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WINTER WRAP
CYCA Winter Series wraps up for another year.

Over the last twelve months I have had the privilege to be Commodore of this great Club and I look forward to continuing to lead the CYCA over the next year.

At the recent Annual General Meeting, David Champtaloup retired as a director and I thank him for his four years of service to the Board and his contribution and energies particularly as chairman of the Cruising Committee establishing the Rendezvous Cruise to Hobart, as well as his initiatives as chairman of the Archives Committee, particularly in the recording of the memories of our early members. David has graciously agreed to continue to serve on those committees.

I welcome new director Noel Cornish, owner of *St Jude* and a member of the CYCA since 2002. I 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 over the ensuing year.

As shown in the annual report and financial statements, the Club is in a strong financial position that has provided the necessary funds for the redevelopment of the hardstand area. This is a significant development in the Club's history in securing our water frontage, a long term lease, and providing hardstand facilities, which are great amenities for the future of our sport.

We have recently concluded the 64th Winter Series, which lived up to its reputation of challenging sailing conditions. The Series, continuously raced since 1949, was strongly supported with spirited competition for the major divisional placings.

I offer my congratulations to the overall division winners: *Duende* (Damian Parkes) Division A1; *Black Sheep* (Derek and Martin Sheppard) Division A2; *Assassin* (Clare Crawford) Division B; *Reve* (Kevin Whelan) Division C; *Vamos* (Tim Ryan) Division D; *Devils Lair* (Barry Crook) Division E; *L'Eau Co* (Grant Pollock) Division F; *Luce Change* (Adrian McGrath) Division G; *Noakes Blue* (Shaun McKnight) Division H; *Valkyrie* (Christian Nicks) Division J1; *L'Attitude* (Robert Hunt, Jon Short and Miles Bastick) Division J2; *Stormy Petrel* (Kevin O'Shea) Division K; and *The Goat* (Bruce Foye) Sydney 38 Division.



I would like to thank the Race Committee, volunteer race officials, the Breakfast Club, the Sailing Office team, the mark laying team and Jennifer Crooks, our Communications Officer, for the weekly race wrap and the many volunteers who help make winter Sunday sailing such an inviting and enjoyable experience.

Thank you to Noakes Group for providing the weekly prize of a lift and stand package selected from a draw of the weekly placegetters.

On July 27, a fleet of 50 sailed north in the 28th edition of the Sydney Gold Coast Yacht Race. This is the first race of our prestigious Blue Water Series that concludes with the 69th Rolex Sydney Hobart Yacht Race.

This year the Southern Cross Cup Series will be re-launched as a Club teams event to include the two Blue Water Pointscore races in December and the two CYCA Trophy Passage races. Other initiatives that have been implemented in the 2013-2014 Sailing Program can be found in the interview with Vice Commodore John Cameron on page 34 of this issue.

I encourage all CYCA sailors to support these initiatives.

The celebrations continue for the 20th Anniversary of the Youth Sailing Academy. Our new fleet of ten Elliott 7s arrived and will make their regatta debut in the Club Marine NSW Youth Match Racing Championships in early August.

The CYCA will also host the upcoming Australian Open, Australian Women's and Australian Youth Match Racing Championships in September, with the Elliott 7s being put through their paces again. The YSA alumni party will be conducted on September 20, and I look forward to welcoming past and present students to this event.

Bruce Foye will lead the CYCA team at the New York Yacht Club Invitational Cup in September. This Corinthian regatta is hosted by the New York Yacht Club and will be raced on Swan 42s. We wish our team the best of luck.

I would also like to acknowledge Syd Fischer and his crew, including past Commodore Matt Allen and Vanessa Dudley, on *Ragamuffin* 100, on their performance in the Transpac Race. CYCA Member Michael Spies also skipped an entry from Thailand.

The Associates Committee, formerly the Womens Auxillary, celebrates its 50th Anniversary in September. President Pam Messenger and her committee are a vital part of club life running social events for members such as trivia nights and the Childrens' Christmas Party as well as assisting fund raising for CYCA SOLAS Trusts through the annual CYCA SOLAS Trusts dinner (which will be conducted on 25 October) and other charities through the Christmas hamper raffle. There will be an event on September 8 to mark this special anniversary.

This year also marks the tenth anniversary of the around Australia sailing record of *Kayle*, skipped by David Pescud and his crew of *Sailors with disABILITIES*. To mark this remarkable achievement, the Club was presented with the yacht's pennant and certificate of record by Ian Kiernan AO, Patron of *Sailors with disABILITIES* in June.

I wish all those members who are competing in the Whitsunday Regattas, including the 30th Anniversary Audi Hamilton Island Race Week, safe passage and successful racing.

HOWARD PIGGOTT
Commodore CYCA

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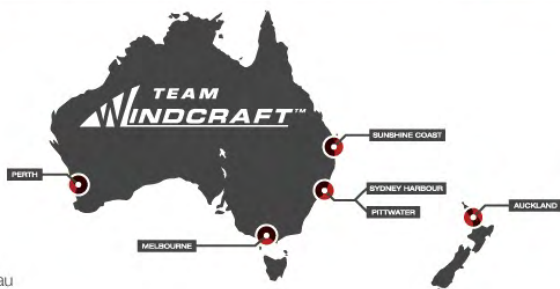
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Welcome to our racing special edition of *Offshore Yachting*, published on the eve of the Sydney Boat Show. Focusing on all things racing, this issue is crafted with speed and performance in mind.

As some ocean-going yachts turn north to warmer waters and the racing and revelry of the approaching Queensland regatta weeks, local weekend racers sailing locally await the thawing of Spring that brings the start of new pointscore series and ever popular club twilights. As we sheet in for a new season of competition ahead, winter thaws especially early for CYCA sailors as the Sydney club launches a new Spring series as a sailing season opener to a refreshed summer sailing lineup culminating in the Rolex Sydney Hobart Yacht Race.

The CYCA's annual Sydney Gold Coast race which started on July 27 is a major bluewater racing event in its own right, but it also doubles as one of the feeders of Sydney-based and southern yachts enroute to the popular Airlie Beach, Audi Hamilton Island, and Magnetic Island regattas, with many yachts continuing their northerly Queensland passage in the Brisbane to Keppel race starting August 2.

To keep you right on track our special Tech Tactics feature on Racing Electronics covers all the latest gear from jumbos to GPS tracking, processors to plotters, to help you nail those podium positions on the results board.

Our Communications at Sea technical feature should prove a handy update on some of the latest radio, Sat-com and EPIRB products on the market to stay in touch.

The cut and thrust of competition under sail leads us to flag this issue's Sailmaking special report on the latest cuts and composites from a number of the leading lofts. We ask whether any of the revolutionary wing mast and composite material developments for major pro-yachting circuits by the America's Cup and Volvo Ocean Race will feed through to the humble amateur weekend racer,

and at what cost?

Racing yacht owners on the lookout for the next big thing, should find Kevin Green's investigative feature 'Life in the Fast Lane' a revealing insight into the new breed for speed in racing yacht design presented in our selection of the top dozen all-new race boats just launched and in-build.

