The Goat* and *Calibre*. There wasn't much at the finish between us and *Calibre*."

Speaking of the boat's performance across the Winter Series, Forster said "The light air races are our Achilles heel. We don't do so well in anything under 10 knots of breeze. We picked up a few firsts throughout the series and have been consistent throughout the other races.

Forster and Damp have owned the boat since 2011 and will compete in their first Land Rover Sydney Gold Coast Yacht Race late July. They will



FIRST WIN
Ron Forster and Phil Damp secured their first Land Rover Winter Series divisional win with *Ariel*. Above: *Victoire* won Division A1 overall on countback from Bob Steel's *Quest*.

also campaign *Ariel* in the CYCA's Blue Water Pointscore. "We're looking forward to what the Gold Coast race will bring – we have been committed to ocean racing since we purchased the boat and have completed two Sydney Hobarts," Forster added.

Next (Richard Holstein) placed second to *Ariel* with *The Goat* (The Goat Syndicate) third in the overall series with *Papillon* (Phil Molony) placing third in the final day's race behind *Calibre* and *Ariel*.

Race officer Steve Kidson got the fleet away on time, on their respective course A, in 13 knots of westerly breeze. "It's a gorgeous day with good consistent breeze and flat water. The breeze is flicking either side of west but has settled in".

The *Victoire* team have added another trophy to owner Darryl Hodgkinson's silverware adding to his Rolex Sydney Hobart and Gosford Lord Howe Island Yacht Race wins. The Cookson 50 finished first in the final race and claimed the Division A1 Winter Series win on countback from Bob Steel's TP52 *Quest*, which has just been purchased by money man Paul Clitheroe.

Sean Kirkjian was in control of *Victoire*, with Hodgkinson away in Africa for the final series race. "We were lucky today. We got the breeze where the boat excels and had a nice long reach to Manly doing about 16-18 knots.

"We were able to carry our spinnaker so we made a lot of ground on our competitors. Greenie (Mike Green) told us to stay out of his way and he managed to hold *Quest* back for us," Kirkjian laughed. Green will join the *Victoire* crew for the Land Rover Sydney Gold Coast Yacht Race.

In Division D it was a triple treat for Damian Barker and his Sydney 36CR *Alpha Carinae* who won their final race and thus claimed the divisional series win and walked away with the keys to the Range Rover Evoque for the week.

"I'm absolutely ecstatic to have won (today) and the series – it's my first series win. We've had podium places before but never won it in all the years we've been competing in the Winter Series," Barker said.

"Things really came together for us over the last couple of weeks. Having the same crew week in and week out has made such a difference for us. They each know their roles and their hard work and consistency is what helped us.

"Conditions today were perfect – we knew we had to win as we wanted to get rid of our results from Race 6, (a 12th place) so we knew that we had

to do everything right.”

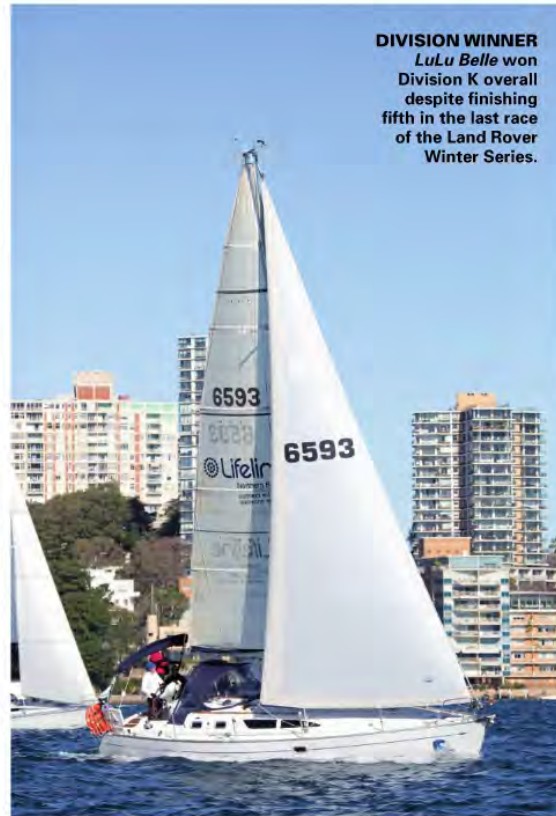
Astral (Andrew Butler’s Dufour 36e) finished second with *Crosshaven* (Justin Pelly and Sean Rahilly’s Sydney 36CR) third in the day’s race to hold onto second place in the overall series results with *Sommerbreeze* (Hans Sommer) third.

LuLu Belle (Peter Lewis’ Jeanneau Sun Odyssey 37) was triumphant in Division K taking the series win from *Star Ferry* (John Conroy’s Cruising Adams 10) and *Great White* (Bob and Ann Penty’s Beneteau Oceanis 41), despite finishing fifth in their final race.

“There was some tight racing out there today – we had a tacking duel with *Stormy Petrel* as we made our way to the finish line; and we were hunted by *Gusto* all afternoon but managed to hold them off,” Peter Lewis said.

“Wilson (the crew mascot) is very chuffed at winning the series – so chuffed he bounced straight off the boat when he heard we’d won the series! It’s been a great series – full of fun with some great conditions.

As always, the *LuLu Belle* crew were well fed with lamb roast followed by champagne on the dock to celebrate the win “The only tragedy we had



DIVISION WINNER
LuLu Belle won Division K overall despite finishing fifth in the last race of the Land Rover Winter Series.

today was when we lost some of the mint sauce when we tacked suddenly,” Lewis added with a laugh.

Rob and Sue Segart’s Beneteau Sense 46 *Sante*, the winner of Division J1, was the lucky recipient of the Noakes Group Lift & Stand Package.

Congratulations go to all Land Rover Winter Series Divisional Winners: Division A1 – *Victoire* (Darryl Hodgkinson); Division A2 – *Kirribilli* (Adrian Abbott); Division B – *Ariel* (Ron Forster and Phil Damp); Division C – *Akela* (Alan Mather); Division D – *Alpha Carinae* (Damian Barker); Division E – *Orbit* (Matthew Brown); Division F – *L’Eau Co.* (Grant Pollock); Division G – *Itchy* (Will Northam and Jamie Watson); Division J1 – *L’Attitude* (Robert Hunt, Jon Short and Miles Bastick); Division J2 – *Nemesis* (Jeffery Taylor) and Division K – *LuLu Belle* (Peter Lewis).

The Closing Ladies Day race the following weekend officially closed the Land Rover Winter Series.

Thanks to Noakes Group who generously donated a Lift & Stand Package each week for one lucky divisional winner. †
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Record 160th NY Regatta

The USA's oldest, continually held regatta celebrated 160 years with a record 189 entries and some fierce competition in each of the 19 Classes.

A record 189 teams competed in the 160th New York Yacht Club Annual Regatta presented by Rolex, 13 to 15 June. The event is the oldest regatta in the US and was challenged by near-drifting conditions at times.

Nevertheless, the breezes cooperated better for the final day of racing and winners were named in 19 Classes.

Though light, shifty winds had an unusual stronghold on this year's 160th New York Yacht Club Annual Regatta presented by Rolex, most of the 189 teams competing knew how to take it all in stride. In particular, Doug and Dick DeVos, brothers from Grand Rapids, Michigan, couldn't have asked for a better Father's Day gift than getting to sail with their sons, Dalton (22) and Ryan (23), respectively, on separate boats and against each other in the Melges 32 class.

"My brother and I grew up sailing with our father on his yacht, *Windquest*," said Dick DeVos, "He always felt like he was working for us, because we were the ones pushing the program and he was sitting on the rail. Doug or I would be driving, thinking 'this is a pretty good deal!'"

Laughing, DeVos added, "Now our sons have turned it around on us, and they're driving; it doesn't seem as good a deal as when I was a kid."

After adding one race to the single races sailed on Friday and Saturday, Doug and Dalton finished with a second overall on *Delta*, while Dick and Ryan DeVos finished third with

their boat *Volpe*. (Winning the class with all firsts was *Argo*, steered by Jason Carroll, who is a Melges 32 World Champion and two-time defending National Champion.)

"Sailing with dad is a lot of fun," said Dalton, the son of Doug DeVos. "Sometimes it's hard with his work schedule to get all of us on the boat at the same time, but when we do, there's nothing better. When we can sail with Uncle Dick and Ryan, as well, it makes it that much better. It's a two-boat program."

Another father-son team could be found sailing on Erbil Arkin's Turkish entry, *Tempus Fugit*. The 90-foot Spirit of Tradition beauty, which finished second to the Eggmoggin 47 *Lark* in Classics Class 3, was designed by Rob Humphreys and son Tom Humphreys, who said the yacht "leans on history, but has its own DNA".

And not to leave mothers out of the picture, *Terrapin*, the Andrews 68 that finished eighth overall in Class 7 ORR (won by the Pearson 39 *Simpatico*), sails with pink jerseys, hats and a bow painted on its hull, raising awareness for breast cancer research. Its owner Jon Litt explained: "For my 50th birthday, my crew asked me what I wanted and I suggested giving to cancer research rather than buying me something. (Litt's mom has been battling breast cancer for 10 years.) They did better than that and launched a campaign in May to raise \$50,000 for my 50th — in three weeks we have raised \$54,000!"

WORLD CHAMP
Argo steered by Melges 32 world champion Jason Carroll, competing in the Melges 32 Class, taking out top honours with all firsts.

"The weather has been challenging," said James Madden, owner of the Swan 60 *Stark Raving Mad*, who counts this as his seventh Annual Regatta, rising to second behind Ker 43 *Otra Vez* in IRC 3 class, and pushing *Spookie* back to fourth.

Sailors were greeted on the docks with a brisk northerly, but it didn't hold steady throughout the day, resulting in another "glass-off" (as Madden called it) for boats in the ORR class and three PHRF classes sailing Navigators Courses in northern Narragansett Bay. But while many boats in those classes were not able to finish within their time limits, several boats in other classes made notable gains on the scoreboard.

They included the Mini Maxi 72 *Bella Mente*, which displaced the 90-foot *Rambler* at the top of the scoreboard in IRC Class 1; The IRC 52 *Hooligan*, which picked off *Interlodge* and *Sled* to take first place overall in IRC 2; and the Sydney 43 Christopher Dragon, which replaced yesterday's leader, the X-41 *Pendragon*, in IRC 4.

The Etchells class, which got in no races yesterday, left the docks early today, but still only completed one race, which left race winner Bruce Golison's *Midlife Crisis* as the class winner.

In the end it was all about the experience, no matter who you were. "This is a sensational venue," said Dick DeVos, "and there's something special about Newport. I remember the first time I came here when 12 *Metres* were warming up for the America's Cup. For me, as a kid growing up loving sailing, it was a sacred moment to come to Newport for the first time and be a part of this community that is so oriented to sailing."

The New York Yacht Club Annual Regatta presented by Rolex is the oldest regatta in the country, and this year's event has entered the history books as the largest Annual Regatta on record.

Engraved overall trophies in each class were given at the Rolex Awards Party held on the Sunday night. Rolex also awards a timepiece to the overall winner (determined by the organisers) of Saturday's and Sunday's combined series of races, which officially constitutes the 160th New York Yacht Club Annual Regatta presented by Rolex. This special prize, as well as the Great Corinthian Trophy for yacht club teams of three or more boats posting the best class finishes, will be awarded at the Annual Awards Dinner, held 13 November at the New York Yacht Club's main clubhouse in New York City. ⚓

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ROLEX
GIRAGLIA CUP

Tricky winds mark Giraglia

ESIMIT EUROPA 2 took out her fourth Rolex Giraglia Cup, which finished in Monte-Carlo to coincide with the inauguration of the new Yacht Club de Monaco.

There were 206 yachts including 12 double-handers – a first for the event – which took part in this classic contest that attracts crews from around the world. This year, 189 finished the race that began with light, troublesome winds, offered most competitors an unusually easy rounding of the Giraglia rock, and, for some of the smaller yachts, a welcome steady beat to the finish.

Esimit Europa 2 crossed the finish line off Monte-Carlo to secure her fourth Line Honours victory in the offshore race of the Giraglia Rolex Cup.

Her elapsed time of 24 hours, 35 minutes, 56 seconds was well outside her record (14 hours, 56 minutes and 16 seconds) for the 62nd edition of 241-nm race, which she set in 2012.

The tricky wind conditions put paid to any hope of bettering her benchmark time. The arrival was a special moment. The YCM is the home-club for the Slovenian yacht and owner, Igor Simcic, and the race crew featured Pierre Casiraghi of Monaco and a member of the YCM Management Committee.

Jochen Schumann, skipper, *Esimit Europa 2* said “It was perfect to win line honours in this special edition of the Giraglia Rolex Cup finishing in Monaco”.

“We were lucky to finish much earlier than expected. Aside from a critical point off Saint-Tropez where the wind was very light and *Robertissima* was really close we got our strategy just right.

“It was better than expected because we never stopped 100 per cent. We always

had breeze even if it was down to two to three knots at times. Usually in this race it shuts down and gets very glassy off the tip of Corsica, but on this occasion we had 13 knots of wind and sailed around with 14 to 15 knots of boat speed.”

Igor Simcic, owner, *Esimit Europa 2* agreed that it was the perfect race. “In the beginning we had some light wind, which made it a little tricky in deciding which tactic to follow. We made a compromise in the beginning to cover the competition. Then it became much easier when the fresh breeze came in the night when we were really fast. Even here at the end when we were expecting it to be really tough there was enough.”

The final prize giving took place Saturday 21 June at the Yacht Club de Monaco. Rolex has been a partner of the event since 1997.

The 62nd Giraglia Rolex Cup ended in true style, befitting “an old lady of yacht-racing” as Carlo Croce, president of ISAF and the Yacht Club Italiano described the Mediterranean’s top offshore race during his prize-giving remarks at the Yacht Club de Monaco on the upper level of its new clubhouse. Bernard Vananty and *Tixwave* from Switzerland took the main prize as overall winner of the offshore race. Igor Simcic and *Esimit Europa 2* took the line honours trophy as the fleet’s fastest boat.

Overall winner, Bernard Vananty, took to the stage with his entire *Tixwave* crew where he was awarded the Rolex Trophy and a Rolex Timepiece.

Vananty came second overall last year

and was delighted to have gone one better this year. “This year’s race was more complicated than last year given the wind conditions. We had to avoid losing contact with the bigger boats and constantly find ways to profit from the opportunities presented by the wind. We handled this quite well, especially during the night, when we managed to keep up with the bigger boats on the leg from the Giraglia rock to Monaco.”

Vananty felt things were going well, until the final moments: “We arrived in windy conditions, but 20 to 30 metres from the finish line there was hole and we were in trouble. We started to check the time, thinking that all our efforts had been ruined in these last metres... it took us 14 minutes to cross the finish line!” Their concerns were without foundation. *Tixwave* had sailed well enough to correct out 3 minutes 36 seconds ahead of their nearest rival, *Thetis*. Luca Locatelli and *Thetis*’ consolation was to win the Trofeo Challenge Marco Paleari for the Combined Classification of Sanremo to Saint-Tropez Race + Saint-Tropez Inshore Series + Offshore Race.

Igor Simcic, a member of the Yacht Club de Monaco won a Rolex Timepiece, the Rolex Trophy and the Trophy Rene Levainville for first place on elapsed time and the Beppe Croce Trophy for the first yacht to reach the Giraglia rock.

Information about the 2014 Giraglia Rolex Cup including results and race tracking are available on the Yacht Club Italiano website. www.yachtclubitaliano.it



**MELBOURNE TO VANUATU
YACHT RACE**

Alive smashes record

Tasmanian yacht *ALIVE*, previously *BLACK JACK*, has smashed the course record in the Ocean Racing Club of Victoria's Melbourne to Vanuatu ocean race.

PETER CAMPBELL reports.

Tasmanian yacht *Alive* has smashed the race record for the 1885 nautical mile ocean race across the South Pacific from Melbourne to Vanuatu, reaching Port Vila in just under six days.

Owned by Phillip Turner and skippered by Duncan Hine, both members of Hobart's Derwent Sailing Squadron, *Alive* crossed the finish line off Port Vila at 10:22am (Australian Eastern Time), giving the Reichel/Pugh 66 an elapsed time of 5 days 23 hours 52 minutes and 45 seconds.

The powerful Reichel/Pugh 66, previously owned in Queensland and called *Black Jack*, slashed the record of 7 days 17 hours 06 minutes and 00 seconds set by the Sydney yacht *Andrew Short Marine*, a Volvo 60, in the inaugural Melbourne to Vanuatu race in 2006.

The Rolex Sydney Hobart Race contender enjoyed fast spinnaker running conditions since the start from Portsea, just inside Port Phillip Heads, at 10.30am on Monday, June 30, a start that had been delayed for 25 hours by gale force westerly winds. Strong winds and 'messy seas' caused two retirements from the small fleet, the first in Bass Strait and the second in mid-Tasman Sea.

Alive averaged more than 15 knots for most of the voyage, enjoying strong running winds for most of the race, only slowing down when she had to tack into Port Vila Harbour.

Alive blitzed the fleet all the way and when she finished, the Tasmanian yacht was 750 nm ahead of the next yacht, Matthew Lawrence's Bakewell-White Z39 *Jazz Player-TPF* from the Royal Melbourne Yacht Squadron.

Another Victorian yacht, *Cartouche*, Steven Fahey's *Benita* First 50 from Royal Brighton Yacht Club was more than 125 miles further astern. As we went to press the rest of the small fleet was still at sea.

In addition to owner Turner and skipper Hine, Tasmanians in the crew of 13 were Simon Desmarchelier, Simon Webster and Stewart Gray, with other crew members from Queensland.

Alive has been unbeaten in offshore races since Turner, a Tasmanian businessman based in Thailand, bought the yacht earlier this year, including winning all handicap honours in the Brisbane to Gladstone Race at Easter.

Turner has sights on winning this year's 70th Rolex Sydney Hobart Race with *Alive*, with the yacht's next long race being the Brisbane to Keppel Race, followed by Audi Hamilton Island Race Week in August. ⚓



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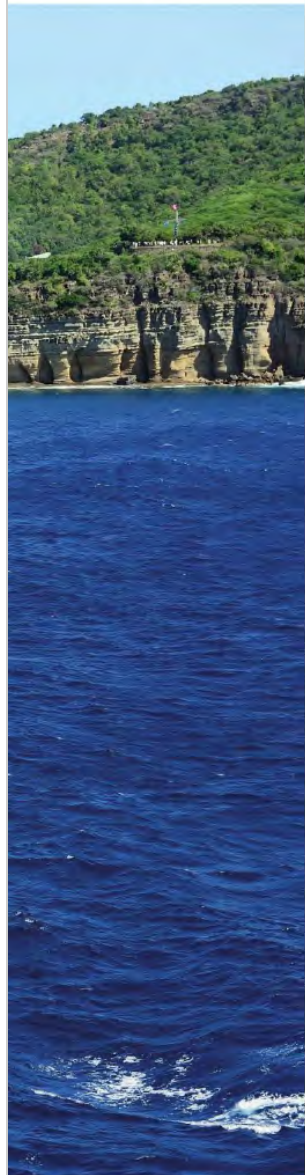


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Owners, sailors and friends of the 30,000-mile global odyssey gathered in Nelson's Dockyard in Antigua to celebrate a voyage never to be forgotten, with Oyster CEO, David Tydeman, welcoming the Oyster World Rally sailors back to Antigua.

"You have been an incredible inspiration to an enormous number of people around the world," said Tydeman. "Your fabulous achievement has been followed by hundreds of thousands on the Internet and Oyster has received expressions of interest from over 200 families wanting to take part in the next event. Before the first Oyster World Rally started, 43 Oyster yachts had received their Oyster Circumnavigation Award and it gives me great pleasure to give out 23



To last forever

Saturday 5 April 2014 marked the official end of the inaugural Oyster World Rally 2013-2014, organised to celebrate the 40th anniversary of Oyster Yachts. By LOUAY HABIB.



READY, SET, GO
 Clockwise from top left: The fleet sets sail from Antigua in January 2013; berthed at Nelson's dockyard; a 'Lush' experience; idyllic anchorages in Antigua.

MIKE JONES, WATERLINE MEDIA ANTIGUA / KEVIN JOHNSON PHOTOGRAPHY



PEARLY GATES

Some 28 Oyster Yachts set sail from Antigua on a voyage of circumnavigation that would change all their lives forever. Below: Oyster Yachts' Debbie and Eddie Scougall (front left and right) celebrate a remarkable achievement. Opposite page from the top: Racing aboard Oyster 655 *Proteus*; Idyllic sunset in Fiji for *Proteus* owners Denise and Chris Ballard, together with their pro-crew. (Publisher, Anthony Twibill was fortunate to sail with them at both Hamilton Island in Australia and at the concluding Antigua Regatta).



more today and I am lost for words to describe how amazing that is."

Ian Davis, owner of Oyster 56, *Yantina* operated a radio-net during the Oyster World Rally and was welcomed by David Tydeman to the stage to act as Master of Ceremonies at the World Rally Awards Ceremony. Much to the amusement of the guests, Ian used radio etiquette to call each yacht crew to the stage, the applause and laughter was long, loud and very genuine, as each yacht received their silver salver commemorating their circumnavigation.