"Stand Up Australia, Stand Up Australia and give these boys a cheer... *Australia II* has won the America's Cup!" Who can forget the thundering call or its echo down the decades, now thirty years in our nation's wake? With all eyes on the forthcoming contest between the giant AC72s that will do battle for the 34th America's Cup this September on San Francisco Bay, it's supremely timely to look back at that history-making 1983 America's Cup victory. A watershed moment in time that transcended yachting, and eclipsed sport itself, to forever embed in Australia's national psyche the *Australia II* legend and all those behind its extraordinary success – a nation who could achieve anything against the longest of odds, and 132 years...

Reminiscing and recounting that extraordinary time in amazing detail, Editor-at-Large Peter Campbell tells his personal tale of seeing it unfold before his very eyes in Newport, Rhode Island 30 years ago, and he chats candidly with many of the now household names behind the campaign that was to break the longest winning streak in sporting history. I commend it to you as riveting reading.



ANTHONY TWIBILL
Publisher

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Audi Hamilton Island Race Week 30th Anniversary, 17-24 August, 2013

The line of sight navigation and calm waterways of the Whitsundays provide the perfect conditions to set sail. So it's no surprise that Audi Hamilton Island Race Week is Australia's largest offshore yachting regatta. Join us for the 30th Anniversary event in August 2013 and alongside the spectacular anniversary celebrations we have in store, experience some of the most competitive and enjoyable racing in the world. If you'd prefer to leave the boat at home, you can select from a range of accommodation, an exciting on-shore social program and over 60 different activities, including sailing of course. Find out more at: www.hamiltonislandraceweek.com.au or call 137 333.





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Series 2013 – 2014

1. Ocean Pointscore Series

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

2. Combined Pointscore Series

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

3. Grant Thornton Short Ocean Pointscore Series

Twelve races, including a Spring and Autumn Pointscore; Cat 4.

4. Grant Thornton Short Haul Pointscore Series

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

5. Mount Gay Rum Monday Twilight Series

21 spinnaker Harbour races; Cat 7.

6. Club Marine Wednesday Twilight Series

22 non spinnaker Harbour races; Cat 7.



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CYCA REDEVELOPMENT

CYCA redevelopment continues

The CYCA's redevelopment continues as exciting milestones are reached.

OVER the last two months there has been significant work done on the demolition of the concrete hardstand, including the removal of the supporting beams and piles. With all demolition now complete the focus has turned to construction of the new hardstand.

A total of 65 steel piles will be used to support the new structure, driven to depths under the seabed to approximately 14 to 16 metres.

Commodore Howard Piggott said, "My thanks to all members for your patience and co-operation during this period of inconvenience. I encourage members to continue to use the bistro and bars during the redevelopment. The significant noise disruptions are

now over; with the completion of the concrete cutting and quiet enjoyment returns to the CYCA.

"When completed, the new hardstand will be able to accommodate 30 boats, as well as the reinstallation of 100 new storage lockers. In addition new floating pontoons will be installed around the parameter of the hardstand."

Construction is continuing as planned, with the project scheduled to be completed by mid-September 2013.

Members who want to familiarise themselves with the redevelopment plans should visit the redevelopment page on the CYCA website or visit the model that is located outside the Coasters Retreat. ↓

NEW FACE
The concrete hardstand is demolished to make way for the installation of 65 steel piles.
www.cyca.com.au

CYCA SOLAS Trusts Fundraising Dinner

COMMODORE Howard Piggott, together with CYCA SOLAS Trusts Chairman Matt Allen and the CYCA Associates Committee, extends an invitation to all CYCA Members, ocean racers and guests to attend an evening with Grant Simmer in support of the CYCA Safety of Life at Sea Trusts. The event will be held on Friday 25 October, from 7pm.

Simmer is a renowned navigator and was an integral part of Team Alinghi and their America's Cup campaigns for ten years. In February 2010, Simmer was appointed CEO of Team Origin, Britain's team for the 2013 America's Cup, as part of the team's bid to strengthen leadership and management. He was also the navigator on board *Australia II* when she won the Cup in 1983 – the first time it had been out of US hands for 132 years.

Simmer has competed in numerous ocean races around the world including the Rolex Sydney Hobart Yacht Race.

"I would like to encourage you all to book a table at this dinner as it raises vital funds for the CYCA SOLAS Trusts, the sailors' own charity, which was established after the tragic 1998 Sydney Hobart race," Commodore Piggott said.

"To date, CYCA SOLAS Trusts has donated over \$830,000 to search and rescue organisations Australia wide," Chairman Matt Allen said. "These organisations can be called on to respond to all types of emergencies including coming to the aid of yachts in distress whether racing or cruising. Grants from the CYCA SOLAS Trusts allow these organisations to continue to provide vital services to the community at large."

Tickets are \$125 per head for a three course dinner. A silent auction will also be conducted on the evening with great items from Evanslea Boutique B & B in Mudgee, Camilla, Hunt Leather, Harken and two tickets on a vessel in the exclusion zone to watch the start of the Rolex Sydney Hobart Yacht Race. Register at: www.cyca.com.au

CYCA YSA Alumni Function

ON Friday 20th September, the event to celebrate the 20th Anniversary of the CYCA Youth Sailing Academy will be conducted at the Club. Invitations will be sent out shortly. If you are a past graduate of the CYCA YSA or know a graduate of the YSA who may not be a current member of the CYCA please contact the YSA on ysa.admin@cyca.com.au. Keep up to date with all the 20th anniversary activities via Facebook on the CYCA Youth Sailing Academy Alumni's page.

SUMMER SERIES 2013-2014

Summer series beckons

*Spinnaker or Non Spinnaker, Harbour or Ocean Racing
– the choice is yours this summer at the CYCA!*



THE CYCA's Summer Series will commence with the traditional season opening day race: the 18th Monica Geddes Memorial Trophy Sydney Harbour Islands Race, to be held on Sunday 15 September. The race marks the commencement of the Grant Thornton Short Haul Pointscore Series, which consists of 15 races including a separate passage pointscore, as well as a Spring and Autumn Pointscore. This non-spinnaker series provides a variety of races and is sailed competitively but in a spirit of camaraderie.

For those who enjoyed the non-spinnaker divisions in the CYCA Winter Series, the Club Marine Wednesday twilight races are the way to go in Summer. The Series commences on Wednesday 9 October and is a Non-Pointscore Series with great weekly prizes to be won.

For those who enjoy the challenge of spinnakers, the Mount Gay Rum Monday twilights commencing on Monday 14 October are great fun and great practice, with several short hoists and drops.

The Grant Thornton Short Ocean Pointscore Series comprises of short offshore windward/leeward races. This series is the natural progression for those who want to move up to spinnaker racing offshore. The series commences on 28 September.

The Ocean Pointscore Series comprises of nine passage races to

destinations such as Lion Island, Botany Bay and Newcastle. This year there will be a Spring and Autumn pointscore, with the first race of the series to Lion Island conducted on 21 September.

The Ocean Pointscore Series will also be divisionalised (should sufficient entries be received), with a combined pointscore being used to determine the winner. The same will apply to those competing in the Grant Thornton Short Haul Pointscore Series.

For those that enjoy a mixture of passage and windward/leeward races, a new Combined Pointscore will be included in the Summer Series 2013-2014 that will consist of three Ocean Pointscore races and three Grant Thornton Short Ocean Races, commencing with the Lion Island Ocean Pointscore race on 21 September.

This year's Blue Water Pointscore Series will consist of six races starting with the Sydney Gold Coast Yacht Race on 27 July and concluding with the Rolex Sydney Hobart. The Port Hacking Bird Island Race has been re-introduced and will be sailed on 7 December. Syd Fischer holds the race record of 18 hours and 26 minutes for the 120 nautical mile race, which he set with the Frers-designed *Ragamuffin* in 1976.

A new five race Spring Series will be conducted for those boats not making the traditional trek north to compete in the regattas such as

Audi Hamilton Island Race Week. Racing in Sydney Harbour from 11 August – 8 September, the Series will be conducted every Sunday with a spinnaker and non-spinnaker division should entries permit. A total of 20 boats must be entered for the Series to proceed and entries are now open. New safety certification is also required for the coming season. ⚓

CALENDAR

CYCA Summer Series 2013-2014

Blue Water Pointscore Series
27 July 2013

Grant Thornton Short Haul Pointscore Series
15 September 2013

Combined Pointscore Series
21 September 2013

Ocean Pointscore Series
21 September 2013

Grant Thornton Short Ocean Pointscore Series
28 September 2013

Club Marine Wednesday Twilight Series
9 October 2013

Mount Gay Rum Monday Twilight Series
14 October 2013

TWILIGHT MAGIC
Contact the Sailing Office for more info on 02 82927870.
Email: sailingoffice@cyca.com.au or visit the website: www.cyca.com.au/racing.



Rob Mundle celebrated

Rob Mundle, yachting journalist, author and active proponent of Australian sailing, has been awarded the Order of Australia Medal.

"When it comes out of left field like this, that somebody has nominated me for an award to recognise me for my work, it's just wonderful!" said Mundle.

"Really, I am so blessed to be doing what I love, sailing and writing, media and events. It's all about seeing people and having good fun. On the sailing side, I get to meet the most interesting and beautiful people. It's way ahead of any other sport as the great leveller. It doesn't matter what you do, or how much you earn, we're united by the beautiful religion of sailing."

Known in all boating circles as 'the voice of sailing' in Australia, Mundle is an internationally recognised author, a competitive sailor and TV and newspaper commentator and journalist.

His working life has been based around all facets of journalism, writing, corporate promotions, event management, sailing and boat building.

After leaving school he became the first cadet journalist employed in the Sydney office of the national daily newspaper *The Australian*, in its inaugural year. He trained as a general news reporter, however from the very early days he was able to combine his passion for sailing and boating with his career path, as a columnist on sailing and general boating for the *Daily Mirror* and *Sunday Mirror*.

In the 1980s he established a career in TV as a reporter, commentator and, at one stage, was prime-time news weatherman on the TEN network in Sydney. He was also a reporter and weatherman for 'Good Morning Australia'.

He has reported for television and/or newspapers on seven America's Cup matches (including the live international television coverage of Australia's historic win in 1983), four Olympics and numerous other major events, including the Sydney to Hobart classic for more than 35 years, as well as being a competitor on three occasions.

For the past four years Mundle has been Media Manager for the 30 metre supermaxi yacht, *Wild Oats XI*, the most successful yacht in the 68-year history of the classic. In recent years Rob has been an organiser of Australia's largest keelboat regatta – Audi Hamilton Island Race Week. Prior to that, he was the founder of the acclaimed Hayman Island Big Boat Series.

In 2004, Mundle moved from Sydney's northern beaches to Main Beach, on Queensland's Gold Coast. He was Commodore of Southport Yacht Club on the Gold Coast from 2010 to 2012.

The international bestseller, *Fatal Storm* – the story of the tragic 1998 Sydney to Hobart Yacht Race – is his most famous title, published in six languages and selling more than 200,000 copies. His two most recent books, *Bligh – Master Mariner*, and *Flinders, The Man Who Mapped Australia*, achieved No. 1 status across Australia within a few weeks of being released. *Bligh – Master Mariner* has recently been released in the UK.

Mundle is now working on his 13th book, a fresh new look at the life of Captain James Cook, the world's greatest maritime explorer, which will be available for Christmas 2013.

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SAILORS WITH DISABILITIES

Around Australia

Ten years on, Sailors with disABILITIES still hold the world record.

TEN years ago, on 25 May 2003, a crew of seven disabled sailors embarked on a journey, a World Record attempt to circumnavigate Australia, unassisted. They left the comforts of everything that was familiar, boarded their purpose-built 52 foot Lyons grand prix offshore racing yacht *Kayle*. The official time keeper of the World Record attempt, past CYCA Commodore John Brooks, started the timer from South Head and the crew

commenced their journey.

Out of the Heads they turned left and sailed up the entire east coast of Australia, along the coast line of the Top End, down the coast of Western Australia, they turned left to sail along South Australia and around the bottom of Tasmania. They sailed back up the east coast and made their final left turn back into the heads of Sydney Harbour.

The elated crew was anxious to reunite with family and friends, hot

showers and fresh food.

Not only did they complete the circumnavigation, they had also achieved their goal, wiping a substantial 6 days, 18 hours, 6 minutes and 48 seconds off the previous world record. The team from Sailors with disABILITIES (SWD) claimed a new world record 37 days, 1 hour, 23 minutes and 7 seconds unassisted circumnavigation of Australia.

On Saturday 22 June 2013 the crew, SWD Patron Ian Kiernan, members and guests of Sailors with disABILITIES reunited to celebrate. Ten years on they still hold the World Record, and as the celebratory drinks flowed at the CYCA, there was no doubt that if they lost that World Record tomorrow, they would do it all again.

Skipper David Pescud spoke highly of his crew Allan Grundy, Kim Jagger, Albert Lee, Harald Mirlieb, Brett Pearce and Phil Thompson, saying: "Without doubt, it was the best 37 days of my life sailing with this crew." An emotional David Pescud went on to highlight how willing his crew were to get things done in the dead of night and freezing cold, "Having a good time doing it... it demonstrates the capacity for people to go places, I've never been before, I've never experienced that before, I've never shared that camaraderie, to them I say thank you."

SWD Patron Ian Kiernan commended the crew and SWD on their achievement: "You're real people, you're taking on real challenges, and doing well at it."

SWD Founder David Pescud presented CYCA Commodore Howard Piggott with the burgee that flew from the backstay of *Kayle* all the way around Australia. The SWD team said they were proud to sail under the CYCA burgee. Next year SWD will celebrate their 20th anniversary and they are as passionate and determined today as ever. SWD are committed to changing the perception of how people with a disability see themselves, of helping them to say "I can", and encouraging them to make a greater contribution to society. ⚓

www.sailorswithdisabilities.com

WORLD BEATERS
From left: David Pescud and the Sailors with disABILITIES team with the burgee presented to Howard Piggott.