The biggest cheer of all was the last – for Eddie Scougall and Debbie Johnson of Oyster Yachts who together have been the rock on which the Oyster World Rally was built. Two years of meticulous preparation was followed by 24-hour support throughout the 16-month voyage, assisting in all manner of logistical and technical solutions.

"That was a blast!" smiled Eddie, addressing the sailors. "You should be very proud of what you have done

— 99 percent of yachtsmen dream of sailing around the world and you have actually done it. This rally has seen higher highs and a few lows and you have taken everything in your stride and overcome so many adversities. Everybody has looked out for each other, providing all sorts of help, advice, moral support and occasionally a shoulder to cry on. If there was a spirit of the rally award, it would have to go to everyone, you have proved this by the way you have all bonded and every crew has stuck it out, right from the start to the finish, and that is something fairly unique in this type of event. Debbie and I would like to thank everyone for their kindness, consideration and putting up with us, even when things weren't going quite as they should. Words cannot express how proud..."

It was all too much for both Debbie and Eddie, who broke down in tears, spilling out the emotions of 30,000 miles and nearly four years work, it all came welling-up to the surface as they left the stage to a standing ovation and a warm embrace from the Oyster family.

A private party was held at Casa

Lidia, one of Antigua's most exclusive villas with unparalleled views of Nelson's Dockyard. After a champagne reception, guests were treated to an evening of unusual entertainment of their own making. Each yacht in the Oyster World Rally performed an amusing sketch depicting their take on the experience. Raucous laughter and tumultuous applause accompanied each performance but Bob Morgan's video rendition of Billy Joel 'We didn't start the fire!' was so good an encore was demanded. The sketch included a six-minute video depicting the Oyster World Rally, a cameo of moments from the event: whales breaching, dolphins playing, scuba diving, tribal dancing, trek walking and ocean sailing.

The party went on long into the night, with sailors reminiscing with each other about the incredible experience they had shared together, the Oyster World Rally had reached its conclusion but the memories and friendships made between a special group of people would last forever. ⚓





Around the world to race

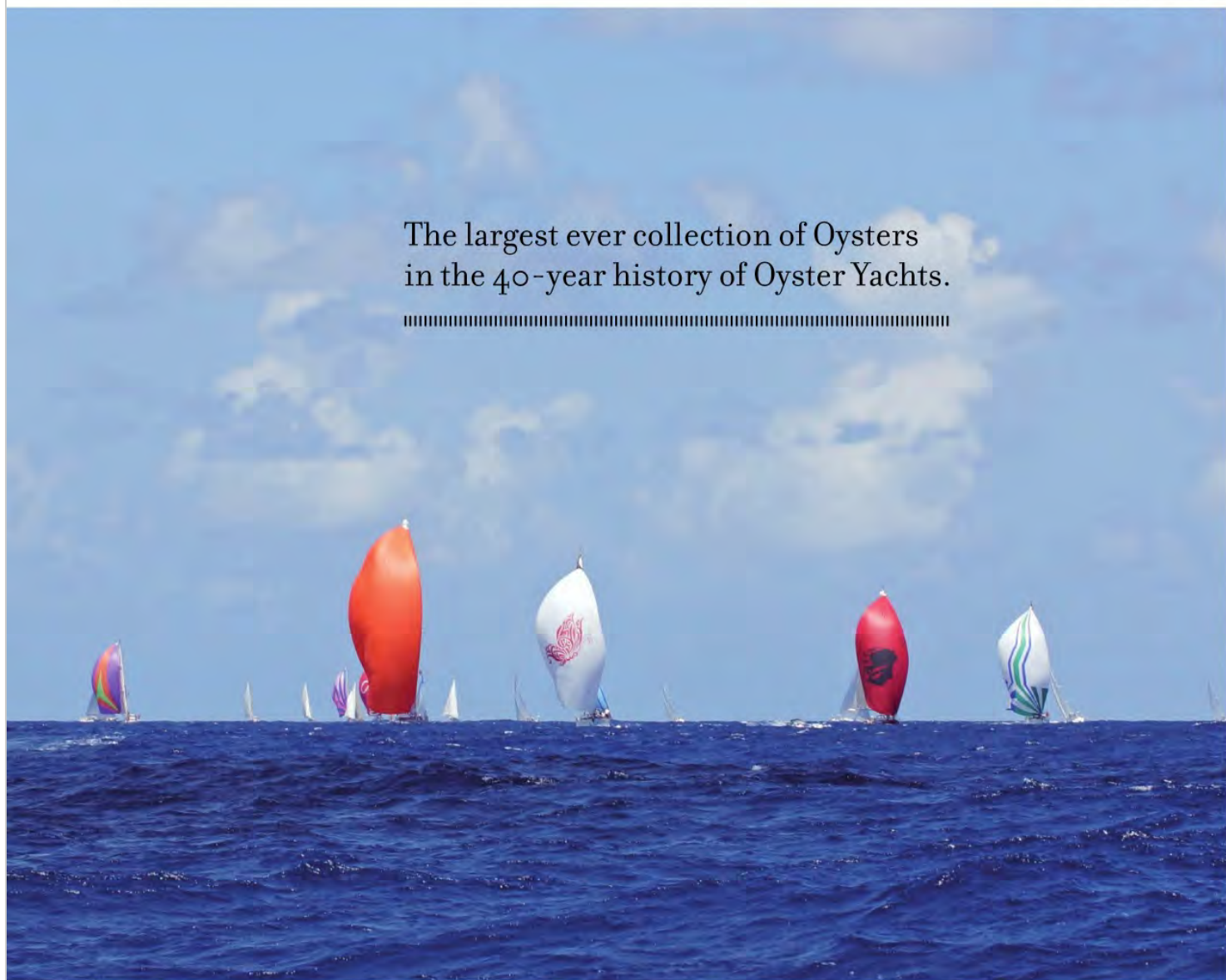
An impressive fleet of 35 Oyster Yachts flying the flags of Brazil, Germany, Ireland, Netherlands, Russia, Spain, Sweden, United Kingdom and the United States of America, gathered in Antigua, West Indies last April to compete in the 33rd Oyster Regatta. What's more, many of these competitors had literally just circumnavigated to be there! By LOUAY HABIB with ANTHONY TWIBILL.



CORAL COAST COMPETITION
 Clockwise from top: Camaraderie and cheer aboard Oyster 885 *Lush*, spinnakers fly off the Antigua south east coast, bird's eye view of *Red Cat*, the fleet racing at sea, dockside at Nelson's Dockyard.

KEVIN JOHNSON

The largest ever collection of Oysters
in the 40-year history of Oyster Yachts.



Perfectly timed to follow the conclusion of the inaugural Oyster World Rally – with some 25 circumnavigating Oyster yachts having just arrived in port in English Harbour and with more Oysters cruising in for the regatta, there were some 60 Oyster yachts in Antigua – the largest ever collection of Oysters in the 40-year history of Oyster Yachts.

The historic Nelson’s Dockyard at English Harbour was the hub for the regatta and 12 different examples of the distinctive Oyster range were aligned dockside. Oyster owners, their families and guests enjoyed an exclusive sailing event over the week blended with fabulous parties in the evenings at some of the famous Caribbean island’s best locations – a key social feature of every Oyster Regatta.







The Oyster Regatta Antigua six-day program included four days of racing on the spectacular south and east coastline of Antigua. Warm trade winds and ocean swell combine with amazing scenery to provide one of the world's finest sailing locations.

The Georgia dock at English Harbour was a hive of activity throughout the regatta, although much of the competing Oyster fleet in the regatta also enjoyed two nights anchored off picturesque beaches following the day's racing, enjoying the hospitality of Oyster Yachts and the social conviviality of fellow owners, friends and crew at some of Antigua's most stunning resorts.

The Oyster Regatta Antigua came to a conclusion with a closing cocktail party courtesy of Christophe Harbour, St. Kitts, followed by a superb dinner at the historic Copper and Lumber Inn, portside in English Harbour. Legendary Antiguan rock band, Itchy Feet playing an electric set to a packed dance floor, to play out the Oyster Regatta Antigua.

All in all, a spectacular and extraordinary regatta – in its own right and especially as a fitting conclusion to the inaugural Oyster World Rally and its ocean conquering crews.

The next Oyster Regatta will take place in Palma Mallorca on 30 September and Oysters will be returning to the Caribbean next April for the Oyster Regatta BVI. ⚓



REGATTA RACING OYSTER STYLE
Scenic racing and stunning socialising combine in an Oyster Regatta.



EARLY STARTER
Wild Rose Skipper
Roger Hickman at
the Rolex Sydney
Hobart Yacht Race
2011 has been
yachting since he
was a young boy.



In offshore racing, Hickman and *Wild Rose* are the ones to beat. To stay on top with a 29 year-old yacht built to the old IOR rule, Hickman is ruthlessly tough on his crew, but every one of them have complete trust in and undying respect for their skipper.



No one-trick pony, 'Hicko's' envious offshore track record is bolstered by bouts in the Dragon, Etchells and Farr 40 classes internationally, with local Laser competition thrown in for that extra finesse. Collectively, they make Hickman a formidable sailor. As mainsheet hand for 2004 Etchells world champion Peter McNeil at the recent Newport, Rhode Island-hosted Etchells Worlds raced during June, they finished 53rd from 95 entries.

"He is the most complete yachtsman I've ever sailed with, especially offshore," says Dr Phil Warburton, Hickman's helmsman and trimmer. The pair initially struck up a friendship 14 years ago when Hickman was Warburton's patient.

From 37 Sydney Hobart Yacht Races, Hickman has won two. The first was in 1993 with two partners in *Wild Rose* (then named *Wild Oats*) racing under IOR and in tandem with IMS winner *Cuckoos Nest*. That 1993 race is deemed by many yachties as the toughest in the history of the race. The other win was as *Ausmaid's* sailing master in 2000.

In 2012, *Wild Rose* won Division 4 of the Rolex Sydney Hobart beating every Division 2 and 3 boat overall. Last year

HICKO'S ROSE

AN ETERNAL PASSION FOR SAILING HAS REMAINED A FULFILLING ONE FOR ROGER HICKMAN, WHO CONTINUES TO SQUEEZE THE BEST FROM HIS VETERAN YACHT WILD ROSE, WITH A WELL-BALANCED MALE AND FEMALE AMATEUR CREW, TOGETHER FORGING AN INDESTRUCTIBLE ALLIANCE, SAYS DI PEARSON.

his 'old girl' (as Hickman affectionately refers to *Wild Rose*) replicated the result, beating all but four Division 2 and all Division 3 yachts.

Winner of The Cruising Yacht Club of Australia's (CYCA) Blue Water Pointscore (BWPS) for a fifth time this past season, signified a second outright victory for Hickman with *Wild Rose*; the remainder as sailing master aboard *Ausmaid* and *Ichi Ban*. The likes of *Atara* and *Limit* have also

A WILD BEAR
Wild Rose crew offshore with a Cancer charity bear on the rail.

benefitted from Hicko's wisdom and know-how over the years.

Voted CYCA Ocean Racer of the Year in 2000, Hickman is also a hot prospect for this year's awards, having claimed the BWPS, along with the NSW and Australian IRC class titles. These exceptional results in the hands of an amateur crew have frustrated many owners who have the latest in high-tech boats and house some of sailing's biggest names.

"We all feel privileged to sail with him," says Warburton. "I've never felt scared with Roger in big situations because you're in such good hands. He's big on safety at sea. I don't want to go to sea with someone who doesn't have these qualifications," Warburton says of Hickman's insistence that each of his crew members hold current Safety at Sea Survival and senior first aid certificates.

Phil Endersbee knows Hickman best of the *Wild Rose* crew: "We started primary school in Hobart 50 plus years ago and did our first overnighter on *Bronzewing* (a 36-foot extended Dragon type yacht) for Roger's ninth birthday," he says.

Bronzewing was owned by Hickman's father Jim, a respected yachtsman and a past Commodore of the Royal Yacht Club of Tasmania, where Hickman was inducted into Yachting Tasmania's Hall of Fame this year.

"It was unexpected and a great honour, as I've been a member of RYCT since I was very young," says Hickman, who is also a member of four other clubs including the CYCA, which he represents and where *Wild Rose* is berthed.

There are a lot of parallels in Jim and Roger's lives. Both had naval careers, yachting success and service on the board of their respective clubs. Roger was a CYCA board member and flag officer, as well as a past president of Yachting NSW, and project managed Syd Fischer's 1995 America's Cup challenge.

"Jim gave 'Rog' plenty of latitude and opportunities when he was very young," Endersbee says. "I'm not sure how many 14 and 15 year olds you'd see cruising as we did on the east coast of Tasmania."

Hickman concurs: "We often sailed out of Hobart as young kids. We'd go down the Channel on the inside of Bruny Island for the school holidays."

Endersbee says, "At 15, with two other friends, we did a cruise up the east coast of Tasmania on *Bronzewing*. There were no adults, a hand held compass only, a couple of charts, no toilet, fridge or inboard engine; this

was how Roger obtained his Duke of Edinburgh Award.”

Hickman recalls: “My father was a very enthusiastic yachting. He took me ocean racing on *Nell Gwyn* in the Bruny Island Race in 1958 when I was three. I vividly remember sitting on my father’s lap while he was steering in a sou’ westerly gale at the south end of Bruny”.

“When I was 15, he built me a Cadet in the garage and varnished it in my bedroom. He bought a cedar table for \$20 at an auction and trimmed the boat with it. He would be sailing in a yacht race, and I’d be sailing my Cadet. He put a blue top panel on my mainsail so he could see how I was going from anywhere on the Derwent.”

Hicko was schooled in the finer points of sailing at Sandy Bay Sailing Club, and skippered his Cadet to second place at the Worlds in Hobart

and to fifth in the United Kingdom in 1971, after he and Endersbee, at just 16, became the first Australians ever chosen to compete overseas at a Cadet Worlds.

“Roger worked his passage on a container ship, taking our boat with him,” Endersbee remembers. “Since then, we’ve successfully sailed Fireballs, 470, S80’s, Etchell’s and *Wild Rose*, where Rog has carved a fabulous reputation amongst the ocean racing fraternity in Australia and overseas.”

Endersbee describes Hickman: “Is he tough? – yes
Is he good? – one of the very best
Does he take crap? – NO
Is he good to sail with? – fantastic
Can those at the bottom mark hear him at the top mark – occasionally...”

Hickman is familiar that his ‘darker side’ is referred to on occasions. He makes no apologies, but he laughs

“My father was a very enthusiastic yachting. He took me ocean racing on *Nell Gwyn* in the Bruny Island Race in 1958 when I was three. I vividly remember sitting on my father’s lap while he was steering in a sou’ westerly gale at the south end of Bruny”.

when analogies are given. Over lunch with him and Jenifer Wells (his navigator and CYCA 2012-2013 Ocean Crew Person of the Year), Wells and I compared notes on Hicko’s legendary antics – to much laughter.

I regale them with my stories of sailing the Southern Cross Cup on *Atara*, which Hicko was running for John Storey. Yelling and cursing were high on the agenda. It was no holds barred – even with Storey – much to the Irishman’s surprise.

Hickman interjects laughing: “I attribute my loud voice to my days in the Merchant Navy and I swear because I’m inarticulate.”

Wells has sailed with Hickman for seven years, five as navigator: “On deliveries he’s relaxed and fun, because the pressure’s off. Racing he’s very demanding and has high expectations. The more experienced you get, the more the expectations



RACE FINISHER
Left: Roger Hickman, Laser racing on Sydney Harbour, says “to win you have to be in every race and finish each one”. Above: *Wild Rose*’s crew holding 2013 RSHYR Division 4 winner’s flag.

are, so you’re never in your comfort zone,” she says.

“The crew respect his seamanship and knowledge so much that we look past his temperament and foibles. All is forgotten and forgiven ashore. He has an incredible sense of humour – I love lying in my bunk off-watch and listening to him up on deck, laughing at his stories. When he starts singing, you know he’s in a really good mood.”

Hickman says of their BWPS victory, “To win, you have to be in every race and you have to finish every one. It’s a war of attrition. It’s a compelling series of races. You must do it if you’re a serious ocean racer and want to have your name on the board alongside the greats like Syd Fischer.”

Consequent to winning the recent BWPS, Hicko had Tasmanian Ron Bugg carve half models of *Wild Rose* for his crew. And at the end of the Rolex Sydney Hobart, “We celebrated our victories and my 60th birthday

WINNING GRIN
 Roger Hickman
 ready to raise *Wild
 Rose's* battle flag
 after finishing the
 2013 RSHYR.

at Mures. The party I was never going to have," Hickman says.

Hicko is looking forward to this year's 70th anniversary Hobart Race. "My 48 year-old brother Andrew is doing his first Hobart with us. So will Samantha Scott, who just turned 18. Her father Andrew has sailed with me since the *Ich'i Ban* days. It'll be a real family affair with Phil (Endersbee) there too."

The reasons for *Wild Rose's* success, Hickman says, "Is having a thoroughbred boat, committed crew that accept the longevity of the challenge and remain keen to contribute their time to that quest — and luck."

He does not leave much to luck. "I engaged Bucko (Andrew Buckland) to professionally advise me on IRC handicapping issues with the boat after he made a throw away comment that *Wild Rose* would be better with bigger spinnakers. It was pivotal." ⚓



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25th Airlie Beach
Race Week from
8-15 August.

The sun is shining on Airlie anniversary

Wild shirts, party hats and dancing shoes are the order of the day for the 25th Airlie Beach Race Week birthday celebrations.

By TRACEY JOHNSTONE.

The entries have been rolling in as numbers reach well over 100 mark for this year's Vision Surveys 25th Airlie Beach Race Week being held from the 8-15 August in waters of the magical Whitsunday passage.

There will be nine divisions racing – IRC Racing, One Design Classes, IRC Cruising, Performance Racing, Cruising Spinnaker, Cruising Non-Spinnaker, Sports Boats, Multihull Racing and Multihull Cruising. Across all the divisions the quality of the fleet is impressive.

The race committee will be under the management of veteran regatta director Denis Thomson. He will be

assisted by International Race Officers Ross Chisholm, Ross Wilson and Kevin Wilson, along with a large group of on-water and onshore volunteers.

Ashore the competing sailors have been asked to bring along their wildest tropical shirts, party hats and dance shoes for the 25th Airlie Beach Race Week Birthday Party celebrations on Monday 11 August.

The daily race day prize giving and great parties will be as usual held at the Whitsunday Sailing Club, with buses organised to save the sailors from having to walk the short distance to the parties following racing each day. ⚓

www.abrw.com.au


 A banner with a green and white wavy pattern containing the text "AUDI HAMILTON ISLAND RACE WEEK" in red and black.

AUDI HAMILTON ISLAND
RACE WEEK

Nip'n tuck for *Wild Oats XI*

Aiming to save seconds, the super-maxi has undergone modifications to her bow and stern.

The world's most successful ocean racing yacht, Bob Oatley's 30-metre supermaxi, *Wild Oats XI*, has gone "under the knife" once more, and the results of the latest surgery will be put to the test at next month's Audi Hamilton Island Race Week.

The big boat will be sporting a

more streamlined bow when she lines up against a quality fleet in the IRC Grand Prix division at this year's edition of the great regatta, which starts 16 August.

The Race Week fleet is now climbing towards 150, having surpassed 100 only a few weeks ago, and *Wild Oats XI* will be the most prominent yacht



THE BIG TEST
A reshaped stem and refined bobstay are some of the modifications to *Wild Oats XI* which will be using the Audi Hamilton Island Race Week as part of its preparations for the 70th Rolex Sydney Hobart Yacht Race.

racing on the tropical waters that surround the Whitsunday islands, simply because of her size. Her mast is so high that it clears the roadway of Sydney Harbour Bridge by only a few metres, and, the total area of all sails she carries in an event such as the Rolex Sydney Hobart race is close to four square kilometres.

While the top speed *Wild Oats XI* has recorded to date is 35 knots, Bob Oatley, skipper Mark Richards, and the team, are looking for more out of the nine-year-old design – and they didn't have to go beyond the bow when they made their latest appraisal of the yacht's true speed potential.

"It's all about reducing drag," said Richards, "and when we looked at the bow we realised there was a much-needed modification right in front of our eyes. Everything about the bobstay, which extends from the tip of the bowsprit to the bottom of the stem, was wrong by today's standards – it was in need of refinement."

The bobstay was a length of PBO (polybenzoxazole) super-light, rod-like rigging that was tensioned by a thick stainless steel rigging screw at the bottom. Now, that's all gone and been replaced by a very thin panel of carbon fibre, not dissimilar to what is used on a modern Day 18-foot skiff. Also, the stem has been reshaped – from a rounded section to a much sharper, knife-like shape.

"It might not sound like a major change, but our research shows that a modification such as this can mean you gain seconds, even in a short race and today's Grand Prix racing is about saving seconds," said Richards.

Bob Oatley and the entire *Wild Oats XI* team know from first-hand experience the importance of saving seconds on a race course: they lost line honours to *Investec Loyal* by just three minutes and eight seconds in the 2011 Rolex Sydney Hobart Yacht race. That result revealed that had they been just one second faster over each of the 628 nautical miles in the race that year, they would have beaten *Loyal* across the line.

The *Wild Oats XI* crew will be using Audi Hamilton Island Race Week as part of their preparation for this year's Rolex Sydney Hobart Yacht Race. The big boat is already the most successful yacht in the 70-year history of the classic. This year she will be going for a record eighth line honours victory.

The Notice of Race, entry form and regatta information are all available on the regatta website. ⚓
www.hamiltonislandraceweek.com.au





Refreshed Mooloolaba

Middle Harbour Yacht Club (MHYC) has announced Wednesday 25 March 2015 as the start date for next year's Sydney to Mooloolaba Yacht Race.

The recently re-born event is open to both monohull and multihull entries for the 468-mile race and will be run in partnership with Mooloolaba Yacht Club.

MHYC's Commodore, John McCuaig, has pushed for an early confirmation of the race date to allow boat owners time to plan for the race. "The start date should be a good fit within the Australian offshore racing calendar. It's far enough in advance of Easter for entrants to also compete in the Brisbane to Gladstone Race or to use the Easter break to take their boats back to their home port or to return south in time for the Sail Port Stephens Regatta," McCuaig said.

This year's 2014 race, which was

organised very close to the start date, attracted only three multihulls led by Sean Langman's BOQ Team Australia. They were the only crew to stay racing in the light conditions and set a multihull race record of 53 hours, 48 minutes and 40 seconds.

Langman has confirmed he will again be on the start line in 2015. "I am excited about doing the race again," he says.

"The emergence of what we call the AORMA, the Australian Ocean Racing Multihull Association as a national body connected to the YA, is going to give us a lot more impetus than what the fragmented multihulls groups have previously been about. Having a national organisation that is following the guidelines of the Blue Book is

going to be very helpful in growing the sport of offshore multihull racing.

"I am excited to have both the best of the offshore monohulls alongside the best of the offshore multihulls. And the opportunity for both of those groups of offshore yachtsman to be together, not only at the start, but also at the finish and to trade stories in Mooloolaba. It will go a long way towards broadening a person's perspectives as to what they can go to sea in," Langman said.

The monohull record for the Mooloolaba race was set by George Snow's Brindabella back in 1994 when the famous yacht finished in one day, 20 hours, one minute and 43 seconds. ↓

www.smyr.mhyc.com.au

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DAVID BROGAN / SAILPIX.COM.AU



Spring Series

The CYCA Spring Series returns in August to Sydney Harbour.

After its popular introduction last season, the 2014 CYCA Spring Series will once again be conducted. The Series will consist of five pointscore races sailed on Sydney Harbour, commencing Sunday 10 August, and concluding on Sunday 7 September 2014.

Following on from the feedback of the 2013 CYCA Spring Series, racing will commence at 14.00hrs, allowing competitors to enjoy lunch at the CYCA, before heading out on the water to enjoy the best of the Spring afternoon.

Racing will also be expanded to include divisions in IRC and ORCi, along with the traditional performance (PHS) handicap, spinnaker and non-spinnaker divisions.

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Veterans share Sunshine tales

As the countdown begins until the revived Sunshine Coast Ocean Regatta, some of its previous competitors reminisce about its appeal.

In the lead up to the relaunch of the great Sunshine Coast Ocean Regatta (SCOR), four sailing veterans gathered at the Sunshine Coast Yacht Club over a couple of beers to revisit some of the good times at the event in the past.

The original Sunshine Coast Regatta (SCOR) ran for 20 years through the 80s and 90s. It attracted huge names within the yachting industry, such as Hugh Treharne, the tactician of Australia's winning America's Cup team. In its prime, the prestigious event would host up to 60 boats.

Trevor 'Trusty' Gourlay, Greg 'Groggo' Gilliam, Bob 'Robbo' Robertson and Ian 'Brownie' Brownhill have participated in their fair share of races during SCOR's long history, and had plenty of stories to tell.

"My first one, I think, was in '77," said Trusty, "At that stage the Commodore was Johnny Bates. Anyway we had a race halfway up to Noosa. And not only was Batesy the Commodore, he was racing in the series and also setting the buoy! And

of course, we're racing and we get halfway up there... and go 'Where's the bloody buoy?' Oh here comes Batesy! We had to circle around for a few minutes, and he dropped the buoy and off we go again!"

"I remember we were sitting around at the start one day, sitting around waiting for something to happen," said Brownie, "There were more people in the water than there

TALES OF SAILS
Ian Brownhill, Trevor Gourlay and Greg Gilliam reminisce about the previous incarnation of the Sunshine Coast Regatta."



were on the beach. You'd swim over to someone's boat, have a yarn, and swim back to your own boat. There were just boats bobbing around in the water everywhere."

"In the early days, it was really hard," remembered Robbo, "If you won it, you'd sailed really well. It was a really hard regatta."

One year, there was this Kiwi boat called Future Shock that was owned by a winemaker called Ian Margan," said Trusty, "We had some damn good crew on board, and we expected to beat this Kiwi boat. But we got trounced in every race. Literally trounced. I said to Groggo before, 'Remember that one?', and he said, 'Nope, I've chosen to forget!'"

Robbo also brought up the fact that, in the past, people may have encountered problems with the bar at the entrance. Trusty agreed remembering that one year, he and Groggo had to take well-known veteran New Zealand yacht *Starlight Express* across the bar at 3am in the morning to avoid getting stuck. But he said that now "The bar's changed. If anyone's had issues with bar problems in yester-year – it's not there, it's not an issue."

"They were good days weren't they, with the lawn out here, and the jugs and the prawns from down the road," remembered Groggo. "And the best bit was that the finish line to the bar is about 15 minutes."

"I could get there in eight," replied Robbo.

The Sunshine Coast Yacht Club (SCYC) will be reviving the much-loved Sunshine Coast Ocean Regatta running 4-8 August 2014.

The renowned event will be once again held in the sparkling coastal waters off the Sunshine Coast between Noosa and Caloundra. The event is perfectly timed for those wanting to do some short course racing after the Sydney to Southport Yacht Race, before heading up north to the Audi Hamilton Island Race Week. It also offers an alternative to the longer Brisbane to Keppel Yacht Race for sailors wanting to do a shorter race this year.

Free berthing will be available for competing boats at Mooloolaba Marina for the period Saturday 2-11 August. Notice of Race and entry forms can be found in the Events Calendar section on the website.

Eligible boats may send entries to the SCYC Regatta Office, together with the required entry fee of \$200, by 17:00 hours Friday 25 July 2014. ↓
www.scyc.net.au

NSW Youth Champs open

Entry is now open for one of the largest youth regattas in Australia, to be held on Botany Bay with more than 300 participants.

**YACHTING NSW
YOUTH CHAMPIONSHIPS**

The October long weekend, Saturday 4 to Monday 6, is the time to head to Georges River Botany Bay for one of the largest youth sailing regattas in the country.

Part of the Youth Grand Prix, the annual Yachting NSW Youth Championships regularly has over 300 sailors participate.

Invited classes for the championship are the Optimist (Open and Silver fleets), Laser 4.7, Laser Radial, Techno 293, Flying 11, 420, 29er and Hobie 16.

Any other classes wishing to compete should have their class association contact the Yachting NSW office.

Competitors are encouraged to enter online as early as possible to make the planning easier. Entries open 1 July, and the Notice of Race is on the website.

Race against your friends, challenge teams from other clubs and states, then get back to the beach to relax and hit the barbeque queue!

Volunteers are always needed to make this event successful so register now on the regatta website to help out.

Competitors, supporters and family can follow the action on social media and on the Youth Championships website. Details on the host club and information for those travelling to the championships are also available online now.

Yachting NSW is a not for profit organisation responsible for the administration, promotion and advancement of the sport of sailing at all levels throughout NSW. ⚓ www.ynswyouthchamps.org.au

BOTANY ACTION

The Yachting NSW Youth Championships on Georges River in Sydney's Botany Bay is one of the largest in the country and attracts more than 300 participants.



IT'S ALL OVER

HAMILTON ISLAND YACHT CLUB HAS BOWED OUT AS CHALLENGER OF RECORD FOR THE 35TH AMERICA'S CUP, REPORTS JENI BONE.



“It’s all over” were the fateful words from Oatley family spokesman, Rob Mundle, responding to news that Hamilton Island Yacht Club-Team Australia, Challenger of Record for the 35th America’s Cup, has pulled out of the 2017 bid.

A statement from the syndicate said it was proving too difficult for a start-up commercial team to put a challenge together when no dates or venue have been confirmed for the event.

“The Challenge was initiated with a view to negotiating a format for the 35th America’s Cup that was affordable and put the emphasis back

on sailing skills,” the statement read.

“Ultimately our estimate of the costs of competing were well beyond our initial expectation and our ability to make the formula of our investment and other commercial support add up. We are bitterly disappointed that this emerging team of fine young Australian sailors will not be able to compete at the next America’s Cup under our banner.”

Australia won the America’s Cup in 1983, but has not entered a team since they last competed in 2000. News that the Oatley family’s Hamilton Island Yacht Club had challenged for the next Cup with Team Australia, to be

skipped by Olympic gold medallist and World Sailor of the Year, Mat Belcher, was greeted with much hype and expectation from all quarters.

Belcher and other crewmembers were informed of the decision on Friday 18 July at a meeting in LA.

Speaking with Sails & Offshore Yachting while in transit between Europe and Dubai, Belcher said that the decision, though heartbreaking, is not the end of the world.

“I didn’t shed a tear, no,” he said. “It is very disappointing as there was a lot of hard work behind this project. The team wanted it to work; all of Australia wanted it to work. But we

FOILED PLANS
Team Australia and Oracle race in Sydney Harbour after the Team Australia Launch earlier this year.

TEAM WORK
Below: Iain Murray, Mat Belcher and Sandy Oatley, at the Team Australia launch earlier this year.



challenges and the teams that have told us of their intent to do so before the entry deadline on 8 August.”

There is still no word on the venue with a decision between Bermuda and San Diego expected before the end of the year.

As Rob Mundle explained (speaking on behalf of the Oatley family and Hamilton Island Yacht Club): “They have been trying to make it work and get it to a point where they and others want it, but time is running out. Sponsorship becomes less valuable. The venue hasn’t been decided. They are totally frustrated. So they decided to pull the pin now, before it’s too far down the track.”

And despite this being the culmination of a lifetime’s involvement in competitive sailing, Bob Oatley and his family “are a very logical and straight shooting family”, said Mundle. “It is a matter of head over heart.”

In the meantime, ACEA is continuing its work to select a host venue for the America’s Cup in 2017 and they report that the selection process is progressing well with an aim to announce the final venue in October this year.

Ben Ainslie Racing (BAR), which revealed its America’s Cup team in a gala ceremony in London last month, had this comment: “We remain supportive of the Defender’s continued drive towards a more commercial event format, along with a more sustainable future for this historic trophy. BAR will be bidding to host two America’s Cup World Series events in 2015/16 at our new

home in Portsmouth, as a key part of the road to the 35th America’s Cup.

“While the withdrawal of the Challenger of Record is regrettable, it is also not unusual and we will continue our own preparations for the 35th America’s Cup and look forward to an exciting future.”

It is believed Prada (Italy) and Artemis Racing (Sweden) have already confirmed entries. Artemis was Challenger of Record at the previous edition of the America’s Cup. In late June, Emirates Team New Zealand also announced its intention to challenge for the 35th America’s Cup.

Is there even a remote chance Team Australia can be revived? Belcher revealed that in terms of funding the team, there are still “a few leads” that may prove fruitful before the 8 August deadline. “But they are minimal and we’re in a very difficult position to come back from at this stage.”

And while 31-year old Belcher was extremely passionate about competing for a national team, he said he wouldn’t rule out signing with an international team if it were to come calling.

“Competing in the AC is a dream of mine. Whether I compete this time or next time, it really depends on what presents itself. But I’m committed to my Olympic program now. That’s my priority. My situation is a little bit different from some of the others: I’m married, we have a 10 month old son, I’m training for the Rio Olympic Games and doing my Masters degree in Sustainable Development. I have a lot going on!”

www.americascup.com

have to say, we gave it a go.”

Immediately after the America’s Cup organisers received notification from the principals of Hamilton Island Yacht Club of their intention to withdraw Team Australia from the 35th America’s Cup, they expressed their disappointment.

“We were excited to have Australia as a challenger and we were also looking forward to the prospect of holding America’s Cup World Series events in Australia,” said Russell Coutts, Director of the America’s Cup Event Authority (ACEA). “But our focus going forward is with the teams that have already submitted



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READY TO RACE
Reichel Pugh has designed the latest *Wally Cento*, hull number three that will compete with her successful sistership *Magic Carpet 3*.

PAUL KELLY'S SONG SUMS UP OUR 2014 TOP 10 SELECTION OF THE LATEST NEW RACE BOATS, WHERE POCKET SIZED PERFORMERS PREDOMINATE THE FIELD BUT ONE WHICH ALSO INCLUDES THE LATEST, GREATEST SUPER-MAXI WITH ROLEX SYDNEY HOBART VICTORY IN MIND. REPORTS KEVIN GREEN.

FROM LITTLE THINGS, BIG THINGS GROW

The work of a host of the yachting world's best designers is included in our Top 10 New Race Boats compilation this year. These include Bruce Farr, Jason Ker, Martin Voogd, Alexander Simoniš, Mark Mills, Shaun Carkeek, Rolf Vrolijk, Andre Hoek, Marc Van Peteghem, Vincent Lauriot-Prévoist and emerging young designer Guillaume Verdier.

Others with big projects that we haven't the space to show in this 'Racers' selection also includes Reichel Pugh who has designed the latest *Wally Cento* and prolific Argentinian designer Juan Kouyoumdjian's new *Rambler*.

LITTLE THINGS

Back to Paul Kelly. When I was a lad dreaming about my first yacht to tackle the North Sea, a 30-footer was about as good as it got for most sailors. So I particularly enjoyed compiling this eclectic mix of 'pocket rocket' race boats new to the racing scene.

These include the Farr 280 OD, the C&C 30, the Far East 31R and the Ker 33. Like some other larger yachts appearing in our 2014 selection of race boats including the Turkish-built Mat 1180 and Bolt 37, these pocket-sized racers, are aiming for the jackpot of one-design success to make their sales targets.

The holy grail of one-design success is sought by many, but found by few because the right equation has so many variables. Being a successful race boat just gets you to base one. Then it has to be well built, competitively priced and able to win

under the increasingly varied rating rules when not racing in one-design mode against like competition. Only after these hurdles can a one-design fleet grow. Farr Design know this road well so should have a good chance of achieving some success with their new Farr 280 OD, built by the Premier Composites yard in Dubai. Premier are also building the second generation Carkeek 40 II, a race yacht of the 'sweet spot' mid-size that has proven popular with Australian grand prix sailors. A dark horse in the fleet of new mid-size racers out there is the Chinese-built H&H 42 that I saw racing in Asia recently.

BIG THINGS

But if line honours victory is your game size does matter, so the most powerful new yacht aiming to contest this year's 70th Rolex Sydney Hobart race had to be included in our 2014 selection.

The new French-designed, American-owned, carbon-composite 100-footer *New Cubed* will arrive here around November to contest the Hobart. Former Netscape boss Dr Jim Clark is moving up a massive notch from his technically advanced 47.4-metre *Hyperion* to this

new beast of a maxi-yacht. Looking very like the old *Rambler*, Clark plans for *New Cubed* to contest all of the major international blue water racing events.

Talking of *Rambler*, former owner George David is also back in the racing game with a new Juan Kouyoumdjian-designed 88-foot maxi under construction at New England Boat Works.

Interestingly, salvagers have just found the earlier *Rambler*'s keel so let's hope they can analyse what happened to this Juan K. design during the Fastnet 2011 when the boat famously lost its keel and capsized mid-race. Given such structural failures of some notable large racers at sea including *Rambler* and the previous *Beau Geste*, it's good to hear that Hodgdon Yachts of Maine, USA are building the *New Cubed* to Germanischer Lloyd standards to ensure enough robust structure and stability is in the new maxi-yacht's design.



CARKEEK 40 MKII

An evolution of Shaun Carkeek's original C40 design that was inspired by the American HPR rating, the new C40MKII is intended as more of the same high spec formula but with a wider remit. Whilst optimised for HPR the C40 also did well in American IRC events.

"From the outset the objective was to provide a good, all-round boat, equally at home around the cans and offshore," commented Carkeek about the C40 at the time. This also included being relatively easy to transport, rig, tune and drive in all conditions and sea states.

This time around the design remit is much wider, says Carkeek. "We wanted to create a boat and formula to transcend and deliver winning performance under all major rating rules, thus appealing to the widest possible audience".

As with the MKI, a super lightweight (3,850kg) Grand Prix Custom version – built in unidirectional pre-preg carbon/epoxy/Nomex sandwich – is available, shaving 300kg off the standard carbon/epoxy hulled version. But it comes at a cost, putting the price up some US\$80,000 to US\$549,000 (ex-factory).

The deck layout is similar to a TP52 with pedestal Harken MX winch. Other deck gear includes aluminium Harken 50 primaries and H46 pit and backstay winches. A high modulus Southern Spars carbon rig is supported up by nitronic rod and kevlar running backstays with a gas-operated vang. A tiller is standard, with twin carbon wheels optional. Below decks has a full interior fit-out with six alloy pipe-cots, galley with gimbaled propane stove and carbon sink. On starboard is a navigation station with the head in front.

A major change from the earlier Chinese-built C40 has been Carkeek's current relationship with the Dubai yard of Premier Composite Technologies, which has recently built Matt Allen's C60 *Ichi Ban*, as well as three other Carkeek models. Run by the well travelled brothers Hannes and Max Waimer (ex DK Yachts) their Dubai yard is the most modern I've personally visited. Their 5/6-axis milling machines and CNC tooling that can cut an entire deck in one session are just some of the technologies that should make the Carkeek 40 MKII a quality race boat thanks to the high precision of the enhanced tooling; and the build is rated to ISO Cat A. Cost-savings are another major factor with the semi-production run of the C40 MKII. Hull #1 takes to the water in Japan soon and #2 is currently in build as well. In Australia, well-known distributors Vicsail represent Carkeek.

www.pct.ae



CLAASEN F-CLASS

The revival of the elegant J-Class yachts of the 1930s continues with this modern racing twist, the F-class, which retains the long overhangs and raked lines that epitomises the grand aesthetics of the day. Designed by the famous Andre Hoek, the F-class is a modern racing version of the legendary Js. The 115-foot F-class yachts are designed to get the best out of two generations, using classic J-class lines but delivering modern day racing performance together with carbon spars and water ballast. At 62 tonnes, the aluminium-hulled *Firefly* is of serious displacement, fitted with a narrow fin keel and a 28 tonne lead torpedo bulb and a high aspect carbon spade rudder to hold up some 592 square metres of upwind sail area.

Firefly is rigged with a four spreader Hall Spars carbon mast and boom, supported by PBO shrouds and twin running backstays. Three sets of powered, alloy Harken winches run the sail plan from North Sails along with Lewmar deck gear. The large carbon helm wheel with binnacle echoes the traditions of days past, whilst B&G mast jumbos shout 'here and now' as they guide the helmsman between marks of the course. All sailing systems are hydraulic including the water ballast, which



ALL CONDITIONS
The first Carkeek 40MKII has just been delivered to Tokyo.



CLASSIC STYLE
Left: A modern version of the iconic J-Class, *Firefly* at the Palma Cup in 2011 is the first of the F-Class from Dutch yard Claasen. Right: The C&C 30 OD is a GRP hulled race boat with both inshore and short offshore capabilities.



C&C 30 OD

moves five tons from one side to the other within two minutes. Under power, a Steyr 24.5hp auxiliary engine drives *Firefly*.

The first F-Class *Firefly* is specifically designed for long distance racing so there's crew accommodation below decks, albeit minimalist for a superyacht, with 12 pipe-cots located forward of the keel and able to be swung up to make way for the large headsails that give *Firefly* its huge downwind sail area of 1,095 square metres. The mahogany and teak lined interior also houses a head, with navigation station aft beside the main hatch. A galley is fully fitted and uses the volume of the coachroof for cupboard space.

Firefly was constructed in the Netherlands during 2011 in a speedy nine-month project. The aluminium hull was built by Bloemsma Aluminiumbouw and completed by Claasen Shipyards who specialise in classic sailing yachts, and are also most recently responsible for the new build of the J-class *Lionheart*. After recent regatta winning successes in the Mediterranean this season, *Firefly* is currently for sale, so this timeless classic racer can be yours, albeit the asking price is €3,850,000.
www.claasenshipyards.com

American C&C Yachts have been imported for many years into Australia by Ausail Marine and are known for their cruising models, which I've enjoyed sailing on occasion. However in the 1980s the brand was well known in American racing circles, so the release of the C&C 30 one-design is intended to recapture this era and add to the modern legacy of a company that created iconic one-designs like the Mumm 30, Farr 40 and J/24.

With the credentials of these ubiquitous designs behind C&C, that Holy Grail of one design success could well be achieved as the new 30-footer looks a versatile yacht – at least on paper. Under the new ownership of the US Watercraft company, Rhode Island based C&C has brought out this hot looking Mark Mills design, a flush deck sports boat with reverse sheer. It's a tough ask to build fleet numbers for any one design brand right now, so American designer Mills has wisely built in a high ballast ratio, sturdy hatches, bulkheads and pipe-cots to make the C&C 30 suitable for short offshore events as well.