CYCA team named for New York Yacht Club Invitational Cup

The team that will represent the Cruising Yacht Club of Australia at the New York Yacht Club Invitational Cup in September (7-14), led by Bruce Foye includes Sean Langman, Andrew Copley, Mitchell Gordon, and Youth Sailing Academy member Alex Paton. The team has been preparing for the regatta, training on Foye's Sydney 38 *The Goat* throughout the CYCA Winter Series, in which they won the Sydney 38 Division. Langman will be calling tactics on the Swan 42s and is a vital inclusion on the team. Other team members include Wulfy Wilkens, Tony Clift, Richard Howard, Jamie Judd and Steve Leslie. Commodore Piggott and Flag Officers of the Club farewelled the team in early August and presented the crew with their official CYCA kit. "We wish you all the very best of luck in this Corinthian regatta and we will track your progress throughout the event," Commodore Piggott said.



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CYCA BOARD OF DIRECTORS

New direction

The 2013-2014 CYCA Board of Directors has been elected at the AGM.

MEMBERS of the Cruising Yacht Club of Australia re-elected Howard Piggott as their Commodore and elected a new Board of Directors at the Club's sixty ninth annual general meeting.

In his address to members at the meeting, Commodore Piggott said "Over the last twelve months I have had the privilege to be Commodore of this great Club and I look forward to continuing to lead the Board of the Club for the next twelve months."

At the meeting John Cameron was re-elected Vice Commodore, John Markos and Arthur Lane were re-elected as Rear Commodores with Paul Billingham re-elected as Treasurer.

David Champtaloup, a Director since 2009, retired from the Board. Replacing him as Director is Noel Cornish, owner of *St Jude*, and a member of the CYCA since 2002. Mr Cornish brings extensive domestic and international business management

LEADING MAN
New Director Noel Cornish is the owner of *St. Jude*.

experience to the Board.

"I would like to thank David for his four years of service to the Board and his contribution and energies particularly as Chairman of the Cruising Committee and the establishment of the Rendezvous Cruise to Hobart, and his initiatives as Chairman of the Archives Committee particularly in the recording of the memories of our early members," Commodore Piggott said.

Noel Cornish retired from executive life in 2011 after holding positions that included Chief Executive of BlueScope Steel Australian and New Zealand steel manufacturing businesses, President of Northstar BHP LLC in Ohio USA and Group General Manager of Whyalla Steelworks in South Australia.

Noel is a current member of the Council of the University of Wollongong, Director of Snowy Hydro Limited, Director of IMB Limited, Director of TataBSL Limited, President NSW Council and National Vice President of the Ai Group.

Geoff Bonus, Paul Clitheroe, Anthony Dunn, Nick Kingsmill and Andrew Wenham were re-elected as Directors of the club.

"I welcome Noel Cornish as a Director of 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. I look forward to working with you all over the ensuing year," Commodore Piggott concluded.

Seven members were also recognised as 50 Year Members: David Dickson, John Dixon-Hughes, Richard Chapman, Margaret Psaltis, David Sticpewich, Harry House and James Sandison.

Gail Lewis-Bearman was granted Life Membership of the Cruising Yacht Club of Australia. She was President of the Associates Committee from 1999-2003 and acts as the Rolex Sydney Hobart Yacht Race Liaison Centre Coordinator. ⚓



CYCA SOLAS Trusts

Rotary Sydney Cove donation.

CHAIRMAN of the CYCA SOLAS Trusts Matt Allen recently received a cheque for \$15,000 from Rotary Cove of Sydney in recognition of the support that CYCA members give to the annual Rotary Charity Regatta. This is the fifth donation that CYCA SOLAS Trusts has received. "Thank you to Rotary Cove of Sydney for continuing to support the CYCA SOLAS Trusts as one of their nominated charities. Each year a number of CYCA members generously donate their boats for use in the Rotary Charity Regatta, conducted in November. This donation is made in part from the proceeds of that regatta and on behalf of the search and rescue organisations CYCA SOLAS Trusts support, our heartfelt thanks." Donations can be made to CYCA SOLAS Trusts at any time throughout the year.

WHERE ARE THEY NOW?

Out of the office

Janey Treleaven says that sailing for her is a way to get away from work, sometimes as far away as Hobart.

JANEY Treleaven attended her first Youth Sailing Academy course in 1994 and was part of the Advanced Squad in 1995 and 1996, when Dayne Sharp was coach.

She competed in her first Rolex Sydney Hobart in 1995 aged 15 onboard *Rager*, an Elliott 56, owned by past Commodore Peter Bush.

"I was so jealous of my YSA friends like Adam Barnes who got to do the 50th race in 1994, so Dad (Ian Treleaven) and I came to agreement that if I built up enough miles over the year, he would ask Peter to see if I could join his crew.

"I went to Wollongong and back, Mooloolaba, Southport, all the Islands (Bird, Cabbage Tree, Flinders) and they agreed I had enough experience to go south. It was a great race, memories are a bit foggy 17 years later but one of my favourite memories is of Peter McAdam making me pancakes in the middle of the night so the weather must have been pretty nice."

Her second Hobart was in 1996 on *Sidewinder* with a YSA/Aboriginal combined crew. Treleaven doesn't hold fond memories of her third race to Hobart in 2002 where it rained constantly. "I always tell people that since I started early, I could retire early however I will not say never again, just not right now."

After the YSA, Treleaven took a break from sailing to finish the HSC and attend university where she studied Project Management & Information Technology. Janey is now the Senior Manager at Macquarie Bank (Technology/Business Management for Banking & Financial Services) having

spent over the last 10 years in various project management roles. In 2005, Janey took a career break and worked on *Maximus* (now *Ragamuffin 100*) from its launch until September of that year when the boat was competing in the Maxi Worlds and lost her mast.



Janey joined the CYCA as a junior member in December 1994 and has been a member ever since. Janey was also a member of the Associates Committee for five years and was President from 2009-2012. She is also a member of the Member Services Committee.

Treleaven has raced on Farr 40s *Panther* and *Ichi Ban* winning two Winter Series and is now a part owner of *Slip De Femme* (a Dragon). "Sailing for me was and still is a way to get away from work rather than being extremely competitive." ⚓

YOUNG HOPES
A press clipping from the *Sunday Telegraph*, December 10, 1995. Clockwise from bottom left: Adam Barnes, Michael Bennett, Janey Treleaven, Brad Kellet and Euan McNicol – some of the very first YSA graduates.

Governor's Cup

A CYCA team is heading for the USA to compete in the Governor's Cup match racing regatta.

HENRY Kernot will skipper the CYCA team of Jack Breislin and Matt Stenta in the 47th Governor's Cup match racing regatta, conducted by Balboa Yacht Club, California, USA.

The Cruising Yacht Club of Australia (CYCA) team was selected after two months of training in the Advanced Squad throughout winter. They have been sailing up to five times per week including many early morning training sessions. The team will be coached by Evan Walker.