A vacuum-infused vinylester/e-glass/foam cored hull has a relatively

narrow waterline with a chine to reduce the wetted area further in light airs and also to increase form stability as the breeze builds. The hull further benefits from an internal structural grid featuring carbon reinforcement for increased stiffness.

A Hall Spars two spreader carbon rig is specified along with a carbon keel fin and carbon spade rudder. For transportation between events the keel retracts. The deck has been co-designed by Volvo Ocean Race 2015 skipper Charlie Enright and includes a spinnaker retrieval system, negating the necessity of crew on the foredeck. Deck gear is a mix of Harken, Lewmar and Ronstan. A crew of four or five is envisaged.

According to the C&C yard more than six boats are on order with the first about to splash.

In a further return to its halcyon days the company has also revived the Redline 41 name in the form of a new Mark Mills design, the name taken from its successful 1972-winning model by original designers Canadians Cuthbertson & Cassian. The new IRC-optimised racer-cruiser has a bowsprit, full accommodation layout and bulbed keel.

www.c-yachts.com



FAR EAST 31R

The Far East 31R is a new Simonis Voogd design from China's largest dinghy builder, Shanghai Far East FRP Boats, which are also a supplier of Optimists to the Australian market. The Shanghai company has built several S-V designs including the 2010 Far East 26. I skippered one of these 26-footers as part of a 10-boat, one design fleet in the China Cup International Regatta and found them competent basic boats that only required a few modifications to make them even better. Their latest carbon hulled 31-footer has the potential for speed, weighing 3,000kg with a bulbed keel and downwind sail area of 160 square metres.

The design brief was to create the fastest possible conventional sports boat with the ability to be fit into a standard shipping container so as to compete internationally as a one design class, but also be fairly measured under ORCi and IRC.

The clean lines and beam limit imposed by the constraints of fitting into a shipping container resulted in a hull with relatively low wetted surface and minimal drag due to transom immersion and reverse angled bow.

The construction is of vacuum-infused carbon/epoxy and a carbon fin attaches to the lead bulbed keel, giving a high ballast ratio of sixty per cent. A Selden carbon rig holds a big-topped mainsail and the gennaker flies from a retractable bowsprit, with twin Dyneema running backstays and dyform shrouds completing the rig setup. Topside gear is by Harken and all control lines lead under the deck to Harken jammers, including an under-deck spinnaker bag covered by a sliding deck hatch for the asymmetric chute, which can be remotely opened and closed via control lines in the cockpit.

Jib controls are via transverse tracks with a conventional six winch layout comprising of two Harken Performa 40.2s on the coachroof for halyards and two sets for sheets in the wide cockpit, with tiller steering to the carbon spade rudder using a Jefa stock and bearings.

Press reports from the launch of the first Far East 31R at the 2014 Dusseldorf Boat Show have been most positive for this budget racer and hull number #2 is now under construction in the busy Shanghai yard. Company representative Ellen Jiao told us that the builder has been looking for a dealership in Australia for some time. Selling for US\$140,000 (ex-factory) the 31R is ideal for those young racers on a budget who want sports boat performance in a hull capable of coastal racing.

www.fareastyachts.com

FARR 280 OD

Farr has just released a possible successor to its aging Farr 30 OD fleet in the modern shape of the new Farr 280. It is a most competitively priced boat at US\$114,900 for the base boat (ex-factory Dubai). The new Farr 280 OD is built to perform on all points of sail, says Farr boss Patrick Shaughnessy, with a focus on inshore racing for a moderate crew of five to six people.

The hull shape has a reverse stem, long chine and wide beam carried aft to the transom, with rounded topsides and gunwales that look comfortable for hiking.

A two-spreader Southern Spars carbon mast carries a square-headed North mainsail, with twin running backstays, and a large asymmetric spinnaker is flown from a fixed carbon bowsprit (that is removable for transport). The forestay and mast tune are adjusted using rig controls actuated through a cockpit-mounted hydraulic system. The Farr 280 also comes with a below-deck spinnaker launching and retrieval system for quick and easy sail handling. Most control lines are under-deck with a bank of jam cleats for control. The interior is bare, apart from the 20hp inboard diesel engine with sail drive, leaving plenty of room for spinnakers and headsail stacking.

Underwater, the Farr 280 has a fixed T-keel (removable for transportation) with lead bulb, GRP fin shell and steel fin for a low centre of gravity, low maintenance, and one design geometric repeatability. A high-aspect rudder connects to the tiller via a carbon rudderstock.

The Farr 280 is built by Premier Composites in Dubai using e-glass reinforcement, infused with epoxy resin and Corecell lamination. The one-design class controls have been developed alongside the design, adhering to the principle of owner/drivers and limited professional crew. www.farryachtsales.com

COMPACT SPEED
Above: The Far East 31R is a Simonis Voogd design built all in carbon by the Shanghai company. Below: The Farr 280 is currently being built by Premier Composites, Dubai.



VERSATILE RACER
The China built H&H
42 *Island Fling* racing
in the Top of the Gulf
Regatta 2014.



The H&H 42 is intended to be a versatile racer for both inshore and offshore but has been optimised for lighter conditions of 8-16 knots, so is ideally suited to the Asia-Pacific circuit.

H&H 42

The sweet lines and good boat speed of Paul Winkelmann's latest race boat caught my attention at the recent Top of the Gulf Regatta in Thailand so I was keen to find out more about the 2013 built Judel-Vrolijk design.

The low volume and beamy carbon hull with plumb ends and soft chines is the fashionable form factor for most IRC race boats right now. But it's not the only game in town so versatility has been built into the H&H 42 as it also intends to rate well under ORCi and have a 500kg lighter keel for the American HPR system as well, said designer Rolf Vrolijk.

The build has been carried out by a joint venture between China's Hudson Yacht & Marine (HYM) and experienced race boat builder Paul Hakes of Hakes Marine in New Zealand. Owner Hudson Wang already had successful partnerships building Gunboats and J Boats so the establishment of a high performance

division was a logical step for HYM.

The H&H 42 is intended to be a versatile racer for both inshore and offshore races but has been optimised for lighter conditions of 8-16 knots, so is ideally suited to the Asia-Pacific circuit.

"We intend the boat to be a regatta winner especially under IRC, as eighty per cent of the world races are under this rule so let's ensure she sails well to her handicap, as winning a regatta is about consistently high results in all points of sail, not necessarily a strong upwind boat, or vice versa," explained Paul Hakes.

As I noted during the Gulf Regatta, her flat decks allow fast crew work, although with no elevation in the coachroof the H&H 42 may be wet offshore. The cockpit has been maximised to allow for plenty of workspace for typically 11 crew, with the main track positioned aft of a Spinlock tiller. The mainsheet runs to the mid cockpit, allowing

both trimmers to communicate easily. To minimise water ingress most lines are above the decks, including halyards. Deck gear is from Harken including a Performa 3-speed, self-tailing pedestal winch. The mast is a two-piece (for easy transportation) Southern Spars carbon rig, engineered with high modulus fibre for increased stiffness and weight saving. The keel-stepped two spreader rig is supported by Nitronic 50 rod rigging, gas vang, Kevlar backstays and carbon aerofoil spreaders. A North Sails wardrobe includes a big-topped carbon 3DL main and downwind sails are asymmetrics flying off a carbon bowsprit.

Below decks there's eight berths made up of two fixed in the saloon with a forward V-berth plus six retracting pipe-cots. Unlike some competitors, including Ker and Carkeek designs, the race crew have the luxury of an enclosed head. Adjoining it is the chart table so there's bulkhead space for instruments. For those offshore legs there's a single burner stove for heating rehydrated meals.

The hull build uses the latest carbon pre-preg layup from a carbon mould to ensure a high constituency of construction for what H&H intends to be an 'affordable' 42-footer at a price around US\$500,000. So far they are up to hull number 5, which has just shipped to Europe. For strength a keel flange is inbuilt to the hull to hold the 2.2 tonne bulb in place. Interestingly, the hull form is designed to handle 500 kilograms less displacement to "future-proof" the boat for performance optimisation and make it compatible for the HPR rule.

On the racetracks there's been notable wins for hull number 1 *Oystercatcher* in Europe and hull number 3 *Simply Fun* in Melbourne, Australia. Similarly with *Island Fling*, as skipper Steve Dodd told me at Thailand's Ocean Marina Yacht Club. His professional crew won the bumpy Hong Kong to Vietnam Race but they were still in development mode with the new boat he said. "After the Rolex China Sea Race we've lightened the bulb and re-cut some sails to shorten the J-triangle, so we're making progress and we've got our TCC down to 1.230." Owner Paul Winkelmann has a full year's regatta racing planned so this new Chinese-built boat is in for a tough workout.

www.hudsonyacht-marine.com





LIGHT AND FAST
Clockwise from left: The Bolt 37 is a Jason Ker design built in Turkey that has just launched; The Turkish-built M.A.T 1180 is a Mark Mills design optimised for IRC; The Ker 33 is an entry-level racer-cruiser from McConaghy China.

JASON KER BOLT 37

With the launch of this 37-foot mini grand prix racer, Jason Ker has said that the ideal buyer for the Bolt37 is the cruiser-racer guy wanting to step up a gear while not scaring his accountant – the base boat is a modest Euro 169,000 (ex-factory).

Optimised for the ORCi rule, where Ker reckons sub-40 footers could do well (too heavy at 6,050kg for HPR and penalised under the IRC that favours cruiser-racers), the first two examples of these Turkish-built boats have splashed and are racing. Hull #2 recently finished ahead of a fleet that included several Farr 40s, Farr 30s, a J122, an Archambault 40 RC and a First 40, despite an unfavourable IRC TCC of 1.168 for the new boat.

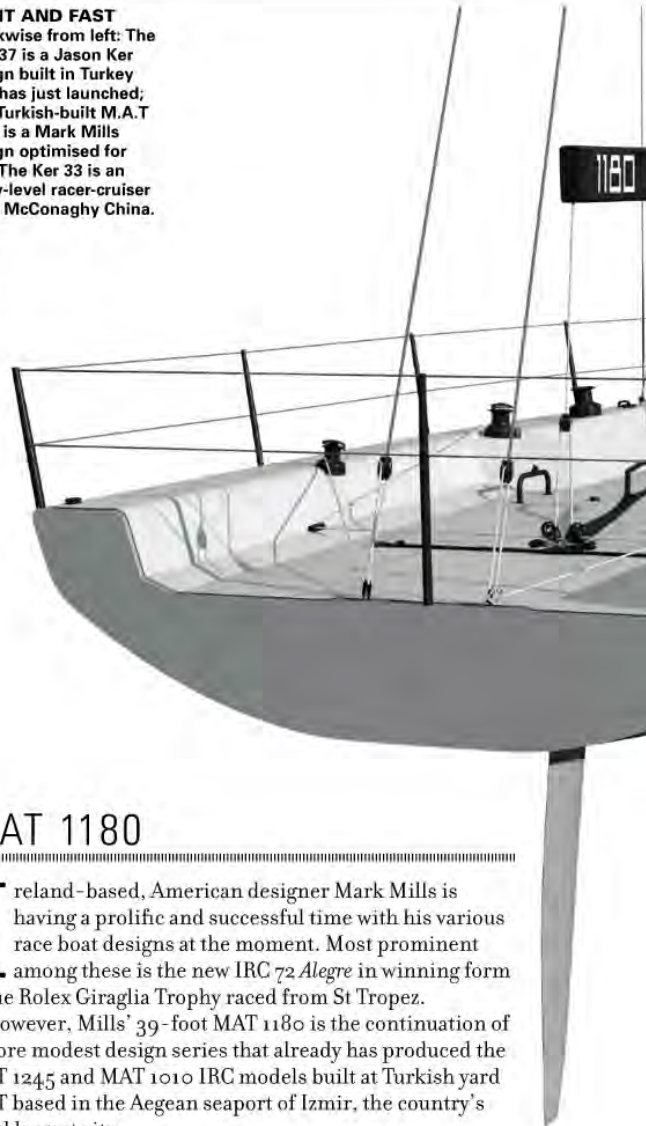
Construction costs are minimised by a vinylester and e-glass build with Gurit Corecell M-foam laminate vacuum bagged by builder CSC Composites in Istanbul, a company specialising in carbon and fibreglass mould and boat production. For transportation the bulbed keel is removable, which should further keep campaign costs low.

Overall shape of the Bolt 37 is neat with plumb ends and flush decks with flared aft sections, plus a narrow forward profile to provide windward capabilities. The rig is a high modulus Hall Spars mast, supported by rod rigging and twin aramid backstays; and the bowsprit is fixed for flying the 145 square-metre asymmetric downwind. Deck features include an offset forehatch for kite drops and the main hatch is also offset to give space for the starboard Harken halyard winches, creating a bias for port weather mark roundings.

A simple cockpit layout has the standard tiller steering ahead of the main track with running backstay winches nearby and mainsheet winches ahead, while primary winches sit on extending bulkheads forward and run sheets through transverse tracks. However, hull #2 has the option of twin wheels, which is favourable for coastal racing.

Below decks there's a basic galley with plumbed sink, manual water pump and location for moulding a single burner stove but little else. Deep bulkheads and wide longitudinal stringers should give plenty of stiffness to this interesting new race boat from Jason Ker. The yard tells me they anticipate having a boat in Australia soon.

www.bolt37.com



MAT 1180

Ireland-based, American designer Mark Mills is having a prolific and successful time with his various race boat designs at the moment. Most prominent among these is the new IRC 72 *Alegre* in winning form at the Rolex Giraglia Trophy raced from St Tropez.

However, Mills' 39-foot MAT 1180 is the continuation of a more modest design series that already has produced the MAT 1245 and MAT 1010 IRC models built at Turkish yard MAT based in the Aegean seaport of Izmir, the country's third largest city.

MAT Directors Alp and Cem Somer wanted a race yacht that would encompass changes in the IRC rule affecting sub-40 footers, so their remit aimed at creating an aggressively light and fast boat yet economically built in vacuum-infused epoxy vinylester resin with an e-glass and PVC core, using carbon reinforcing.

To achieve this, earlier in the year they turned to R&D partners KND Sailing Performance in Valencia, a specialist firm in CFD and VPP performance prediction, who have worked with Artemis, Volvo Groupama and other major sailing teams. After a CFD program covering more than 20 hulls they produced a powerful hull shape that offers low drag when upright in light airs with increasing stability as the hull form immerses with heel in stronger winds. This increase in form stability allows a lighter overall displacement ensuring high performance off the wind and in light airs. Producing the design to that lighter displacement was the key they believed, so experienced race yacht engineer Mark McCafferty, fresh from the Volvo 65 project, was brought in to ensure fully optimised composite engineering. This included hull, deck and internals. Also the carbon rudder and keel fin with socketed attachment to the hull, allowing easy separation for transport. This optimisation has delivered a light displacement for the MAT 1180 of 4,375 kg.

The wide and shallow cockpit is conventionally laid out with running backstays to winches near the aft maintrack, with mainsheet Harken Proforma winches forward and primaries near the main hatch, which is elevated enough to give some protection offshore. Jib sheeting is via transverse tracks and the bowsprit for the asymmetric spinnakers is fixed.

A carbon high modulus rig is held up by rod rigging with twin running backstays. The sailplan has a square-top main and masthead spinnakers for high performance in all conditions. A tiller is standard but twin wheels are available for easier work offshore.

The interior has full standing headroom under a shallow wedge coachroof with a sink and space for a stove. Up in the forepeak there's a spinnaker pit and hatch.

For more information contact local distributor Platinum Yachts.
www.platinumyachts.com.au
www.mat.com.tr



McCONAGHY KER 33

The Ker 33 is a new IRC racer-cruiser that is currently under construction at McConaghy Boats China yard. As a racer-cruiser the Ker 33 comes with a versatile fully fitted interior but with the ability to be campaigned hard.

"Noting the success of the 30-35 foot racer/cruisers currently on the market that have been performing on the IRC scene both inshore and offshore, we felt there was clearly the demand for another boat to fit within this category; particularly one with this much potential," says Ker. Early indications are that the Ker 33 will have an IRC TCC of 1.050.

The Ker 33 is intended as a production boat with 3,100kg e-glass hull with snub ends, beam carried aft and upright topsides; a fairly classic IRC type-form. Foils are a SG iron keel fin strut and lead bulb with single spade carbon rudder and stock.

With budgetary constraints in mind, options are fairly basic with alloy spars and rod rigging as standard. An optional carbon rig and instrumentation are the only main choices, so as to keep the price down.

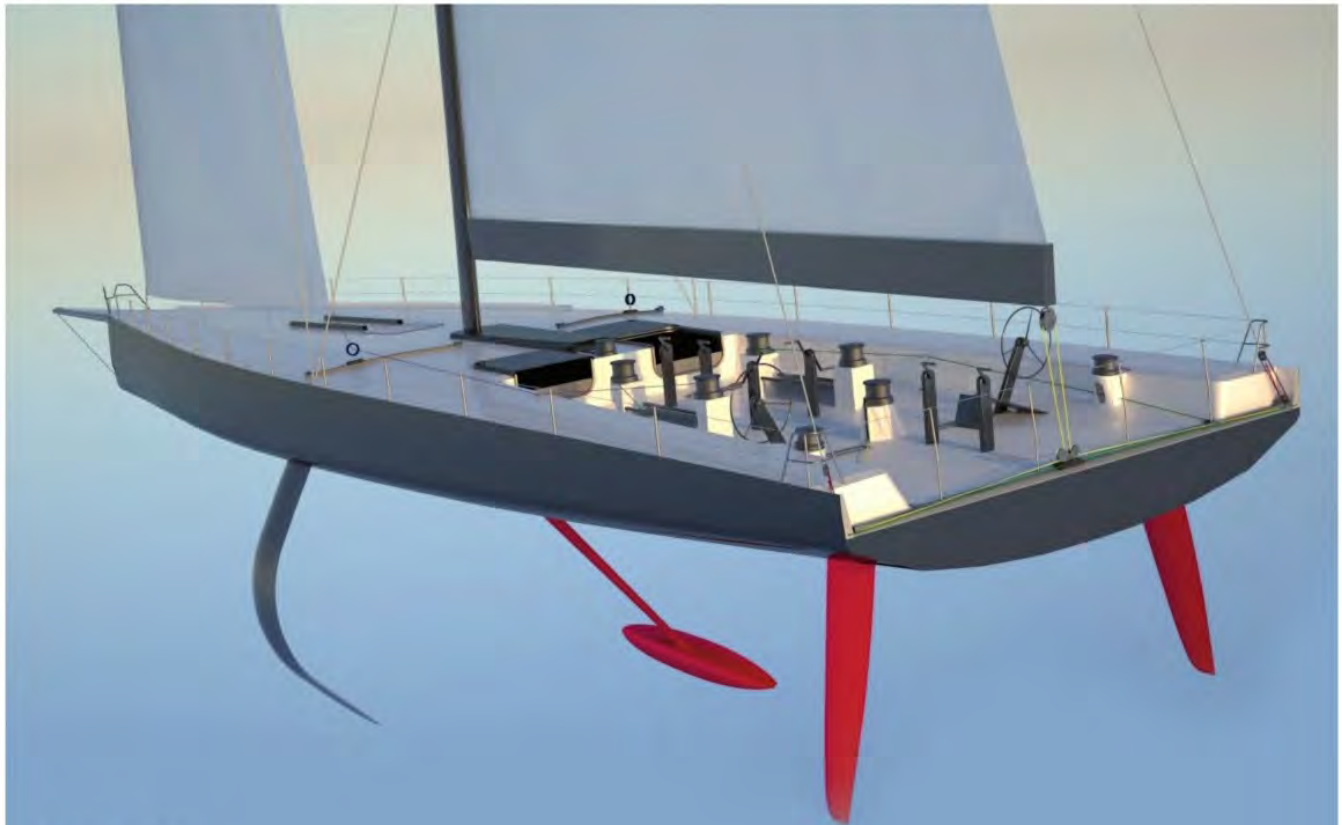
The cockpit has teak clad bench seating in the forward part, with the mainsheet track in front of the tiller and Harken 40.2s for the primary winches and H35.2s for halyards. An open transom creates plenty of space in the wide cockpit, with the coachroof looking sufficiently high to give some crew protection if sailing offshore. Jib sheeting is via conventional inboard tracks and halyards are run through Spinlock organisers to coachroof H35 winches. As a smaller race yacht, a conventional poled masthead and fractional spinnakers are flown on the Ker 33.

The interior is fully fitted with three double berths, and a saloon with bench seating and drop leaf table. In the galley there's a stove with sink and freshwater hand pump, plus a cool box for the beers. The V-berth has an ensuite bathroom/head and there's a wet locker as well, so weekend cruising can be comfortably done. The interior finish is of simple gelcoat so it's easily cleaned and damp-proof with timber laminates on the edges. Auxiliary power is provided by a 30hp Yanmar inboard diesel with saildrive and folding propeller.