This will be Kernot's third Governors Cup but his first time skippering and representing the CYCA. Kernot has developed his skills as a helmsman through the Advanced Squad and will use the skills he's learnt competing in other international regattas including the Chicago Match Cup and the Congressional Cup.

"This is my last Governor's Cup (the age limit for the regatta is 21) and I am keen to do well. It is one of the best youth regattas I have attended and I am very pleased to have the support of the CYCA to help us attend this prestigious event," Kernot said.

Kernot's best placing in the Governor's Cup was a seventh place when he was crewing for Jordan Reece, so he is hoping to get onto the podium this time around.

He will face tough competition from fellow Aussies Sam Gilmour, representing Royal Freshwater Bay Yacht Club, and Malcolm Parker representing Royal Prince Alfred Yacht Club. One other skipper to watch will be Chris Steele from Royal New Zealand Yacht Squadron, who is the highest ranked skipper coming into the regatta.

Hit the water

The CYCA's young sailing champions will soon be racing around in 10 slick new boats.

ONE of the major milestones of the Cruising Yacht Club of Australia's Youth Academy 20th Anniversary celebrations has come to fruition with the ten new Elliott 7.0m yachts arriving at the CYCA in July with test sails being conducted throughout the month. The boats arrived in Sydney in June and were anti-fouled and re-assembled at Woolwich Dock, with the assistance of CYCA Youth Sailing Academy sponsor Noakes Group, under the watchful eyes of Greg Elliott and his team. The Elliotts are fitted with Harken deckware and Hood Sails. The new fleet of Elliotts was christened on Thursday 25 July at the CYCA, and made their regatta debut in early August in the Club Marine NSW Youth Match Racing Championship.





20 Year Plus Members Dinner

On Friday 14 June some 90 senior members of the Cruising Yacht Club of Australia attended the annual 20 Year Plus Members Dinner. David Kellett acted as emcee for the evening and throughout the night interviewed Mick York, Gordon Ingate, Rob McAuley and Bill Psaltis. Each shared yarns and regaled tall tales that had the room enthralled. The 20 Year Plus Members Dinner is an annual event on the Club's calendar and provides senior members of the Club a chance to get together and rekindle old friendships.



1. Past Commodores and their partners at the 20 Year Member Dinner. 2. Rob McAuley tells a tale or two. 3. John Messenger and Rob Scrivenor. 4. Dr Barry Bracken, Jennifer Dahl, Kendi Kellett and Gordon Ingate. 5. Jillian Christie, Jim Harrison, Jay Harrison (far right) and guest. 6. Margot Conners, Amanda Wilmot, Richard Cawse, Kristine Fuller and Rob Scrivenor. 7. Nick Cassim, Maureen Mitchell, John Sheridan and David Lawson. 8. Richard Cawse, Andrew Copley, Bill and Margaret Psaltis. 9. Mick York and David Kellett. 10. Past Commodore John Brooks.

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- Sydney to Newcastle Race IRC Div 1 – 2nd
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- Cowes Week UK IRC Class 2 – 1st, 3rd, 5th
- Round Isle of Wight Race – 1st
- Key West Race Week – 1st
- TriState Race Chicago – 1st
- Spinn Cup San Francisco – 1st
- Chicago Mackinac Race 1st, 3rd
- Bayview Mackinac Race IRC – 1st, 2nd, 3rd
- Fastnet Race IRC Double Handed – 3rd
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Ladies first

A sun drenched Sydney Harbour welcomed the 50 competitors in the CYCA Winter Series Ladies Day Race.

Conditions were variable for the closing day of the Winter Series, with the CYCA's leading female competitors out in force for some fine racing in a 4-5 knot westerly breeze that flicked either side of west on the compass dial and dropped to 1.5 knots as the back markers crossed the start line.

Within an hour of the racing starting, yachts were bobbing like corks as the breeze glassed out. Race officer Robyn Morton reported that, "yachts are pointing every conceivable direction trying to find breeze and the tide has just turned. Nobody's moving anywhere – spinnakers have just gone limp. That's winter sailing for you."

Shortly after midday the breeze picked up again but only to 3-4 knots, so Morton opted to shorten the course. As predicted, the breeze swung around to the north-east and those who found breeze managed to keep moving, and those who hadn't were forced to try to catch up and make gains where possible.

Pirates, an Iceman lookalike from the movie *Top Gun* and a few other colourful crews were seen out on the harbour, but it was the pirates onboard *Krakatoa* that were triumphant in non-spinnaker Division B.

"We were one of the last boats to start and we staggered for about one and a half hours before we found a whisper of breeze and managed to move against the tide," 'Captain' Brenda Wilkins said. "It was pure sailing from then on."

Jan Newland, who was at the helm of the smallest boat in the fleet, *Sea Rug Hoo Ha* (Peter Howes' Halvorsen 25), was the winner of Division B (Spinnaker). "We lucked out at the end of the day," she said. "We got caught in no wind but then managed to be on the right side of the harbour as the breeze filled in."

Michelle Gilfoyle fit perfectly into the crew of *Orbit*, Matthew Brown's Shaw 10, it was her first time on the boat and she only found out she was helming via text message on Thursday evening after meeting the owner last

weekend. She managed to secure the Division A (spinnaker) win.

"Matt handed full responsibility of the boat over to me and he and the crew were fully supportive of every call I made," Gilfoyle said.

"The light airs were frustrating. We had to do a penalty turn at the first mark, as we just glanced the mark coming in on a slow tack and after completing the turn in no air, we had a starboard set to Bradley's Head.

"At the Bradley's Head mark, we did a buffalo girl – I saw the breeze coming out of Manly and went right – a few of the crew thought I was nuts but they hadn't seen the breeze. We got into a tacking duel with *Calibre* heading up to Junction Bell.

"We managed to get ahead of *Calibre* at Nielsen Park, after we got some great angles on our gybes. We extended our lead at Shark Island and held off *Calibre* to the finish," Gilfoyle added.

All divisional winners will have their names engraved on the Chris Lee memorial trophy. The trophy is dedicated in memory of Christine Lee who was a vice president of the CYCA Associates Committee, a member of the House Committee and actively sailed with her late husband Geoff. www.cyca.com.au

SAIL SISTERS
Seriously competitive racing was matched by colourful fancy dress on Ladies Day, including 'Iceman' from *Top Gun*, seen here aboard *Nocturne*.

CYCA WINTER SERIES

LUCKY 13TH
Kevin O'Shea finally secured Winter Series glory aboard *Stormy Petrel*, after 13 attempts.



Winter series wraps up

There were plenty of winners and grinners as the CYCA's Winter Series finishes up for another year.

Brothers Derek and Martin Sheppard, owners of *Black Sheep*, have ended the CYCA's Winter Series in fine style, winning the tenth and final race and being propelled to top of the leader board in Division A2, winning the series pointscore by two points from *Kerisma* (Grant Dawson and Brent Lawson).

"It was a great race," Derek Sheppard said of the final showdown. "We were keeping our eyes on *St Hilliers Quest* (Tim Casey) and *Balance* (Paul Clitheroe), trying to maintain our margin with them up and down the course," Sheppard said.

Since purchasing the Beneteau 45, formerly *Honeysuckle*, in April this year, the Sheppards compiled a crew from the three previous boats they have sailed on to campaign *Black Sheep* in the Winter Series and the CYCA's Blue Water Pointscore.

"The CYCA Winter Series has been a good learning experience for us... It's been a competitive but relaxed series – it's a fantastic result. It puts us in great shape leading up to the Sydney Gold Coast Yacht Race," Sheppard added. *St Hilliers Quest* finished third overall in the Division A2 series pointscore behind *Black Sheep* and *Kerisma*.

Kevin Whelan's Beneteau 45 *Reve* won Division C on countback from Novocastrian Kym Butler and his Archambault 40 *One For the Road*. "It's my first season back racing and it's a fantastic result. We're an older heavy boat in excess of 10.5 tonnes and we still sport a 12-year-old sail," Whelan said.

For Kevin O'Shea's classic Sparkman & Stephens designed 36-footer *Stormy Petrel*, his 13th CYCA Winter Series was lucky as O'Shea won Division K overall from *Star Ferry* (John Conroy) and *LuLu Belle* (Peter Lewis). "At the end of racing last week we knew we had won the series but we came out and enjoyed ourselves today," O'Shea said.

Christian Nicks' Northshore 369 *Valkyrie* won Division J1 pointscore despite finishing sixth in the final race. "I'm very pleased with the outcome. We've finished one better than last year and the crew and I have had a great time doing it," Nicks said. "It's our first series win since purchasing the boat three years ago."

The three owners of the Beneteau 40.7 *L'Attitude*, Robert Hunt, Jon Short and Miles Bastick, were ecstatic with their Division J2 series win. "The Winter Series has been a great learning experience for the three owners and we've all managed to win a race each when we've been at the helm, throughout the season," Jon Short said.

Shaun McKnight and the crew of *Noakes Blue* has bragging rights as the winner of Division H, from *Noakes White* (Peter Langman) and *Broulee* (Karen Hawkett and Brett Pearce). All three finished the series on equal points but *Noakes Blue* was named divisional winner on countback.

"I can't believe we won – it's sensational and such a great feeling," Shaun McKnight said. "The CYCA Winter Series is just like the lottery – you never know what conditions are going to pop up. We've had a range of conditions but the last couple of weeks have been almost perfect and we've been able to take advantage of it as everything came together for us as a crew."

Damian Parkes' Judel Vrolijk 52 *Duende* won Division A1 and was the lucky winner of the Noakes Group Lift and Stand package. The secret weapon onboard *Duende* was Tony Cable, the man who has competed 47 Sydney Hobart Yacht Races and holds the record for the most races sailed by an individual. "Cable was calling tactics on the last leg and kept *Brindabella*, *Quest*, *Equinox II* and *Vanguard* at bay," Donald Graham said. This is *Duende's* second consecutive Division A1 Winter Series pointscore win.

Other divisional winners were: *Assassin* (Clare Crawford) Division B; *Vamos* (Tim Ryan) Division D; *Devils Lair* (Barry Crook) Division E; *L'Eau Co.* (Grant Pollock) Division F; *Luce Change* (Adrian McGrath) Division G; and *The Goat* (Bruce Foye) Sydney 38 Division. An impressive total of 200 boats entered the CYCA Winter Series 2013 and all divisional placegetters were placed in a draw each week to win a Noakes Lift and Stand Package.

The 2013 CYCA Winter Series will long be remembered for one of the tightest competitions yet with many of the divisional winners not decided until the last race was conducted.

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

For over ten weeks, an average of 120 plus yachts battled it out on the waters of Sydney Harbour, each competing for their own divisional bragging rights. ↓

www.cyca.com.au

JOE VAN WEGEN

**MC38
HARBOUR REGATTA**



Mist with a twist

Six MC38s managed to emerge through the spitting rain in Sydney over a weekend in late June to compete in the MC38 Harbour Regatta.

The less than favourable weather conditions did not break the spirits of the competitors, and the performance of the MC38s did not disappoint in the light conditions.

The MC38 Harbour Regatta was the third event for the class and it is evident how much fun the owners and crew are having on and off the water. "One of the wettest days sailing I've had in my 30-odd years on the water," said Howard Spencer, owner of *Menace*, "but we still had fun – smiles and shivers for the entire *Menace* crew."

The breeze kept everyone guessing and saw the leader board constantly changing over the course of the weekend. Ross Hennessy's *Ghost Rider* took the day's first race, with Leslie Green's *Ginger* hot on his heels. John Bacon's *Dark Star* didn't have a very good start to the weekend after a DNF in the first race, however he turned things around quickly to claim their first win of the series in the second race.

With the backdrop of the Harbour Bridge and Opera House, the MC38s spread across the harbour and came together at the marks, with boats

changing from first position to sixth in a matter of seconds. *Ghost Rider* was the leader after the first day of racing, but only five points separated them and *Ginger* in third.

Sunday saw a brief but welcome appearance from the sun with the breeze slightly picking up. *Menace* came out in fighting form, however it was Chris Hancock's *Vino* that clambered its way up the leader board. *Ghost Rider* fought hard to retain its place at the top with *Dark Star* trailing close behind, however *Ghost Rider* held its own and claimed the first class victory.

The Cone of Silence sailed consistently well over the weekend with McConaghy MD Jono Morris at the helm: "It was fantastic sailing, some of the best racing I have ever done. We are so pleased to see all the owners and crew consistently enjoying the boats and the racing, it is very rewarding for all of us at McConaghy Boats."

There will be only a short break for MC38 owners, with the class having its own division at the 30th Anniversary Audi Hamilton Island Race Week in August. ↓ www.mcconaghyboats.com



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 GIRAGLIA
ROLEX CUP

Believe in magic

The Giraglia Rolex Cup attracted a colourful mix of new designs and historic entrants, with yachts measuring from 30 to 100 feet embarking on the 61st running of the picturesque Mediterranean classic.



Following three days of inshore racing in Saint-Tropez, a fleet of 184 international crews from 14 countries graced the 243 nautical mile offshore race running from Saint-Tropez to Genoa via the Giraglia rock. The race's two winners were forced to work hard for their victories. Sir Lindsay Owen-Jones's new Wally Cento *Magic Carpet 3* from the UK sealed line honours as the race's fastest boat but only after resisting determined competition from a potent group of smaller Mini Maxis. The recipient of the Giraglia Rolex Cup Trophy as overall race winner on handicap was the XP44 *Alizée* from France. Likewise, she had to defeat resilient rivals.

It has been a few years since Owen-Jones last sailed at the Giraglia Rolex Cup. Arriving in 2013 with his brand new 100 foot *Magic*

Carpet 3 he remarked: "For me the passion of sailing is the competition. I like going fast and faster than the others!" *Magic Carpet 3* began the offshore race as the marginal favourite for line honours. Heading offshore would provide a stern test of her potential although with Jochen Schümann – line honours winner in 2011 and 2012 with *Esimit Europa 2* – calling tactics, Owen-Jones and his crew were in skilled hands.