The larger Ker 43 is another versatile performance yacht so it's not surprising two boats have already been sold straight off the drawing board to Australian owners and a third is destined for the UK later in the year. Having sailed both the Ker 40 and 46 I can testify to the finish quality that McConaghy has managed with these Jason Ker designs so would expect the same for the new Ker 33.

www.mcconaghyboats.com





VPLP 100

The 70th Rolex Sydney Hobart Yacht Race and current record holder *Wild Oats XI* are the targets for this new French-designed, carbon 100-footer that will arrive in Australia late this year to contest the 70th edition of the great race south. Former Netscape boss Dr Jim Clark is upping the ante big time with this upgrade from his previously more sedate 47.4m *Hyperion*. The American IT entrepreneur and yachtsman has recruited former Puma Volvo skipper Ken Read for an extensive campaign for *New Cubed* that will include the Fastnet, Bermuda, Transpac and other blue water races.

Initial graphics and information from US builder Hodgdon Yachts indicate that the pre-preg carbon hull will be very beamy similar to the Juan K. designed 100-foot *Rambler*, will feature a canting keel and displace about 30 tons. The mast will be stepped further aft to create a larger J-triangle and balance the sail plan across the wide beam aft. The A5 gennaker is expected to be around 1,000 square metres and North 3Di windward sails will be cut. Foils will include twin rudders and a daggerboard forward. Code named *New Cubed*, figures released by VPLP project that the new maxi should average 30 knots of boat speed in 25 knot winds at 120 degrees true wind angle, so like *Rambler* a reaching Hobart race would probably favour her.

For the design of his new maxi, Clark used the French company VPLP (Marc Van Peteghem and Vincent Lauriot-Prévost) along with emerging monohull designer Guillaume Verdier. VPLP are most well known for their successful multihulls such as *Groupama 3* and *Banque Populaire V*, which was a key point in working with them, according to Read who likens the performance of *New Cubed* with the 103-foot *Groupama 3*.

Given the catastrophic failures at sea of *Rambler/Speedboat* and the previous *Beau Geste*, it's good to hear that Hodgdon Yachts in Maine are building *New Cubed* to Germanischer Lloyd standards to ensure enough robust structure and stability is in the hull design.

Evident from the six sets of pedestal winches is that *New Cubed* will be a manually operated maxi like *Banque Populaire V* (unlike the hydraulically-powered *Wild Oats XI*) with water-ballast used to add further stability and trim. The expectations are that she'll be lighter, stiffer and carry more sail area than the old *Rambler* (currently Anthony Bell's *Perpetual Loyal* that unsuccessfully chased *Wild Oats XI* in the most recent Rolex Sydney Hobart Yacht Race 2013). *New Cubed* will launch in September, so in good time for Clark and his Australian wife, model Kirsty Hinze, to arrive for the Rolex Sydney Hobart Yacht Race 2014.
www.vplp.fr

NEW STABILITY
This VPLP 100 for Jim Clark called *New Cubed* will be the next challenger to *Wild Oats XI* at this year's Rolex Sydney-Hobart.



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STANDING TALL
 North Sails 50'
 Square Top Mainsail
 3Di. Below: North
 Sails 40' Club Race
 Jib 3Di.



Sail making is facing tough times, with a dearth of apprentices, shrinking markets and competition largely based on price, according to industry identities.

"Sail makers often get lost in the queue, stuck behind the shipwrights, riggers and mechanics," states Shane Guanaria, who recently took on ownership of MacDiarmid Sails & Rigging at Gladesville, NSW from founder, Ian MacDiarmid. "So when it is time for new sails, often the owners have reached their budget and try to scrimp and save on the most important part of their sailing boat."

Like motor racing, yacht racing is equipment-based and as such, its proponents should rely on the experts and their advice. "In terms of replacing sails, the Mainsail should be replaced every two to three years. The medium or primary Headsail after one year, but it obviously depends on how much use the boat gets," Guanaria recommends.

"Like a car, sails need to be



serviced at least once a year," he continues. "Even if the customer can't see anything, it should be done for preventative maintenance, at the end of a summer or winter series, so that you're not faced with a massive job down the track."

The sails market is a complex one, and contradictory. In catering to the 'grand prix' level, which is a niche segment, weight-saving and shape retention are everything. In general, Australian lofts rely on the volume from the cruising and club racing markets, while the higher yields come from the grand prix boats, which need to replace their sails on a more regular basis.

But while the cruising market has relied on much the same design and materials for the past 40 years, the "standard, cross-cut, woven Dacron sail", at the upper echelon, developments have been gradual, yet monumental.

Guanaria acknowledges that MacDiarmid is no "corporate giant" in the sail making business, but the

company does have its retinue of loyal clients, people with whom the Sydney-based loft has cultivated personal relationships and who trust their advice.

"We have had a successful few years locally. Our customers have been overall IRC winners in all the major offshore races and series on the east coast within the past five years, such as the Sydney to Gold Coast on *Midnight Rambler*, which included an overall win in the CYCA Bluewater pointscore series, the Pittwater-Coffs race with *About Time* and of course, the most recent Sydney Hobart and Lord Howe Island double with *Victoire*."

Guanaria was a helmsman and watch captain on each of the boats and experienced their triumphs personally.

"We are a small loft in comparison to some, but our sails fight well and truly above our weight on the result sheets and at the end of the day, it's the results that count on the racing front," he states with due pride.

As for the business, Guanaria says the short-term goal is to streamline manufacturing processes.

"We use CAD and have our own laser cutter – one of only two lofts in Australia – producing sails from go to woe in-house, so there's no outsourcing. It keeps costs down and assists in quick turnaround for clients. We design, cut and put them together. The Laser cutter offers us an accuracy in the initial stages of the sail build that others struggle to match."

MacDiarmid uses D4 membrane technology sourced from the French company, D4 Incidences (previously owned by the German manufacturer Dimension Polyant).

Sail making research and development, Guanaria forecasts, will focus on "exploring different fibre processes, trying to build higher performance sails that have longer life spans".

"There's a lot of talk about soft wing sails in Europe for the top end, but there are still a lot of practicalities to address," says Guanaria. "The ability to reef and store the wings is developing but for races like Sydney Hobart, reliability is the big issue."

The sails market is complex and diverse, and in recent times has seen rapid change due to advances in materials and construction technology. One of the most significant recent changes has come about with the introduction of moulded 3Di performance sails from the multinational North Sails brand. The race and cruising markets are both realising the benefits of lighter,



stronger more durable sails, which experts say offer the customer better value long term.

Alby Pratt, multiple Volvo Ocean Race round the world yachtsman and an expert in cruising and racing sails, has been a sailmaker with North Sails since his teens. Pratt is keen to explain the technical side of the 3Di process, which has recently lifted the bar in sail making, similar to North's achievement 22 years earlier when the global sailmaker launched their 3DL sail technology replacing panel sails as the market leader in performance sail making.

As Pratt explains "3Di is unique to North Sails. It is a patented sail making technology that allows soft sails to approach the balanced load bearing and shape holding of a rigid airfoil. 3Di is a full 'pre-preg' composite structure, much like a yacht hull or any other high tech composite structure.

"There is no lamination, so no de-lamination, and there is no shrinkage. Both lamination and shrinkage are disadvantages of all previous sail construction methods up until now, with the exception of basic fabrics like Dacron.

"With 3Di technology, designers have much more control over the amount and orientation of material within the sail, they can come

far closer to achieving the aim of balanced resistance to distortion in all directions," says Pratt.

"Sail distortion of any type – stretch, compression, shear or shrink – has a negative effect on sail performance. Most sails concentrate on resisting loads in the stretch (tension) direction. If you can also restrict a material's ability to compress in the non-load, or bias direction, you concurrently enhance resistance to stretch in the loaded direction. We call this 'balanced distortion resistance'."

Balancing resistance to both stretch and compression means less change in sail shape as the boat moves through waves and changing wind pressures.

"This is why we call 3Di 'airfoil technology'," continues Pratt.

"It comes closer to matching the performance of a rigid airfoil than any other sail making technology."

North Sails' 3Di has been chosen as the exclusive supplier of the new one design sails for the upcoming Volvo Ocean Race, following the success of 3Di taking the top five positions in the previous edition.

"The Volvo race is recognised as the ultimate test of crews and equipment, where sail design, shape, reliability and durability are paramount," asserts Pratt. "3Di delivers. The benefits of 3Di are now proven and recognised in all markets from performance cruising, club racing through to Grand Prix and America's Cup competition as chosen by all challengers and the successful defender last year."

At Quantum Sails Australia, based in Sydney's Dee Why, Carl Crafoord says the company recently developed a new matte finish film that is more supple, not as crisp as clear film.

"Globally, Quantum Sails are vertically integrated and we make our own fabrics, custom-making sails for each client," he explains. And while at Club and Cruising level, new sails and repairs are in steady turnover, at Grand Prix level, the market is much more competitive.

"There are no (local) new builds," Crafoord says, "so as a consequence, replacing sails is the only new business. The market has completely changed over the past decade. There are no sailboat builders in Australia, and yachts are imported complete with sails. Where once there were 5,000 lofts Australia-wide, there would probably be only about 2,000 these days, and very few apprentices coming through."

R&D DEVOTEES
The Q Matte Film from Quantum Sails – who claim to invest more resources into sail research and development than any other company.

Those challenges aside, Quantum invests more resources into sail R&D than any other company in the world, according to Crafoord, echoing the sentiments of Ed Reynolds, the president of Quantum Sail Design Group, based in the US.

According to Crafoord, Quantum's new matte films deliver greater UV resistance for longer sail life, less shrinkage during lamination for increased control over sail shape, reduced glare for less eyestrain and better visibility, less visible micro-marring, which keeps sails looking new, and a smoother finish which equals easier sail handling.

Ed Reynolds states that Quantum can "unequivocally say we have the best shapes, the strongest, most lightweight and durable sails on the market".

"The new matte film on Quantum's

Fusion M™ sails delivers important benefits and signifies the scientific evolution of our products and defines their best virtues. With a matte surface you see nothing but the shape, nothing but the form."

At Doyle Sails New Zealand, a regional and global leader in sail making spanning dinghy classes to performance superyachts, head designer and famed Kiwi sailor Richard Bouzaid describes the 2013 launch of Doyle's new Stratis ICE sail technology as "a game changing product for sail making".

"The reception for this exciting new sail fibre has been huge and it was named a finalist in the highly-competitive DAME Awards at METS 2013. We believe that ICE is a game changing product for sail making thanks to the weight saving and

durability benefits that it offers.

"In addition, the work we are doing for the Grand Prix market directly feeds our superyacht product line. At the top end of the Grand Prix sector, weight saving in sails is everything, but not at the expense of durability or shape holding. The investment and developments from those race campaigns tend to feed the R&D side of performance cruising boats and superyachts."

A world-renowned name in sails, Doyle has reinforced its reputation via long-term relationship with clients. "Working closely with clients to ensure a real understanding of what they need and to build the best possible sail inventory for them, is always our approach," says Bouzaid, adding that some high profile clients include *Hugo Boss* (which has just received a full new Stratis ICE inventory), *Shockwave*, *Bella Mente*, *Invisible Hand*, *Ragamuffin*, *BOQ Team Australia* and *Leopard 3*.

"In the superyacht sector, we work with all leading shipyards and have built a strong portfolio of customers, particularly those active on the regatta scene. Clients include Salperton, P2, The Maltese Falcon, Moonbird, Indio and M5. We have just delivered sails to the new 46-metre Project 392 at Royal Huisman and new sails are shortly going on to the Perini Navi Asahi."

Along with growing market share, R&D is the main focus at Doyle.

"We implement a hands-on in the field research process that helps us to constantly develop our product range and drive innovation. All our team – from the designers, to those on the loft floor – are active sailors and seeing our sails in action feeds our process of continual improvement.

"Another side to R&D is our continual investment into our sail engineering and design programs, which allows us the best possible technology to optimise our sail designs. As for the future, we see an increasing demand for performance-focused sails, and increasing the performance of the sails we build, without compromising on quality and durability, will be key."

At Hood Sails in Sydney, recent recruit Ben De Coster says "materials come and go, but Cross Cut Dacron and Radial Cut Dacron Sails are still one of the more popular sails made in our loft, even with all the advances in sail materials".

"We keep all our manufacturing in Australia to provide our clients with premium sails. Hood Sails has been



ICE AGE
Indigo features Stratis ICE technology sail from Doyle Sails New Zealand. Head designer and famed Kiwi sailor Richard Bouzaid describes ICE sail technology as "a game changing product for sail making."

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ABOVE: J/88 hull #1 flying 3Di 760m mainsail and jib. Follow North Sails on...    Photo courtesy J-Boats

working closely with an Australian company that manufactures one piece, carbon fibre reinforced membranes suitable for yachts up to 46-feet. Our CR Membranes are designed with an emphasis on affordability and durability. "These were achieved through design and production in Australia, using an active pressure sensitive glue system and continuous fibre layouts, ensuring there are no seams to break down. An active, pressure sensitive glue system ensures the sail will



never delaminate. In fact, the sail's lamination will get better with age. CR Membranes also use carbon fibre as the primary fibre, which results in a light sail that is not affected by UV in the same way as an aramid sail."

Hood Sails also has an alliance with the membrane company, Millenium, which means their lofts can offer one piece laminated sails, with the advantage of unlimited size. "The Millenium membranes are made without the use of glue or resin, which results in a weight reduction in the sail of 15 per cent."

The Millenium skins are placed in a vacuum bag under nine tons of pressure and then placed in a computer controlled oven where pressure and heat are applied to the sail and its two layers of polymer react and fuse together to form the new sail.

"The polymer fuses together and is not merely stuck together. This process results in a soft and flexible sail where delamination is not an issue, as there is no resin between the skins to break down over time."

De Coster says, "With the growing popularity and need for new, efficient sail furling systems – headsails, in-boom, in-mast and spinnakers – design and development of new styles of sails have continued.

"Our recent focus has been the development of top down furling

Code Zero and Asymmetrical spinnakers. Hood has had great success on a huge variety of cruising and racing yachts from Hanse to Buizen 52 to Volvo 70 and TP52. During this time Hood Sails has been working closely on our sail designs and on testing and selecting the right sailcloth and materials, along with best furling systems for the job.

"We have also developed our own custom anti-torque luff lines, which we make in house to make top down furling as easy as possible."

Italian sail making brand, OneSails, is represented in Australia by seasoned racing sailor, Ray Roberts and his team. OneSails also offers Millenium membranes, which Roberts describes as "a laminated sail, with an outer clear film and inner clear film and then inside, continuous fibres of either carbon fibre or other exotic fibres".

"It doesn't use any resin or glue," he explains. "The two outer clear film laminates are fused together and the fusion process holds the fibres together within the sail. The reason for that is the start of the deterioration of a traditional sail is through UV exposure breaking down the glue. Some 15 to 30 per cent of the weight of a sail is its glue or resins.

"Ours is much lighter than comparable products. Our sails are more durable, lighter and more flexible. When you impregnate fibres with resin they become stiff and brittle. In the Millenium product, they do not. You can achieve a far greater variety of sail shapes and longer lasting product, with a three year warranty on materials."

OneSails' Sydney loft designs the sails for each client, and those design files are then sent to OneSails HQ in Florence, Italy, where they produce the laminated sail required and send it back to Sydney for finishing work.

"This doesn't really add to the cost of the product," states Roberts. "Sails of high quality are mostly manufactured outside Australia," he says. "Freight costs are common across the industry."

OneSails has recently introduced another product, 4T FORTE, a sail that is built using a flexible mould with composite layers assembled on the flexible mould to the design shape of the sail.

"4T comprises a composite laminate made using multi-micro layers. The structure is vacuum fused together in a cross-linked polymerised matrix – a process unique to OneSails – and a much more durable product for ocean racing. It's not a laminated sail, instead it's built using multi micro technology. There are tens of layers of fibres laid on top of one another and then vacuum fused together. We can insert a microchip within the sail so that you can link back to your computer to record race data. This is ideal for Grand Prix sailors who want to keep an accurate and consistent record of the sail and its use."

4T Sails were first used on Celestial in the 2013 Rolex Sydney Hobart Yacht Race. Roberts says he will be using the 4T product on his newly acquired Farr 55 yacht, sailing in this year's Rolex Sydney Hobart, the 70th edition of this iconic event. With the name OneSails Racing, Roberts will be on board undertaking his 18th Hobart race and proudly flying the OneSails flag in its 4T sails.

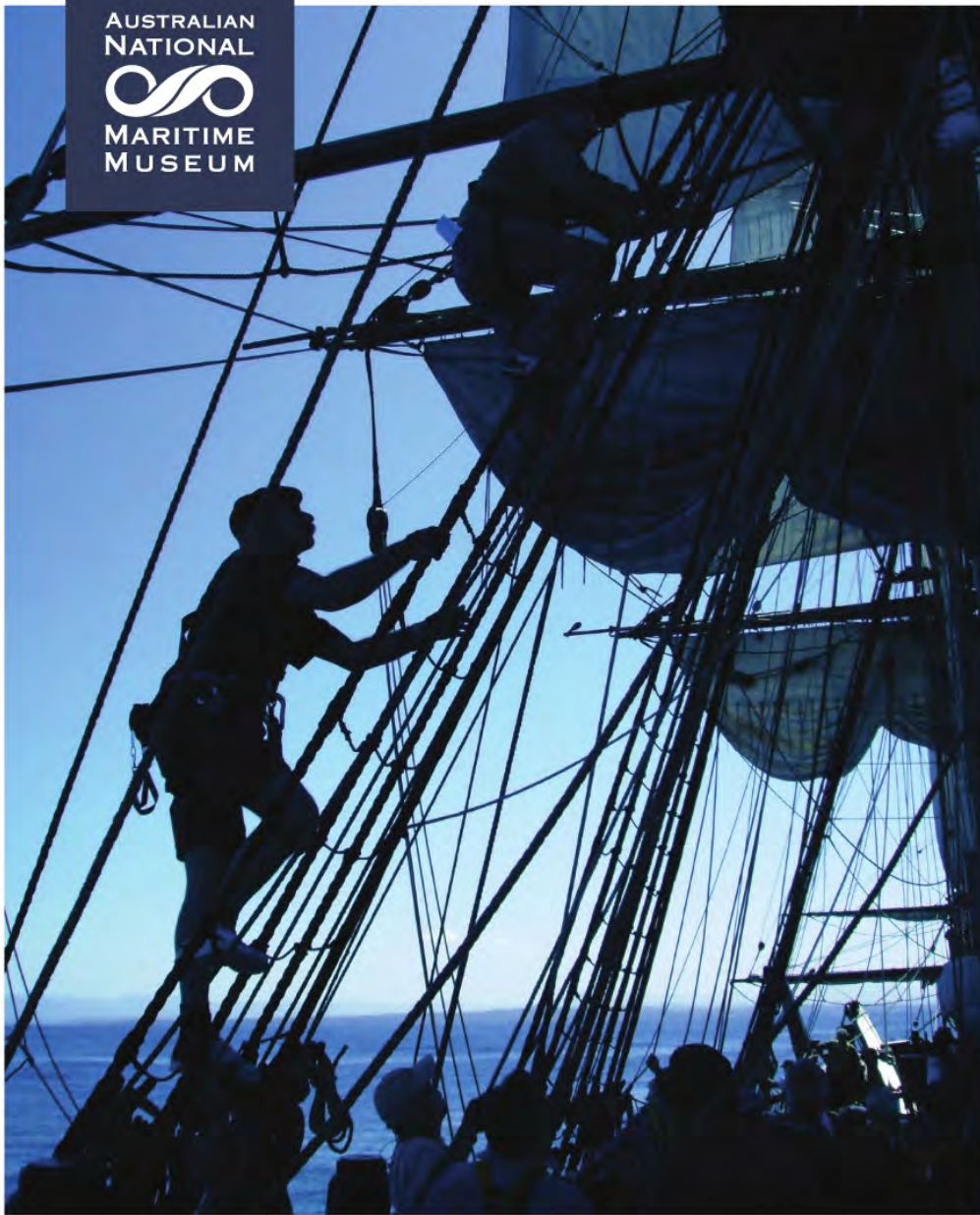
"With any new technology, it always takes time to introduce the product to the market," says Roberts. "The sailing fraternity is traditionally conservative. When it's effectively the engine of your boat and one of the most important aspects, sails need to be top priority. You have your boat, crew and sails and you need to spend equally on each one of those."

Technology, like time and tide, advances relentlessly. Sail making may evolve by miniscule degrees each year, and be a point of tension between owners and artisans, but it will always be at the forefront of the sport of sailing.

Underpinning the motivation of local and global sail makers, and the element uniting them with their clients, is a deep-seeded passion for sailing.

"Ian gave me great advice when he handed over the business," says Shane Guanaria, new owner at MacDiarmid Sails. "You are never going to earn a million being a sail maker, but you'll have a hell of a lot of fun!" ⚓

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Infinity flies Hood
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TWENTY FIVE
Celebrating its 25th anniversary this year, Southern Spars was established during the transition period from aluminium to carbon fibre.