Owen-Jones and Schümann were all too aware that the slightest tactical error in an offshore race regularly characterised by spells of light winds would be punished by the impressive cluster of 60 to 72 foot Mini Maxis.

Leaving Saint-Tropez under a ten-knot breeze, the leading boats made steady progress to the Giraglia rock, the halfway

point on the northern tip of Corsica. *Magic Carpet 3* rounded the emblematic landmark first the following morning. She was in good company, with the group of chasing Mini Maxis all rounding within the hour.

Magic Carpet 3 arrived in Genoa a mere four minutes ahead of *Rán 2*, with *Alegre* finishing a further two minutes behind. Her elapsed finish time was 31 hours, 35 minutes and 48 seconds. For the remaining Mini Maxis, the tactical decision to move right after the Giraglia rock did not pay off. "We decided to stay with *Bella Mente* and *Stig*," explained Brett Ellis navigator on *Caol Ila R*, "but there were some difficult transitions on route to Genoa. It was a tough race, closely fought."

The finish times registered by the leading boats – far behind the race record set by the 100 foot Maxi *Esimit Europa 2* in 2012 – never



threatened to secure outright race victory on handicap. Ultimately, for the overall placings the conditions proved ideal for the smaller boats and in particular the French crew on the XP44 *Alizée*.

"It's a great surprise. At the Giraglia rock we knew we were well placed in Class as we rounded with *Natalia*," explained *Alizée* owner Laurent Camprubi. "After that we made the decision to go west and they went east and the conditions proved more favourable for our arrival into Genoa. We never thought about winning overall."

For one member of *Alizée*'s crew, success was especially poignant. Skipper Richard Sautieux won the race back in 1968 and has waited 45 years for his cherished second success. ⚓
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Andrew Wenham is bucking the trend when it comes to mixing family with sailing and business. Running the family business alongside his father Paul and eldest son David, Wenham declares that the closely bonded family also enjoys sailing together.

In March, Paul and Andrew Wenham purchased *Ichi Ban*, a Jones 70, from Matt Allen. Renaming it *Southern Excellence II*, having earlier owned and raced a Volvo 60, *Southern Excellence*.

Prior to that, Andrew owned the famous Peterson 44, *SES Inch by Winch*. Joe Goddard was the IOR racer's first owner, campaigning it in the eighties and early nineties with great results.

Wenham had success with the boat too, with a divisional win in the 2009 Sydney Gold Coast Yacht Race. However, he cut his teeth in sailing at eight years of age in a Heron on Narrabeen Lakes with his father.

"When I was around 12, my father decided we would take yacht racing lessons at Waltons Boatshed, which we did on a Bluebird."

From there, it was a friend's Folkboat, then onto to his father's Clansman. In 1975 he sailed on his Dad's Bounty 35, *Aztec*. The two got serious, racing in their first Cruising Yacht Club of Australia (CYCA) Blue Water Point Score (BWPS) when Wenham was just 16.

"I did my first Hobart in 1976 aboard *Aztec*," remembers Wenham,

SOUTHERN EXCELLENCE

AT THE HELM OF *SOUTHERN EXCELLENCE II*, PREVIOUSLY MATT ALLEN'S *ICHI BAN*, ANDREW WENHAM HAS HIS EYE ON THE UPCOMING SEASON'S OFFSHORE PRIZES, AND HE'S TAKING THE FAMILY ALONG FOR THE RIDE, WRITES DI PEARSON.

who repeated the experience in 1977, along with the BWPS.

A Cole 43 one-off replaced *Aztec* in 1980, and the father and son team continued to compete in the BWPS and followed up with the 1981 Hobart (the same year Andrew joined the CYCA). The boat was sold in 1983 and Wenham married and took a few years off.

"My comeback was aboard my friend Richard Patterson's Holland 28, *Rascal*. Then he replaced it with a Farr 1104, and we continued to sail the Blue Water Point Score and other races."

Wenham recalls of their years together. "Then I took more time off as my three children came along."

Comeback number two was the BWPS aboard prominent yachtsman Bart Ryan's *Adrenalin*. "Then I took more time off, because I was

travelling a lot for family business. I returned to sailing in the nineties on other people's boats, before taking another break in the early 2000s as my kids were at important stages of schooling," Andrew says.

It was late 2004 when Wenham bought *Inch by Winch*, sailing it at the Royal Sydney Yacht Squadron before venturing back into the CYCA's BWPS races and the RPYC Pittwater Coffs in 2008.

"The '*Inch*' days brought us back into offshore racing," Wenham recalls. "We were racing PHS which was a lot of fun and good training. I took a lot of people through to the Volvo 60 (the former *Getaway Sailing*) when we bought it in 2009.

"We were looking for a strong, solid boat and something in survey, as we wanted to give it to charities to use," he says of the V60.

"It's important to me that people get the opportunity to experience sailing," says Wenham, a conscientious supporter of charity.

Charity regattas he makes the boat available for include the ASX Reuters, Stepping Stone House, Rotary, NSW Breast Cancer Illawarra region and Property Industry Foundation (PIF) regattas, along with the SOLAS Big Boat Challenge.

"For some, we auction off days on the boat. People who buy the days invite others out – it gets people into sailing," says Wenham, who signed on as a sponsor of the CYCA's Youth Sailing Academy last year.

"We had a lot of fun with the Volvo 60 competing in the the last three Hobarts. We decided we wanted to look for a bigger boat, but not a big maxi, that's not me," he admits.

"We (he, boat manager David Burt and sailmaker/crew member, Ian Broad) went overseas and looked at *ABN Amro*, but considered it not financially viable to refurbish.

"I'd looked at *Ichi Ban*, and I sent David Burt and Broady to Alicante to look at *Sanya* and *Camper* (entries in the 2011-2012 Volvo Ocean Race).

"We did our homework and decided to go with *Ichi Ban*. Knut Frostad (CEO of the VOR) knew the brief and said the latest V70's weren't for us," says Wenham, whose priority was competitive and safe sailing – and continuing to enjoy the crew camaraderie.

"We bought *Ichi Ban* because we wanted to move up and be more competitive and go faster – it was time for a change. We also knew the boat's history offshore: you can unwind it and let it go."

FAMILY BUSINESS
Above: Paul, Andrew and David Wenham beside the new *Southern Excellence II*. Right: *Southern Excellence II* (ex-*Ichi Ban*) out training.



The purchase went through in March, and Wenham says, “Matt’s been fantastic with the handover; he gave us a lot of assistance. Don Jones (the designer) has been really helpful too – with drawings and getting the boat into survey.

“Two of Matt’s crew, Tim Sellars (shore manager for *Abu Dhabi* in the VOR) and Doug McGain (sometime Olympic coach and champion sailor), did the recent Lord Howe Island Race with us to help us learn to sail the boat – showing us how to get it going in lighter air – they were very helpful.

“The race took us 63 hours, but it was a psychological thing to finish it,” Wenham concedes.

He is still astounded at the performance difference between the V60 and the former *Ichi Ban*, which started life as a V70 (sailed by Grant Wharington in the 2005/06 VOR).