FROM SMALL BEGINNINGS IN NEW ZEALAND A QUARTER CENTURY AGO, SOUTHERN SPARS HAS BECOME A RESPECTED WORLD LEADER IN THE DESIGN AND MANUFACTURE OF COMPOSITE RIGGING SOLUTIONS FOR RACING AND SUPER CRUISING YACHTS ALIKE. ONE STEP AHEAD OF THEIR TIME AND COMPETITORS, THE COMPANY HAS EXCELLED IN PROVIDING THE MOST ELITE STRATA OF SAILING WITH SPAR AND RIGGING TECHNOLOGIES THAT CONTINUE TO GET LIGHTER, STRONGER AND FASTER. IVOR WILKINS LOOKS INTO THE STORY BEHIND THEIR GLOBAL SUCCESS.

SOUTHERN SONS

Although much maligned for its protracted court battles, the 1988 America's Cup mismatch between the New Zealand big boat and Dennis Conner's fleet-footed catamaran was a watershed, not just for the event but for grand prix sailing technology.

KZ1, the massive Farr-designed monohull, embraced newly-emerging carbon fibre technology, including the towering mast, while *Stars & Stripes* stepped even further into the future with a hard wing sail.

Twenty-two years later, in the 2010 America's Cup, another ill-tempered Deed of Gift match revisited the wing concept when the BMW Oracle Racing trimaran powered away from Alinghi's soft-sail catamaran. In both cases, the Deed of Gift contests served as a circuit breaker, ending one Cup era and ushering in another.

Tracking parallel with this story of innovation and development has been Southern Spars, which celebrates its 25th anniversary this year.

The company's beginnings go back to the transition from aluminium to carbon fibre around the time of the 1988 Cup. And, in last year's America's Cup iteration in San Francisco, Southern Spars was prominent again, supplying Luna Rossa Challenge with a complete wing package and delivering all the main components for the Emirates Team New Zealand wings.

Southern Spars originally spun out of the Southern Pacific boatyard in New Zealand, which under Tim Gurr was building Peter Blake's maxi-ketch *Steinlager 2* for the 1989-90 Whitbread Race. Steve Wilson headed the team building the aluminium masts.

That operation subsequently went into receivership and Mark Hauser, Terry Gillespie, Chris Packer and Geoff Hurley took over the spar making side of the business, establishing Southern Spars Ltd in 1990.

The timing was perfect. These were forward-looking pioneers at a time when spar making was going through a quantum change.

The 1988 America's Cup led to the International America's Cup Class, which first competed in San Diego in 1991 as a prelude to the Cup series the following year. Carbon fibre rigs were still a new frontier and nobody was certain how the new technology would cope.

During that 1991 trial regatta, those fears appeared to be confirmed on a day of carnage. In moderate conditions of not more than 15 knots, halyards broke, steering systems

failed, sails shredded, spinnaker poles shattered, a winch exploded in a French trimmer's face and a mast came crashing down. A shaken Bill Koch, making his debut in the Cup arena, damned the IACC class as dangerous and designed by idiots.

But there was no going back. The class thrived and, as it has done throughout its history, the America's Cup served as a high-level test bed for new technology. Carbon fibre had arrived and Southern Spars was in the thick of it, producing rigs for the Japanese Nippon Challenge campaign and the New Zealand Challenge.

Inevitably, technology tested and perfected in the crucible of grand prix racing, transferred to the cruising

SKY HIGH
Below: *Aglaia* is a spectacular 66m sloop-rigged aluminium yacht designed by naval architect Dubois Design. The large sloop rig is all carbon with EC6 rigging and gives a sail area to displacement ratio equivalent to a racing yacht.



RICK TOMLINSON



market. It is one thing to be bold with big-budget on-the-edge America's Cup yachts that compete inshore and are hauled and maintained daily by professional shore crew. Quite another to commit to similar technology with an offshore cruising superyacht, but Neville Crichton's nerves were up to it and his 32.6m *Esprit* was launched in 1991 sporting the world's first all carbon fibre superyacht rig.

Against dire predictions, the Southern Spars rig served the owners faithfully for more than 200,000 sea miles. It was still going strong when it took a direct lightning strike in Tahiti, ending the mast's two-decade career, by which time carbon fibre had achieved universal acceptance.

This willingness to ride the leading edge of technology at the grand prix level and apply the lessons learned to increasingly sophisticated production and custom cruising yachts has seen

Southern Spars expand into a highly respected international operation.

In 2003 the company was acquired by the North Sails Group, owned by American industrialist Terry Kohler. This year the group changed hands again when it was purchased by Oakley Capital and became North Technology Group. Southern Spars operates as an independent entity within the group.

From its ultra modern headquarters in New Zealand, Southern Spars employs 550 people with manufacturing or service facilities in New Zealand (grand prix and superyacht rigs), South Africa (masts for yachts less than 110 ft), USA (C Rigging with ECsix), Denmark (service and warranty), Sri Lanka (One Design rigs) and Spain (service and maintenance).

New Zealand's purpose-built 10,000m² facility handles TP52 race masts and bigger, including maxis such as *Ran*, *Perpetual Loyal*

(*Speedboat*), *Wild Oats XI*, *Ichi Ban*, *Alfa Romeo (Shockwave)* the new Volvo Ocean Race 65s, America's Cup rigs, including the latest hard wings, as well as custom superyacht rigs and booms, which continue to grow in size and complexity.

Like the quest for ever-taller buildings, the constant growth of superyachts is now seeing owners contemplating 125m masts. "The booms are getting to nearly 40m," says designer Martin McElwee, who has been with the company since its inception. "That's longer than most superyachts used to be. The mainsheet loads are getting up to 70 tonnes. The compression loads at the base of the mast can be more than 400 tonnes."

These mega rigs represent massive undertakings of design, engineering and construction. Not only must they support the weight and loads of huge sail areas, they need to exactly align with the sail shapes, withstand huge multi-directional rigging loads and provide the internal motors and hydraulic systems to furl sails, control sail shapes, lock halyards and so on.

In addition, they must accommodate navigation and communication electronics, satellite domes, antennae, radars, lighting systems, all of which can demand up to two tonnes of internal cabling. Some also include internal venting systems for grey and black water tanks, fresh-water washdowns, plus a degree of redundancy and future proofing.

The hidden design work, detailing, and engineering that goes into providing all this infrastructure is considerable and it is no surprise that these rigs represent multi-million dollar investments and can take a couple of years to produce.



"The booms are getting to nearly 40m. That's longer than most superyachts used to be. The mainsheet loads are getting up to 70 tonnes. The compression loads at the base of the mast can be more than 400 tonnes."
MARTIN McELWEE

Even before the commission is secured, considerable time and effort goes into creating detailed marketing presentations, complete with load studies, animated graphics, showing how the mast systems will operate, three-dimensional views inside and outside the rig down to the fine detail of halyard and reefing locks, hydraulic boom outhaul systems, furling and reefing operations.

Coming out of the grand prix circuit, square-top mainsails have become popular. These present new challenges in superyacht applications, requiring systems to control the top batten, moving it from its 45° deployed position to a horizontal furling position.

Virtually every aspect of the rigs is handled in-house, beginning on the design floor, where 27 designers and engineers work on specific areas of the project. Part of the arsenal is a propriety suite of software called Rigcalc and Membrain, which fully integrates the rig and sail design, so that the mast and sailplan work to maximum efficiency as a single propulsion system. Great attention is paid to aerodynamics and Finite Element Analysis in the drive to achieve the greatest performance for the least weight.

Walking through the design area, we stop at Spar Division Research and development manager Carrick Hill's workstation, which includes a 3D printer. He has just printed a fully operational half-scale plastic version of a 12 tonne headsail lock. These plastic versions are used as prototypes before committing to final manufacture in titanium, or stainless steel.

"The big advantage is that we can print out a complex part in about three hours, instead of three weeks in a machine shop. They are very accurate," says Hill, using his micrometer to demonstrate tolerances of hundredths of a millimeter.

This level of precision carries over into the production area, starting with the floor itself. When the factory was built, the concrete floor had to be absolutely flat to provide an accurate reference base. "The floor is accurate to plus or minus 1.5mm over an area of nearly 8,000m²," says sales manager Mark Hauser. This is literally part of a ground-up philosophy of eliminating variables to ensure precision throughout the manufacturing process.

The production area is basically divided into four zones: a clean area for cutting the pre-preg composite

fabrics into fully indexed kits which are manually laminated into female moulds before being cured under heat and pressure in autoclaves; a dirty area, where drilling, grinding and fairing takes place, some of it using a six-axis robotic milling machine; a clean, fully-enclosed paint shop; and a final fit-out area, where the rigs are fully assembled and every element measured and checked before being dismantled and prepared for delivery.

Strict temperature and humidity controls are applied throughout the process and every mast goes through a thorough ultrasound check to ensure the integrity of the laminates.

In a field where all the top competitors are producing good products, everybody strives for a competitive edge. Thin Ply Technology (TPT) is a key feature for Southern Spars. This ultra-thin unidirectional pre-preg carbon fibre was developed initially for sailmaking, but Southern Spars have adopted it for spar making.

Most marine off-the-shelf carbon fabric comes in weights between 150-600gsm. TPT can lay down individual plies of just 25gsm, so fragile and lightweight that they have to be applied through a plotter; any hand contact distorts it and renders it useless.

This ability to lay down super-thin plies precisely aligned with angles of load allows for a much more refined laminate architecture. Designers can utilise conventional carbon fibre for the base structure and then apply TPT to extremely fine tolerances where additional strength or stiffness properties are required.

"Lamination accuracy is the fundamental thing that has to be right," says Hauser. "That is why we put so much effort in with TPT, clean areas, temperature control and so on. At the end of the day, the quality of the tube and the accuracy of the manufacturing system give us the edge.

"This is particularly the case with grand prix rigs, which have to be designed down to a specific weight. It means that if a mast needs, say 25.4kg of off-axis fibre in a particular area, we will achieve exactly that number. Using conventional lay-ups, it may be that the closest you could get would be something like 26.5kg. When you are designing to a finite weight, that level of precision results in a stiffer mast.

"When two yachts are sailing side by side, their masts may outwardly look very similar, but one is pointing higher than the other. That could be



"When the factory was built, the concrete floor had to be absolutely flat to provide an accurate reference base. The floor is accurate to plus or minus 1.5mm over an area of nearly 8,000m²."

MARK HAUSER
Sales Manager



"We are in a good space. We remain busy through all our facilities. The superyacht sector carries on with projects increasing in size and complexity. The racing market is coming back with the global economy showing signs of strengthening."

RICHARD LOTT
Managing Director

where even a five per cent difference in stiffness is coming into play."

According to Southern Spars, conservative weight savings achieved utilising TPT over conventional materials and processes are 6-10 per cent in a standard mast, 8-12 per cent in a standard boom and 10-25 per cent in a standard spreader.

Gains of this magnitude are gold in high performance applications. And, across the board, the emergence of composite rigging adds further advantages. "The weight saving benefits are massive," says Martin McElwee. "We recently converted a 52ft race yacht to our ECSix carbon standing rigging and saved 100kg. When you apply that to superyachts, you are looking at savings in the order of tonnes."

ECSix is celebrating its own anniversary, having been on the market for a decade. "In just 10 years, ECSix has sailed over 1,000,000 nautical miles in all conditions and has not had a single failure due to age, wear, waves, weather or water," says Scott Vogel, president of Composite Rigging, who notes the product has been installed on more than 500 yachts and undergone millions of loading and unloading cycles with zero degradation.

Contemplating the Southern Spars global operation, managing director Richard Lott is in a quietly confident frame of mind. "We are in a good space," he says. "We remain busy through all our facilities.

"The superyacht sector carries on with projects increasing in size and complexity. The racing market is coming back with the global economy showing signs of strengthening. There are more TP52s coming on stream, with mini maxis and maxis also showing signs of life. The Volvo 65s have been a good project for us and the Open 60s are doing well.

"In the One-Design area, the J70s have been a phenomenal success, with Sri Lanka producing 125 masts in a single month. Across the board, our portfolio of products is strengthening and Cape Town alone will double its production this year."

"The new ownership, under Peter Dubens, is bringing new energy and enthusiasm into the company. They are keen to develop the business and we are being pushed and challenged in positive ways.

"This is a hard game, but they are bringing new investment and talking in terms of 10-years or more, so we feel very positive." ↓

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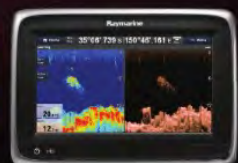
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HARKEN CHROME
 Harken's newest Radial white chrome winches can be powered (both vertical and horizontal motors) allowing effort-free sheeting or halyard hoists.



EVO RACE+
 Lewmar's EVO Race+ winches use a lightweight cast aluminium base stem, composite bearings with carbon inlays and "no tools servicing".



EVO™ SPEED RING
 Lewmar's Evo Speed Ring uses two alloy drum diameters for fast halyard hoists.



PONTOS GRINDER WINCH
 The innovative Pontos four-speed winches give the power for grinding and the speed for trimming in single unit.



FAST AND EASY
 Wichard's new stainless Double Fairlead uses a velcro strip for fast, easy attachments to 25mm stanchions; and the eye also opens for quick deployment of lines in situ.

One of the priorities when refitting the deck hardware of any yacht is updating your set of winches, whether manual or power operated.

If you are considering up-sizing your winches to reduce your daily grind, be aware this can add weight aboard. So selecting lightweight alloy or carbon winches, especially with double drums, will help offset any weight increase, such as using Lewmar's EVO-Race Speed Ring winches. The larger drum is used for fast asymmetric spinnaker gybes or hoists while the standard drum allows fine-tuning, removing the need for additional winches.

Alternatively you can power-up with Harken's latest Radial powered winches that come with space saving horizontal electric motors. Negating power, how about French winch maker Pontos who has recently released a new four-speed winch, which is a good alternative to powered ones.

Another race-winning edge could be speeding up your boat's running rigging by using Lewmar's latest HTX Traveller range, with the Captive Ball Traveller suiting yachts up to 50 feet. The large diameter ball bearings integrated into a single piece alloy car allows fast Genoa track adjustments and maintenance can be done without fear of losing the bearings.

Weight placement aboard is crucial, especially on smaller race boats, but adjusting lines while balancing the trim can be tricky. So instead of using traditional swivel bases, which are relatively heavy, why not deploy Harken's latest carbon cam fairleads or use their latest alloy lead rings for fast jib controls without any moving parts? Rig tuning is crucial for any racing yacht and can be easily achieved with an adjustable backstay, such as the latest hydraulic Harken model, which has been upgraded for 2014.

Generally reducing weight is an age-old ploy to improve your performance around the racetrack. A simple idea that contributes weight saving is the installation of lightweight alloy blocks available from many manufacturers including Italian brand UBI. UBI



LEWMAR HTX TRAVELLER

Lewmar's latest HTX Traveller range is the Captive Ball Traveller for yachts up to 50-foot. The large diameter ball bearings integrated into the car allows fast Genoa track adjustments.



HARKEN FAIRLEADS
 Harken offers two cam fairleads. The 375 fits the 150 Cam-Matic. The 476 is designed for the 468 and 471 cams. Both fairleads feature a tough, fibre-reinforced plastic body that is low friction and chafe resistant. Polished stainless steel guideposts prevent line wear and are very low friction.

THE NEW SPINLOCK XTR JAMMER
 New alloy and composite construction



reduces weight by 35 percent from previous models, while retaining load holding on 12 mm line up to 1000kg.

KEVIN GREEN

NON-SLIP AND UNBREAKABLE
 Right: New for 2014 from Liros Rope, Germany is the LR01513 Liros Magic XTR – following developments with some of the Australian Sailing Team members on conjunction with DeckHardware Sydney. The 4-8mm range features a Technora cover blended with Dyneema and only one per cent stretch. The core is 100 percent Dyneema SK99. The Liros Magic XTR is perfect for use on high performance dinghies and multihulls. It features a non-slip, practically unbreakable jacket. Below: Simplify the foredeck with trackless jib controls using alloy Solid Rings from Antal.



is imported by Justin Mulkearns at www.myyacht.com.au, which stocks a wide range of blocks, soft-blocks, alloy rings and furlers – as used, for instance, aboard the McConaghy Ker 46 *Patrice*. The range includes FR furlers – made from single piece 6082T6 alloy – for easy handling of asymmetric spinnakers or code sails. FR furlers have a ratchet option to prevent any unwanted unfurl and can be readily disengaged, even under load. They also produce a Yacht Club range for performance cruising yachts, as well as the RT line as their general-purpose range.

Moving up a couple of notches in strength, lightness and the price are UBI Titanium blocks for high performance racing. Alternatively, replace worn and heavy blocks with the zero-maintenance Ronstan Shock, which is a sheave-less halyard block.

Reorganising your halyard runs to reduce chafing can be easily done with the latest Spinlock organisers – their Winchfeeder is a simple but



HARKEN BLACK MAGIC AIRBLOCKS
 Harken's latest versions of their proven Black Magic AirBlocks are a good general purpose block available in 57mm to 150mm sizes and use high speed Turlon roller bearings with aluminium sideplates.



UBI ULTRA BLOCKS
 Built for the TP52 circuit and are made of aluminium with Turlon rollers and toughened Delrin ball bearings to absorb lateral loads.



LEWMAR ALLOY HTX BLOCK
 Lewmar's alloy HTX blocks use Delrin ball bearings and are ideal for frequently adjusted, highly loaded systems using non-stretch lines with reduced line diameters.

ALLEN BROTHERS BLOCK
 A switchable ratchet block using 316 stainless bearings and supports a load up to 900kg. From the new 50mm block range for 2014.



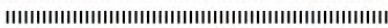
effective way to enable non-aligned winches to be used.

When upgrading your sheets and halyards to the latest Dyneema lines or other toughened line varieties don't forget the jammers. Spinlock's XTR jammer clutch uses an new alloy and composite construction that reduces weight by thirty-five per cent compared with previous models and holds these modern line varieties very well. Of course a clutch has to be kept clean and lubricated for best rope holding results – an important job too often overlooked – so the Spinlock XTR's single screw dismantle is a welcome idea allowing a quick wash and check.

Carbon deck fittings are increasingly being used at the grand prix end of the racing scene, so Spinlock's new carbon Pad Eyes are useful backup fittings as well as coming standard today on new installations such as for the Farr-designed Volvo 65 ocean racing fleet where they are used on the transom



Carbon deck fittings are increasingly being used at the grand prix end of the racing scene.



ROPEYE PADEYES

Ropeye's single-point, soft-attach carbon padeyes are strong, lightweight, and watertight fastening solutions for mastbase blocks, spinnaker sheet turning blocks, halyard terminals, footblocks, and tie-downs. Installation requires a single hole drilled through the deck (max thickness 30 mm).



SPINLOCK XTR

The Spinlock Winch Feeder is an effective way to use non-aligned winches for multiple halyards. Of course a clutch has to be kept clean and lubricated for best rope holding results – an important job too often overlooked – so the Spinlock XTR's single screw dismantle is a welcome idea allowing a quick wash and check.



RONSTAN SHOCK

The Ronstan Shock is a sheave-less halyard block requiring zero maintenance.

CARBON OPTION
Opposite page clockwise from left: McConaghy's helm wheels are autoclave cured, prepreg carbon to give fast, fine helm control; Danish Jefa now offer a high performance carbon wheel in addition to their trusted steering linkage systems; Carbonautica GRP wheels are a popular and economical choice for cruiser-racers.

for spinnaker peel sheets. Also, a single Pad Eye (model PD12C) is deployed forward of the forestay as an emergency tack line make-off point, for use when/if the bowsprit has broken off. Another competitor Ropeye also offers a wide range of lightweight and ultra strong, carbon soft-attachments including loops, self-locking rings and through deck fittings for easy installation.

Carbon and composite steering wheels are one of my favourite items on modern racers and cruiser-racers because they allow fast helm control, are much lighter weight and give lots of feel and feedback for the skipper. So if your budget has plenty of wriggle room, the latest Jefa carbon wheels

or the ultra-lightweight McConaghy carbon wheel range are the go, but if money is tighter I'd settle for the GRP Carbonautica ones, which are also an excellent option.

For the cruiser racer fraternity, Wichard's new stainless Double Fairlead looks interesting as it uses a velcro strip for fast, easy attachments to 25mm stanchions; and the eye also opens for quick deployment of lines in situ. Moving up a level, replace heavy and worn shackles with Wichard's Softlink, which uses a high performance line and stainless connector for fast attachments and is available in three sizes, holding a maximum of 6,000kg in the 5mm version. ⚓

Stay in front

Popular upgrade options

- Faster sheet tracks
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- Smoother mast slides
- Double ring winches
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RONSTAN HALYARDS
Ready made dyeena halyards from Ronstan make refitting an easy process. Supplied with an eye splice and mouse line for easy installation, the polyester cover offers abrasion resistance. The halyards are also available in blue and red.



WICHARD SOFTLINK
Wichard's Softlink uses a high performance line and stainless connector for fast attachments and is available in three sizes, holding a max of 6,000kg in the 5mm version.



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KJ10 is a high load clutch that won a DAME award for innovation. Available in Sydney from SailForce.

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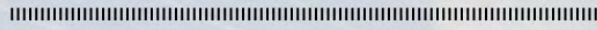
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APPEARANCES CAN BE DECEPTIVE. SO IT APPEARS
IN THE CASE OF THE NEW DEHLER 38 – A MILD
MANNERED PRODUCTION CRUISER THAT SAILS FAST SO
EFFORTLESSLY, SAYS ANTHONY TWIBILL, YOU WOULD BE
EXCUSED FOR THINKING IT AN OUT-AND-OUT RACE BOAT.



ONE PERFECT DAY



JOHN COWPE

WINNING COMBO
German-built
Dehler 38 is
designed by the
respected America's
Cup winning team
of Judel/Vrolijk.





It was one of those heaven-sent winter's days in Sydney. Under the most perfect aquiline sky and the lightest breeze barely touched by the season's chill, we set out to sail the world's most awarded new cruiser/racer, the Dehler 38.

The Dehler 38 was launched in Europe last year following considerable anticipation and with much acclamation once the all-new model hit the water.

Within months it was winning both the German ORCi offshore and inshore nationals in Europe, where ORCi is more popular than IRC as a rating system.

In a market sector long dominated by French brands, the svelte German-built Dehler is leading a new charge to the podium with success already demonstrated in European ORCi racing circles.

The Dehler line of yachts recently celebrated its 50th year and the brand has long been regarded for its dedication to sailing performance and quality construction practices. As a small but long serving yard, Dehler have always delivered on both counts, but as a niche player in today's competitive, congested market increasingly dominated by the major brands, ownership of a Dehler yacht has generally come at a price premium.

Now the brand is under the ownership of the Hanse Group, having recently been added to the German



DEHLER DECO
Clockwise from above: The Dehler 38 is described as being a sleek mix of art deco and modernist design; The Dehler 38 *Rogue* put to the test in Sydney's Pittwater.

company's increasingly diverse range of brand offerings, meaning that for the first time a quality boutique brand like Dehler has the buying power of a mass manufacturer. In principle, this should mean more boat for less money. In practice, having experienced the sailing finesse of the new 38 on Sydney's Pittwater, and noting the revised sharper pricing, this rings true indeed.

The first of an all-new breed of Dehler yachts, the 38 is designed by the respected America's Cup winning design team of Judel/Vrolijk, long associated with designs of the many popular Hanse models. As an all-new design – the first under the Hanse Group banner and the first Dehler to be built entirely at the Hanse Group yard in Griefswald – the 38 is the mark of a new direction for Dehler and Hanse Group alike.

Hanse was subjected to some criticism over shutting Dehler's (original) yard in Freienohl at the end of 2013, right on the eve of Dehler's 50th Anniversary. However, the



production savings and economies of scale made possible at Hanse Group's vast facility made economic sense and makes possible this much new boat for the price.

Along with its opening double act on the European race circuit, during the last year the Dehler 38 has won Boat of the Year awards (in its class) from numerous yachting journals in Europe and the United States, including *Cruising World*, *Sailing World*, and even from France's *Voile* magazine.

Earlier this year the Dehler 38 added to its awards tally, winning the coveted European Yacht of the Year award in the Performance Cruiser category.

We would not normally quote from other media, but in this case the commentary of one of the 'Cruising World' award judges Ed Sherman does neatly sum up the Dehler 38:

"It perhaps goes without saying, but



good sailboats should sail well. The German-built Dehler 38 definitely does that. It was a big reason our judging panel named it 2014's 'Best Cruising Sailboat under 38 feet'. I really enjoyed this boat's open cockpit layout; it's very easy to manoeuvre around and everything's close at hand for efficient sail trimming. It's a fine dual-purpose racer/cruiser. You could do some regattas, and have a good time with family and friends!"

Local Hanse Group distributors Windcraft saw the potential of the new cruiser/racer from early on in its development. Given a kick along in confidence by the Dehler 38's growing stack of awards, five boats were ordered and on their way down under to Australia and New Zealand, with the first Australian-delivered Dehler 38 *Rogue* – a 'competition' version and our review boat –



launched last November in time for summer racing.

Based from Sydney's Royal Prince Alfred Yacht Club, *Rogue* has enjoyed some great sailing on Pittwater and her owners' are sailing north to campaign the boat at both Airlie Beach and Audi Hamilton Island Race Week this August. These popular regattas will be a telling yardstick of the potential for the new boat when competing with the current crop of cruiser/racers under the IRC rule dominant for offshore racing in Australia. A preliminary IRC trial certificate for the Dehler 38 issued by RORC in late 2013 provides a competitive TCC of 1.051 with a crew of nine aboard.

Windcraft describe the Dehler 38 as a cool mixture of art deco meets modernism. I'm not quite sure that the boat is really that arty, but the contemporary design from Judel/Vrolijk for the Dehler 38 demonstrates their interpretation of the next generation of Dehler yachts. With a larger Dehler 46 – designed

JUST CRUISING
Anthony Twibill sails *Rogue* in Sydney and discovers she responds to helm and sail trim with agility, stability and balance.

much along the same lines – due to splash later this year, we can expect to see future models emulating this first of a new generation for Dehler under Hanse Group ownership.

So, how does the Dehler 38 actually sail? What is it about the boat that has so impressed sailors and judges from the Northern hemisphere?

First impressions are always important – whether for first dates or buying boats. The Dehler 38 scores highly in this regard presenting sleek, ultra-contemporary lines in a modern hull with fine bow entry and beamy aft section, seamlessly blended into a low profile deck and coachroof with a newly streamlined window line that integrates so as to look fast from the first sight.

On deck the new boat features a spacious open cockpit design with open transom (and optional fold-down swim platform), twin lightweight GRP helm wheels, a flush mounted mainsheet traveller in the deck floor with a German mainsheet system trimmed equally well from port or starboard by primary and secondary winches, which are ideally positioned close at hand. It really is an ideal racing set-up, especially suited to short-handed crews, and a social one at that.

Underway in light breezes of five to ten knots, the Dehler 38 was surprisingly agile and responsive for such light air sailing. It is a very well balanced and stable yacht, responding to helm and sail trim in ways experienced sailors will really appreciate. Both upwind and down under symmetrical spinnaker, the new boat settles easily into the groove, and is an absolute delight to sail with just the lightest of fingertip touch on the lightweight helm wheels.

As a 'Competition' version of the 38, our review boat *Rogue* was almost half a tonne lighter than its more cruising-orientated standard sibling, which no doubt aided this fleet-footed impression. The Competition model of the 38 is targeted squarely at regatta racing enthusiasts and is skewed to performance even more so than the standard boat.

This includes a longer T-keel of 2.20m (2.00m standard) with 300 kg less ballast than the standard boat (1.90 tonnes for the competition version); a deeper racing rudder; taller, stiffer and lighter Pauer Carbon rig (18.55m / 60-foot high mast) supporting a larger sail plan of 86.50m² (main and jib) compared to the standard model's 79.30m². Our review boat was also fitted with

upgraded cruiser/racer sailcloth as an option sourced from North Sails local Sydney loft.

Other weight-saving options aboard *Rogue* included non-slip GRP decks (as opposed to the prettier teak-clad, albeit more weighty option), the absence of a swim platform (a must for the cruising version) and optional weight-saving fabric cupboards in the aft cabins, saving some 100 kg alone. All up, the displacement of the Competition version of the Dehler 38 is 6.75 tonnes, which together with the highly efficient hull form, the carbon spars and larger sail plan makes for sprightly sailing performance. That is, after all, what sailing a Dehler yacht is supposed to be all about, easily managed short-handed with its clean deck design, twin steering wheel system, Harken deck gear and no less than six winches to hand.

Below decks, Dehler also lets you add your own style by choosing from a variety of layouts and materials to suit your sailing needs and personal style. Dehler designers have come up with a modern interior look and customised interior material options for each boat from which an owner can select from a large palette. The cabinetry and interior trim aboard *Rogue* was of solid teak and the quality of fit and finish appeared excellent.

There is the choice of a two or three cabin layout option, a most comfortable lounge area, compact galley with plenty of storage cupboard space, and a large multifunction bathroom/head with a clever dual door arrangement that's worth noting. Closed one way, the wash area, shower and toilet form a separate unit from the saloon. Whereas when the toilet and shower room is closed, the door makes the way free through from the wash area to the living area, with the solid flooring running through continuously in harmony. It's a neat set-up, demonstrating just one of the thoughtful touches that have gone into the design of this new boat.

Dehler has demonstrated their passion for creating cutting-edge performance yachts that are guaranteed to turn heads and satisfy sailors looking for the 'whole C/R package' in a 38-footer. Whether racing or casually cruising, this latest Dehler will deliver, all packaged in a most manageable size that has long demonstrated a sweet spot of great appeal to our local sailing community. ⚓

www.windcraft.com.au

ROGUE RACER
A longer T keel, lighter carbon rig, deeper racing rudder and a larger sail plan are some of the features of the Dehler 38 competition model.



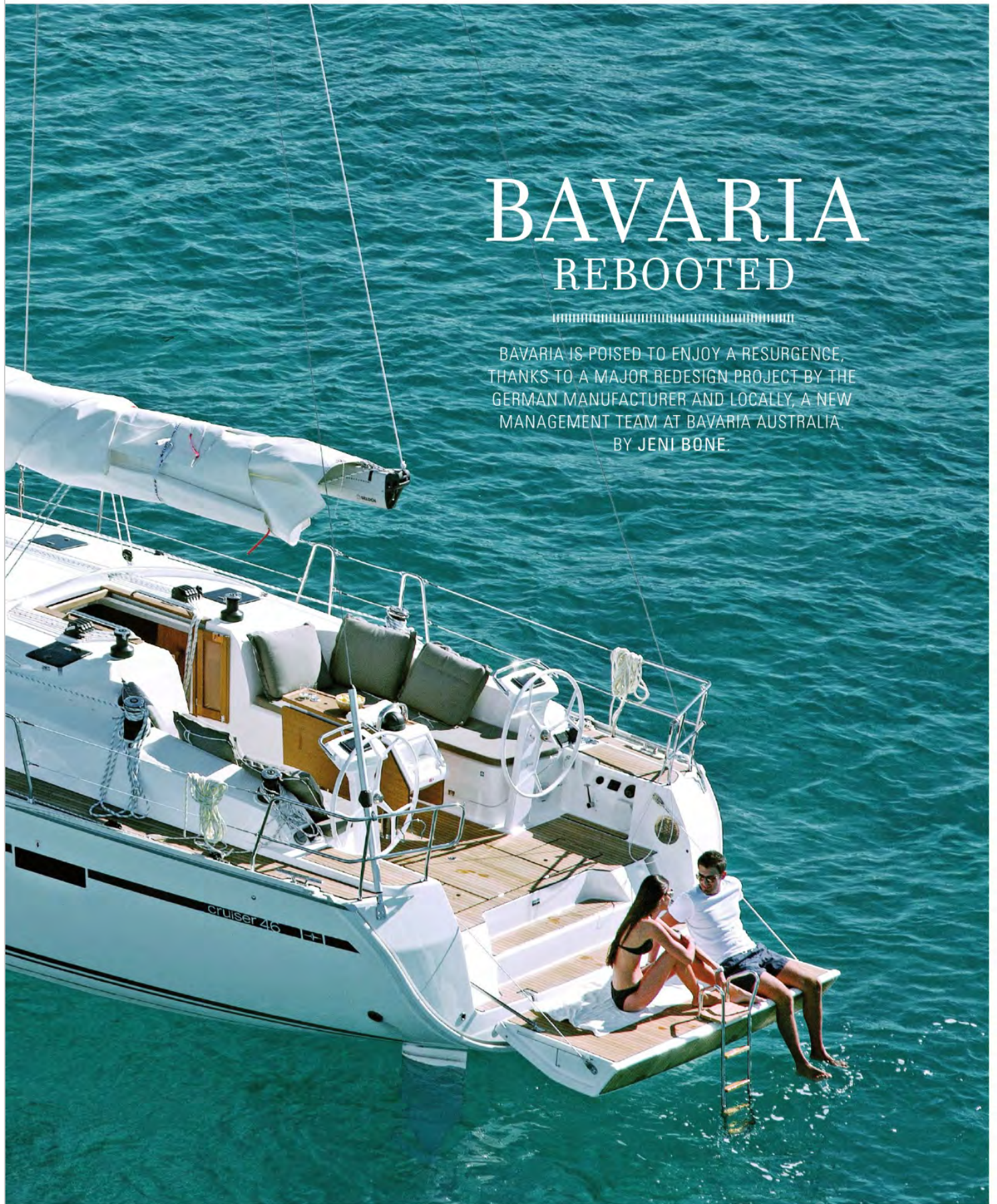
MODEL	Dehler 38
BUILDER	Dehler / Hanse Group
COUNTRY OF BUILD	Germany
HULL DESIGN	Judel/Vrolijk & Co.
INTERIOR DESIGNER	Dehler
LOA	11.3m / 37'1"
LWL	10.4m / 34'1"
BEAM	3.75m / 12'4"
DRAFT	2.00m (std) / 2.20m (comp) / 1.6m (shallow)
DISPLACEMENT	7.20 tonnes (std) / 6.75 tonnes (comp) / 7.40 tonnes (shallow)
ENGINE	Volvo Penta 30 PS (standard) / 40 PS (option)
FUEL	160 litres
WATER	315 litres
RIG	17.82m (std) alloy / 18.55m (comp) carbon option
SAIL AREA	upwind: 79.30m ² (std) / 86.50m ² (comp)
PRICE	Base Boat from AU\$340,000, including upgraded North Sails. Racing keel and racing carbon rig an extra AU\$72,000 option. As tested AU\$420,000 (approx.)



FRESH WATERS
The new Bavaria
Cruiser 46 is one
of the new design
offerings for the
popular brand
combining its
trademark style
and practicality.

BAVARIA REBOOTED

BAVARIA IS POISED TO ENJOY A RESURGENCE, THANKS TO A MAJOR REDESIGN PROJECT BY THE GERMAN MANUFACTURER AND LOCALLY, A NEW MANAGEMENT TEAM AT BAVARIA AUSTRALIA.
BY JENI BONE.



Co-owners of Ensign Brokers Sydney, Tony Ross and Andy Howden, partners in Bavaria Sail and Power Australia Pty Ltd, are anticipating a renewed interest in the marque and its range in sail and power over the next 18 months coinciding with the release of the revamped new release models in both ranges.

Andy has previously worked with Bavaria dealers in Canada and the Pacific US, before returning to Australia and running the powerboat operation, while assisting with Bavaria sailing alongside the original founders of North South Yachting, Ralph and Judith Hogg. The sailing side was then sold to Tony Kirby and Bob Mulkearns in 2004, and Howden maintained the Bavaria Power operation from then until the present day.



NEW BAVARIA
Above and left:
The Cruiser 37 in
action and its sleek
interior. Above:
Tony Ross and Andy
Howden. Opposite
page: The new
Cruiser 41S

“Even loyal Bavaria owners would acknowledge that the design was ripe for change,” explains Howden, referring to some of the out-dated features such as the “storm trooper windows”.

“Bavaria is currently undertaking a massive design and development program, and we have seen some of the pre-designs and concepts, which we’re very pleased with the direction the sailing range has taken and the powerboat will be taking.”

As a brand, Bavaria is known for well built boats that sail well, Howden says. “They have 37 years of tradition and run the largest single yacht factory in Europe, at Giebelstadt, where their state-of-the-art shipyards can manufacture 3,500 boats per year with 600 employees.”

After a period in the wilderness, the company is returning to its core values, which Howden asserts are “structural integrity and sailing ability,” as well as opening up choice for customers to customise their

yacht in many of the cosmetic aspects inside and out.

“Bavaria boats traditionally are understated and extremely well built. With this new range, designers have moved on from traditional shapes and made the boats more lifestyle oriented. Bavaria has re-established its identity with its core following, capitalising on its sailing reputation, and will also impress a wider audience due to newly innovated lifestyle designs.”

Bavaria has engaged renowned construction firms Farr Yacht Design for the hull and Design Unlimited for layout and interiors.

“The new product is simply outstanding both in terms of the design element for the owner and operator and also in terms of performance and longevity,” says Tony Ross. “Boat design is always about compromise, space versus weight versus performance versus price. With some of the best designers in the world and a team of crack technicians using the best technology, these compromises are attenuated.”

Australians will see the 37, 41, 46 and 51-foot models in the new Cruiser line from Bavaria at Sydney



International Boat Show (SIBS). The smallest and largest, 33 and 56, are already successful models released in 2013 and were the first of the new range, which experienced healthy sales in Australia and New Zealand.

According to Howden, a preview of all available models will be revealed at SIBS and any show or post-show orders will be delivered in time for Christmas.

Ross and Howden have ordered stock, confident the market will respond to the changes. “At the 2013 Boot Dusseldorf, Bavaria sold 34 boats. Then in 2014, they sold 104, in a static climate. The new range was received very well. We think Bavaria owners and people who admire the brand will be drawn back and the new range will appeal to a new generation of buyers as well. We hope to emulate the success of our European counterparts.”

The new Bavaria Australia team will focus on “rebuilding the business and focusing on after sales service”, according to Howden.

“I have had some great mentors over the years, and they taught me the importance of a solid business plan. We can’t control the product or the price, the only thing we can control is the customer experience. If they’re





happy, we will succeed.

We want our clients to be fans of the boat and the brand, and just as much, their experience. We will make every aspect of the process smooth, and assure them that if anything goes wrong, warranty or not, we will handle it. We want nothing to taint the ownership experience.”

SIBS will be the public’s first opportunity to see the new range in one spot, meet the new management and appreciate the revival of the brand.

“Being Farr design, they are good looking boats, really focusing on lifestyle,” says Howden. In Sydney, Bavaria will display the 37 cruiser, 41S race boat, 46 cruiser and 51 cruiser, 42 Vision and 46 Vision, and the powerboat model, the 39 Highline, which is an existing model, but with new features.

The push on power will commence in 2015, showcasing the new re-design which is due for release in October/November this year, with teasers at SIBS.

Besides the Open and Hardtop Sport 360 versions, Bavaria will launch a new Coupe at a World Premiere in September at the Oslo Boat Show.

The entire cockpit was designed according to modern requirements and it has become the social area on the boat. The team of Marco Casali



and his designers at the Italian design agency Too Design, have devised crisp, contemporary lines for the new Sport 360. The hull is the product of nautical architects Insenaval SL, renowned for their superyacht designs. The interior is characterised by function and flair, from the pen of Design Unlimited.

“The Coupe has shut-able doors and an open cockpit like US boats, with the added appeal of Italian styling and German practicality, so people get the best of all worlds,” adds Howden. “There will be lots of choice in terms of finishes and it will be very price competitive.”

Bavaria’s powerboat credentials have already been established. Its Virtess 420 Flybridge model won European Powerboat of the Year Award in 2013 in its category and was praised for its design innovation and value for money.

Bavaria has also begun preliminary designs for its new Race range, building on the success of its B/One sport yacht.

“The 41S is designed to be a class beater,” says Howden, indicating that model will be competitive at Audi Hamilton Island Race Week this year. ⚓

www.bavariasail.com.au

ON SHOW
Above: The Bavaria
Cruiser 51 will
be on display
at the Sydney
International
Boat Show.

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We embark on an intriguing journey when we sail through Greece and Turkey. These countries are places of mysticism, history, stark beauty, conflict and occupation. Often referred to as cradles of civilisation, these places are today both modern and ancient, rubbing shoulders we sail a tantalising line between the two as we follow our course for the Aegean Yacht Rally.

Our hosts, Trevor and Maggie Joyce, have been coming to this part of the world since the 1970s and consider it a second home – evident in the number of friends we meet along the track. The yacht rally begins in Kusadasi in Turkey, where the ancient city of Ephesus and our local guide Arkan wait for us. This city respired occupation; first Greek and then Roman until the harbour silted up and became home to droves of pestilent mosquitoes. Now she retires on the hill, a testament to her part in the human story. After an early morning tour we escape the heat and land, and board our yacht that has been delivered to Kusadasi as part of the rally fleet.

The first rally leg is a cruise to the port of Pythagorion on the island of Samos, just off the Turkish Coast, where Christos, “Minister for Everything”, clears us through Greek customs and immigration. Yes, this was the home town of the philosopher and mathematician, Pythagoras, but he left here early in his life to escape its tyrannical ruler. There is no sign of this tyranny when we reverse our 49-foot Jeanneau *Volante* into the town quay and find a string of tavernas conveniently located right across the road.

We spend a full day on Samos, enjoying spectacular late spring weather before racing south to Arki in rain and wind, on the nose (southerly) all the way. Where is the famous Meltemi (northerly) we ask? What happened to that benign Mediterranean weather? Still, this is the only race we win on handicap, probably because in the cold and the rain no one is anxious to relieve our skipper on the helm.

There is a step across to Patmos on a flat, ink-blue sea and another change of pace and weather as the sun returns. Patmos is the spiritual headquarters of the Greek Orthodox Church and in the summer as many as five cruise ships a day, each carrying some 3,000 people, slide into the harbour for the perfunctory four-hour-gallop to the 11th Century

monastery and the church of St John the Divine. We plunder the shops, take a motorcycle to Lampi Bay and dine at the water’s edge. We gossip about whether or not St John wrote the Apocalypse, Book of Revelation from a cave here.

Our world changes again as Race Three takes us back into Turkey where we enter Bodrum Harbour, home to hundreds of traditional Turkish gulets and the site of a well preserved fortress dating from Crusader times, that stands sentinel over the harbour. We’re told two nights here are a must.

EAST MEETS WEST

RACING THROUGH SEAS OF HISTORY AND LANDS OF ANTIQUITY IS AN EXPERIENCE TO BE TREASURED IN THE ANNUAL AEGEAN YACHT RALLY, CONDUCTED FOR OVER A DECADE BY YACHTING RALLY SPECIALISTS MARINER BOATING HOLIDAYS. LAUREN WHITE TASTES JUST SOME OF ITS EXOTIC DELIGHTS FROM FIRST HAND EXPERIENCE.

and they’re not wrong. The clubs are a thumping good contrast to the deserted bays we just left behind in the Dodecanese. We take in the up-and-coming gastronomic scene, experience a ‘Haman’ (Turkish bath) for the first time, and spend a few Turkish Lira at the bazaar: “Genuine fake watches for your genuine fake friends”!

The rally group then sails east in Turkish waters and the landscapes sliding by the yacht slowly transform from the arid rockiness of the Dodecanese to forested hillsides, almost European in appearance. This is the southwest corner of Anatolia, indented with fjords and spiked with steep-sided peninsulas. We race on to Knidos, Palmut and Datça and revel in the subtle transition from Greek to Turkish cuisine; not such a big leap, a similar treatment of lamb and fish dishes, but more vegetable varieties here, chilli peppers and a greater use of Asian spices like cardamom, cumin and cinnamon.

The promised Meltemi wind arrives

with a nor’westerly blowing at 12-15 knots and we set off in Race Four to an anchorage called Atabol in the Hisaronou Gulf, or the Gulf of Symi as the Greeks call it. Now there are only two Greeks separating the top three yachts with another two yachts still in the hunt for placings. The fleet tie up to a jetty with moorings and another great meal is wheeled out by the chef-de-maison. Next door there is a yard building 30-metre gulets; all of timber, fully hand-crafted with beautiful lines.

The next day we race on to Bozuk Bükü, an ancient port dating back to 400 BC, situated in a spectacular fjord, the entrance dominated by an ancient citadel. Tied to a rickety jetty, we are besieged by several Turkish girls in dinghies filled with wonderfully embroidered fabrics, sarongs, slippers, and other harem necessities. We buy with abandon, caught in the moment by the colour bustling on the breeze.

The final race takes part in the Bay of Marmaris, everyone’s last chance to secure the final points in the race series. Reluctantly, we must hand over *Volante* at the charter base in Marmaris and climb onto the bus for the trip to the hotel. After each race en route we’ve enjoyed dinner arranged by our hosts, but the final night’s presentation in Marmaris tops them all. On a whim, the group decide on a ‘Sultan’ theme and draped, crowned and bejewelled we fling ourselves out into a night of Turkish music and belly dancing.

The richness and diversity of experience waiting to catch your stern line in this part of the world is incredible. The rally experience is an adventure that enabled us to intimately explore the Turkish coastline and Dodecanese Islands; its people, culture and history. We anchored in deserted bays we had never heard of, danced in restaurants, tied to quays in the middle of town and raced on luxury charter yachts. All guided by hosts who shared their local knowledge and encouraged us to feel free to explore whenever the impulse took us. ⚓

www.marinerboating.com

AEGEAN ADVENTURE
Mariner Boating Holidays will be hosting the 12th Aegean Yacht Rally in 2015 from the 8th to 23rd of May. For more information on the event call 02 9966 1244 or visit www.marinerboating.com. Thanks to John Brooks for his contribution to this article.



CLASSIC WANDERINGS
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Bodrum

Dodecanese
Islands

Hisaronou Gulf

Bay of
Marmaris

Rhodes

Crete



SAILING FENG SHUI

CHRIS CASWELL ISN'T SURE WHAT TO MAKE OF THE USE OF FENG SHUI AND POSITIVE CH'I AS A RACE-WINNING STRATEGY.

Occasionally, I encounter something so bizarre that it's inexplicable. I was sitting in my cockpit doing nothing except draining beer bottles and regretting my dumb decision to varnish my once bare teak caprails. I admit I did do it in a fit of yachtness after looking at a book full of magnificently varnished yachts.

I don't think I've mentioned Gary before, but he has a racer-cruiser a few slips away. He views himself as very hip, and so I follow his activities with a bemusement that verges on wariness. For example, he was the first in our marina to decorate his boat for Christmas with lights all up and down the spars.

Shortly thereafter, we had an epidemic of electrolysis problems with through-hull fittings and keel

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. He is the author of six books on boating.

bolts, culminating when a friend's keel actually fell off. No one ever proved that Gary was the culprit in the electrolysis infestation but, of course, we all knew that he was the carrier.

I was on my second beer when I saw Gary, walking around his cockpit, doing something weird with his hand. As I watched, I realised that he had a saltshaker, and was carefully distributing something on his deck.

I assumed that he had just painted the deck and was using the shaker to dispense sand for a non-slip surface. That's the way it's been done for years, or at least until we started mixing little resin beads into the paint itself. Then I realised that he was walking on the deck, so it couldn't still be wet. I watched a while longer and finally couldn't stand it, so I walked up his pier and said, "OK, I give up." He smiled as you would to a child and said simply, "Fungoo".

"Hey", I said, "nice way to talk to the guy who held a wrench for two hours while you bedded your porthole".

"No, no", he said, "not fungoo, Feng Shui."

"Aha", I said, not having the faintest clue.

"Look", he said, reverting to his speaking-to-a-dolt mode. "Every boat has some bad ch'i, so I'm helping to alleviate all the negative feelings that are keeping me from winning races."

"And the salt shaker?" I asked. "I commissioned a Feng Shui expert to cure my boat, and that's what he recommends."

So that's how I spent a few hours watching Gary "create positive ch'i flow" on his boat. And, because I know all of you are on the edge of your chairs to find out ways to have a happier boat, here's what I managed to pry out of him.

If you haven't been reading home magazines, Feng Shui is the 4,000-year-old Oriental concept that governs the design of homes to create a positive energy force called ch'i. If the ch'i moves through your home or boat comfortably, it will shape your life for the better in all ways – health, finance and relationships, not to mention getting to the finish line first.

Now, most Feng Shui relies on using a compass to determine where the ch'i enters the house, but Gary was using something called Black Hat Feng Shui, which uses the location of the front door (in this case, his companionway) to position the Bagua (bah-goo-wah), which is the mapping system for your house or boat. Got that?

Sprinkling sea salt around the cockpit, I'm told, will absorb the

negative energy from crewmembers. That might not make the boat go faster but, on the other hand, I've seen Gary's crew douse the spinnaker and, boy, there's a lot of negative energy flowing. I think my boat's already pretty well protected because I'm a little lax about washdowns so sea salt is almost always crusted on the deck and topsides.

Gary has tied little blue ribbons on his helm wheel, too. Blue is the representation of water, which is the perfect state for properly steering the boat: clear, thoughtful and flowing.

He also cleaned the windows and ports on his boat because keeping windows clean allows ch'i energy to enter the boat from outside. In Feng Shui terms, the ports are the eyes of the boat.

He has a tiny plaque that he installed on the inside bulkhead facing the companionway door, which is a representation of the Three Star Gods named Fuk, Luk and Sau. (No, really, I'm not making this up). They stand for wealth and prosperity (in this case, fancy trophies), rank and authority (correcting out on handicap) and longevity (keeping a crew together for more than one season).

He also put a little plastic dragon inside, which symbolises good fortune. The problem is that you can't put the dragon in the bedroom (there are bunks everywhere on his boat) and it can't be near the head (which is close to everything). We'll see how that one works out.

Gary also changed the docking of his boat. Now he backs into the slip because one of his main competitors is on the next pier. A boat is considered to be a "predatory tiger" and, when facing another boat, will create a threat to its occupants.

There's an epilogue to the story. Before he left the dock to go racing last weekend, I watched as he led his entire crew in a cockpit ceremony. They clapped their hands and sang along with "Cheeseburger In Paradise" because, he explained, clapping and singing makes the statement that the boat is now a cleared space and the crew will go forward refreshed and free from past events.

Later that day, I saw him stalk up the dock looking unhappy. Turns out they'd finished near the bottom of the fleet after taking a flyer hoping the wind would swing left. It didn't.

All he'd say was, "I need some more sea salt".

Frankly, I think he needs ch'i that knows the wind never swings left at this time of year. ⚓

The inclusion of the 320 nautical mile Montague Island Race in the Cruising Yacht Club of Australia's Bluewater Pointscore for the coming season not only strengthens the BWPS as a true ocean racing series but brings back memories of past, at times dramatic, races to the island off the New South Wales coast.

The Royal Prince Alfred Yacht Club introduced the Montague Island Race over the October long weekend back in 1947 and maintained the annual event until 1986. This year the race will again be held over the long weekend, starting from Sydney Harbour on Friday, 4 October.

A significant change is that the start time has been brought forward from 5.30pm to 10am, giving the fleet time to get well down the South Coast before nightfall and, hopefully, ensure a finish time on the following Monday rather than the Tuesday of some past races.

While a relatively simple test of navigation, because the race at this time of the year is close to the southern hemisphere's vernal equinox the weather is "almost guaranteed to be variable, at times bedevilled with gales interspersed with leaden calms", to quote from *Yachting in Australia* written by the Lou d'Alpuget and published in 1980.

Announcing the inaugural Montague Island Race in its May-June edition of 1947, the now defunct *Seacraft* magazine promoted it as a "proving ground for entrants in future Sydney Hobart races." The magazine's editor Norman Hudson, the only Australian in the crew of *Rani*, winner of the first Sydney Hobart in 1945, went on to write: "... twelve weeks before the 'Big Race', the Montagu (sic) Island-and-back event will give Hobart-bound skippers an ideal opportunity to test boats and crews, and ample time to

correct any defects which may show up in this 'preliminary.'"

These days Rolex Sydney Hobart Yacht Race competitors have ample time to test their boats with two BWPS races scheduled before the Montague Island Race, starting with the Land Rover Sydney Gold Coast Race at the end of July and followed by the Flinders Islet Race in mid-September. The final race of six races in the prestigious ocean racing series will be the 70th Rolex Sydney Hobart Yacht Race.

Montague Island lies at 36° 15' S 150° 13' E, nine nautical miles off Narooma and 175 nautical south of Sydney and is noted for its 21m tall lighthouse (with a potential range of 28 nautical miles) and its wildlife, including little penguins. I never sailed in a Montague Island Race but recall stopping in the island's lee during a voyage aboard the radio relay vessel for the Sydney Hobart.

Winner of the inaugural race in 1947 was newspaper editor Brian Penton's harbour-racer, *Josephine*, a 14.3m designed by the famous Scottish naval architect William Fife. According to Lou d'Alpuget, the second race, in 1948, set the real tone of the Montague — a day of light winds from almost points of the compass, then a north-wester that veered nor-east to south-east and, on the third day, when most of the fleet had rounded the island, a howling 55 knot southerly.

The 1948 race made front page in Sydney newspapers with aerial photos of the fleet. Only seven of the 16 starters finished the course, with a victory going to Merv Davey's steel cutter *Trade Winds* which, in 1949, was overall winner of the Sydney Hobart.

Many famous yachts have won line or handicap honours in the Montague

RACE REVIVAL
On Montague Island, near Narooma, on the NSW South Coast is a lighthouse maintained by the Australian Maritime Safety Authority. The lighthouse was designed by James Barnet and built in 1881. It was automated in 1986 and demanned in 1987. Intending visitors to the lighthouse (both day visitors and overnight stays) must first check with the National Parks and Wildlife Service.

Island Race and, appropriately, the fleet this year will be competing for the Solo Trophy. *Solo*, the late Vic Meyer's 17.4m cutter, won 80 ocean races in her career including the Montague Race four times from five starts. She also won the Sydney Hobart overall in 1956 and 1962 and took line honours in 1958 and 1959.

In 1974, Tony Fisher's 22m ferro cement *Helsal* rocketed around the course with her sheets sprung in 36 hours 49 minutes and 30 seconds. In 1981, *Helsal II*, owned by Fisher and Fred Williams, smashed that record with a time of 30 hours 46 minutes and 15 seconds and that still stands.

I recall the 1975 race very well. I was back at the CYCA, filing a newspaper story after watching the fleet of 44 yachts head down the Harbour and turn right. Within an hour of the start they were battling 25-35 knot sou'sou easterly squalls with steep, punishing seas that gave the crews no respite throughout the night and most of next day. Within 19 hours of the Friday evening start 19 boats had retired, including Jack Rooklyn's maxi yacht *Ballyhoo* which lost its mast.

Yachts were not the only craft being battered by the gale. The Alfred's stoutly-built official launch, *Greg Cutler* had ventured eight miles down the coast in the wake of the fleet when it was almost swamped when a wave broke over the bow, smashing much of the deckhouse and injuring several of the crew.

Greg Cutler limped back to the CYCA, with race secretary-manager Jack Gale's head swathed in a bloody bandage, while back out in the Tasman Sea Peter Hill's One Tonner *Ruthless* sailed on to win the race.

In the 1984 race all 25 starters retired when a 50 knot-plus southerly gale roared up the coast but the following year the Montague Island Race became a drifter on the leg back to Sydney. Interesting to see how the revived race pans out this October long weekend. ↓

MONTAGUE REVISITED

THE CYCA HAS REVIVED THE MONTAGUE ISLAND RACE AS PART OF THE BLUEWATER POINTSCORE. AN INTERESTING MOVE, WRITES PETER CAMPBELL.

RACE & REGATTA DATES

KEEP TRACK OF THIS SEASON'S IMPORTANT EVENTS.

AUSTRALIA	DATE	CLUB	INTERNATIONAL	DATE	COUNTRY
AUGUST			AUGUST		
Club Marine NSW Youth Match Racing Champs	2-3 Aug	CYCA	Cowes Week Regatta	2-9 Aug	Cowes, UK
25th Airlie Beach Race Week	8-15 Aug	WSC	33 Copa del Rey Mapfre	2-9 Aug	Mallorca, Spain
CYCA Spring Series	10 Aug – 7 Sep	CYCA	Rio Olympic Test Event	2-9 Aug	Rio, Brazil
Audi Hamilton Island Race Week	16-23 Aug	HIYC	24th Hanse Sail Rostok	7-10 Aug	Germany
Sealink Magnetic Island Race Week	28 Aug – 2 Sep	TYC	RC44 Marstrand World Championships	13-17 Aug	Sweden
SEPTEMBER			SEPTEMBER		
CYCA 70th Anniversary Cocktail Party	6 Sep	CYCA	505 World Championship	13-22 Aug	Kiel, Germany
Racing Rules of Sailing Seminar	10 Sep	CYCA	Rolex Fastnet Race	16-21 Aug	UK
Quiet Little Drink	12 Sep	CYCA	IFDS World Championship	16-24 Aug	Canada
Brisbane Boat Show	12-15 Sep	BBS	Western Circuit Sailing Regatta	17-24 Aug	Singapore
Grant Thornton Short Haul Race and 19th Monica			Newport Bucket Regatta	21-24 Aug	Newport, USA
Geddes Memorial Trophy	14 Sep	CYCA	Extreme Sailing Series Act 5	22-25 Aug	Cardiff, UK
Blue Water Pointscore Series Briefing	17 Sep	CYCA	J/80 East Coasts	30 Aug – 1 Sep	Annapolis, USA
Blue Water Pointscore – Flinders Islet Race	20 Sep	CYCA	Maxi Yacht Rolex Cup	31 Aug – 6 Sep	Porto Cervo, Italy
Grant Thornton Short Ocean & Short Haul Race	27 Sep	CYCA	SEPTEMBER		
OCTOBER			SEPTEMBER		
Blue Water Pointscore – Montague Island Race	3 Oct	CYCA	SB20 European Championships	5-11 Sep	Russia
Club Marine Wednesday Twilight Series	From 8 Oct	CYCA	J/30 North American Championship	11-14 Sep	Connecticut, USA
Ocean Pointscore Series – Lion Island Race	11 Oct	CYCA	Extreme Sailing Series Act 6	11-14 Sep	Turkey
Grant Thornton Short Haul Race	11 Oct	CYCA	Swiss Open Championship	11-14 Sep	Switzerland
Mount Gay Rum Monday Twilight Series	From 13 Oct	CYCA	Audi Junior Cup	12-14 Sep	Slovenia
Club Marine Wednesday Twilight Series	15 Oct	CYCA	Rolex Swan Cup	8-14 Sep	Porto Cervo, Italy
Grant Thornton Short Ocean Race	18 Oct	CYCA/MHYC	ISAF World Championship	8-21 Sep	Santander, Spain
Mount Gay Rum Monday Twilight Series	20 Oct	CYCA	J/80 North Americans	10-14 Sep	Annapolis, USA
Club Marine Wednesday Twilight Series	22 Oct	CYCA	Rolex Big Boat Series	11-14 Sep	San Fran, USA
CYCA SOLAS Trusts Sportsmans Lunch	24 Oct	CYCA	Le Voiles de St. Tropez	27 Sep – 5 Oct	France
Financial & Media Markets Charity Regatta – ASX	24 Oct	MHYC	J/80 World Championship	28 Sep – 5 Oct	Annapolis, USA
Ocean Pointscore Series – Botany Bay Race	25 Oct	CYCA	OCTOBER		
Balmain Regatta	26 Oct	BSC	Volvo Ocean Race 2014-2015	From 4 Oct	Alicante, Spain
Mount Gay Rum Monday Twilight Series	27 Oct	CYCA	China Coast Regatta	10-12 Oct	Hong Kong
Club Marine Wednesday Twilight Series	29 Oct	CYCA	ISAF Sailing World Cup, Qingdao	11-18 Oct	China
Giant Steps for Autism	31 Oct	MHYC	Rolex Farr 40 World Championship	15-18 Oct	San Fran, USA
NOVEMBER			OCTOBER		
Grant Thornton Short Ocean Race – Gascoigne Cup	1 Nov	RSYS	Rolex Middle Sea Race	18-25 Oct	Valletta, Malta
Marine Safety & Equipment Demonstration	2 Nov	CYCA	Catamarans Cup International Regatta	18-25 Oct	Greece
Mount Gay Rum Monday Twilight Series	3 Nov	CYCA	Argo Group Gold Cup	21-26 Oct	Bermuda
Club Marine Wednesday Twilight Series	5 Nov	CYCA	8th China Cup International Regatta	24-27 Oct	Shenzhen, China
Blue Water Pointscore Series – Cabbage Tree Island Race	7 Nov	CYCA	NOVEMBER		
Grant Thornton Short Haul Night Race	7 Nov	CYCA	Kona World Championship	31 Oct – 5 Nov	Florida, USA
Mount Gay Rum Monday Twilight Series	10 Nov	CYCA	ISAF Rolex World Sailor of the Year Awards	4 Nov	Spain
Club Marine Wednesday Twilight Series	12 Nov	CYCA	Nassau Cup Ocean Regatta	12-15 Nov	Florida, USA
Rotary Charity Regatta	14 Nov	CYCA	Raja Muda International Regatta, Selangor	14-22 Nov	Malaysia
Ocean Pointscore Series – Port Hacking Race	15 Nov	CYCA	J24 Caribbean Match Racing Championships	15-16 Nov	Barbados
Mount Gay Rum Monday Twilight Series	17 Nov	CYCA	Royal Hong Kong Yacht Club Around the Island	16 Nov	Hong Kong
			RC44 Oman Cup	19-23 Nov	Oman
			RORC Transatlantic Rac	From 29 Nov	Canary Islands
			28th Phuket King's Cup Regatta	29 Nov – 6 Dec	Thailand

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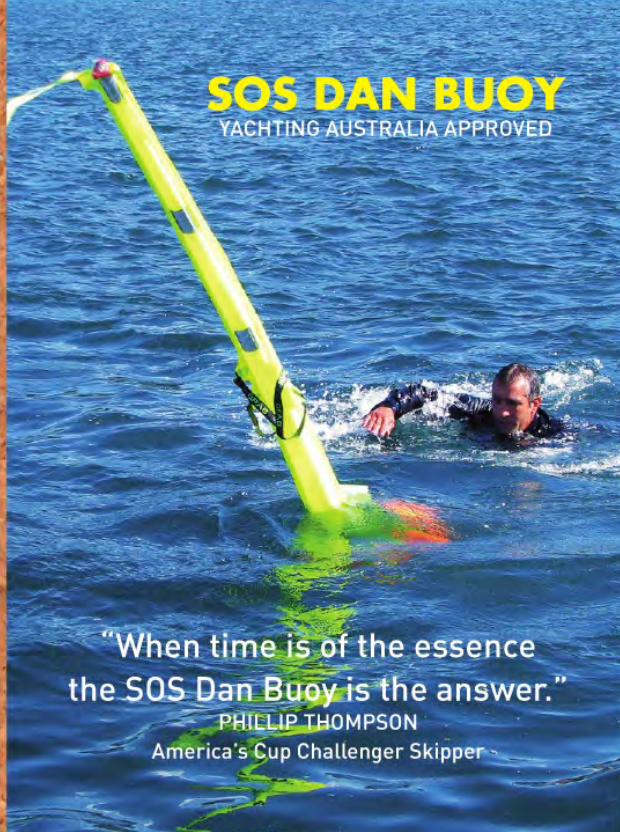
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