“We didn’t believe there’d be that much difference – it’s only 8 to 10 feet, but the 70 accelerates so much faster – and the costs have doubled, like the price of the sails,” Wenham says.

The crew was thrown by changing from a water-ballasted yacht to a canting keeler: “In understanding the physics of a canting keel system – coming to grips with it, Matt advised us to not use the canting keel the first three or so times we sailed it, which proved great advice.”

“Even when we did first use it, we forgot to cant a couple of times through tacks and that was a bit of a shock.”

At the time of writing, mid-July, Wenham is looking forward to the Sydney Gold Coast race and to coming

“We were looking for a strong, solid boat and something in survey, as we wanted to give it to charities to use”



up against the likes of Peter Harburg’s new *Black Jack* (ex VOR70, *Telefonica*).

“We understand *Black Jack* might beat us over the line, but we’re hoping to be around them,” he says after a training run to Newcastle and back took just under 11 hours.

Having started his sailing and work life with his father, in turn Wenham’s eldest son David is now doing the same. At Southern Engineering Services (from which Wenham’s boats’ names originate), the 26 year-old is in charge of Southern Environmental Services, which sells non-skid products, and he is regular



IN THE RED
Above: The rebadged *Southern Excellence II* training offshore; The previous Volvo 60 *Southern Excellence* sets a kite down Sydney Harbour.

crew on the yacht. Father, Paul, still works with the company on a daily basis and sails harbour and short ocean races and at Hamilton Island with his son Andrew.

“Three generations of Wenhams – business and sailing are very much a family concern, although my younger son, Nick (21), is more into power boats and my daughter Olivia (28) just likes the social days,” Wenham says.

The yachtsman works at the Wollongong head office and has 24 operations around Australia, including four in the Hunter region, and employs around 300 people in the mining and industrial sectors.

Founded in 1950, the business is 70 percent mining related. Father Paul Wenham, a chartered accountant, purchased SES in 1975 as an investment with Andrew becoming involved in 1987 and says: “We are passionate about it.”

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The leadup to the 34th America's Cup has been marred by a tragic death, an ongoing legal battle and team boycotts that meant the first few 'races' were solo trips around the bay.

But the air is clearing and the 'real' racing has begun. Meanwhile, ORACLE Team USA sits on the shoreline observing other teams' speed across San Francisco Bay. Tom Slingsby, a master tactician who found himself Australia's national hero after he won Australia's first individual gold medal at the London 2012 Olympic Games, is a five time world champion Laser sailor with big ambitions in the world of the giant AC72s. Slingsby is one of six Australians in ORACLE Team USA, including skipper Jimmy Spithill, and judging from interviews with members of the team, they are supremely confident they can hang on to the Auld Mug.

The Louis Vuitton Cup is underway and the America's Cup Finals are rapidly approaching. What is the atmosphere like in San Francisco?

With the legal battles going on, it's been a bit sombre. Now that's all getting cleared up, we've got the first proper race coming up, and the atmosphere is getting a lot more intense. I think everyone is ready for the racing to really begin.

What steps has ORACLE Team USA taken to minimise safety risks?

Obviously in every area we were allowed to improve safety, we did. When we go out on the water we

SLING SHOT

TOM SLINGSBY HAS RAISED HIS SIGHTS FROM DOMINATING THE WORLD LASER RACING SCENE TO BEING PART OF THE CREW OF AMERICA'S CUP DEFENDERS ORACLE TEAM USA. IN THE LEAD UP TO THE BIGGEST RACES OF HIS LIFE, HE CAUGHT UP WITH NICK JONES TO TALK ABOUT ALL THINGS AMERICA'S CUP.

have life vests, helmets, spare air, knives, locator beacons. We've taken every step personally. Off the boat, we've developed an extensive crisis management plan, and we've done safety training to know the procedures if we capsize, if someone is lost, if someone is drowning. Safety is a priority.

The AC72s are the fastest, most powerful racing catamarans ever built, what are some of your favourite aspects of racing these speed machines?

I love the speed and thrill of it. Here we've got a great team, and when you gel right, and do a nice manoeuvre together and everyone is in sync, it's excellent. Slowly but surely we're learning how to sail these boats to their optimum, and each maneuver is becoming easier and easier.

MOOD TO CELEBRATE
Above: Tom Slingsby in festive mood in the aftermath of victory at the America's Cup World Series Naples 2013.

Sailing has always been a bit problematic as a spectator sport – what's your take on how organisers have improved the viewing experience both in-person and on screen?

This America's Cup has been labelled the 'New America's Cup', and it definitely is. They've brought the sailing from miles offshore to 100 metres from the shoreline. Spectators can line the shores and get a great view, and it's an easy race format to understand. It's not complicated like it was. It's great, and I think we're going to get floods of new fans, especially come September when ORACLE Team USA race the winner of the Louis Vuitton Cup Challenger Series. The viewing is going to be great no matter where you're watching.

You're usually called a tactician, but you skippered ORACLE Team USA's AC45 to victory at the America's Cup World Series in Naples – do you see yourself at the helm of an AC72?

Definitely in the future, I hope so. Throughout my whole career I've been labeled as a tactician. I really want to steer, and maybe I will in a future campaign. At the moment I'm happy learning, happy in any role, and now I'm just gaining experience and one day hopefully I'll be able to lead an America's Cup team.

What's your relationship with ORACLE skipper Jimmy Spithill like?

We like a lot of the same things – in the gym we both enjoy boxing. On the boat, we're side-by-side so are chatting a lot, and keep it pretty professional. But, we're good mates too and sometimes go kite surfing together on the weekends.

Being a part of the defending America's Cup team is about as glamorous as sailing gets. Do you see yourself going back to the Lasers?

I'm pretty sure my Laser career is over. I'm still unsure about my Olympic career. If anything at this stage it would be in the Finn or nothing. But, that's about 50-50 versus staying focused on the America's Cup.

Who's going to win the Cup and why?

Obviously, I think we're going to win. But it's going to be close racing! We're always checking speeds of the Challengers and we're very similar. At the moment, they're a bit more polished, but we still have a while before we have to be on the start line.

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CYCA introduces new Summer Sailing Program

Following a lengthy review of the Cruising Yacht Club of Australia's Summer Sailing Program based on feedback from competitors, the Sailing Committee and Board of the famous ocean racing club will be introducing a number of new initiatives to their Summer Program for 2013-14. ANTHONY TWIBILL discussed the CYCA's new program and the thinking behind it with Vice-Commodore & Chair of the CYCA's sailing committee John Cameron, Sailing Manager Justine Kirkjian and Commodore Howard Piggott.

In the world of yacht racing, most clubs maintain the regularity of their annual sailing programs with the rigidity of race-tuned, standing rigging. Seldom are changes introduced to regular race series run by clubs and it is commonplace for the annual pointscore series and racing program to maintain a sailing status quo for a decade at a time.

While there's certainly advantages to the routine of a regular annual program of racing on which boat owners and their crew can plan their season of sailing, like all things change can refresh and revitalise any activity, brand or offering. The CYCA has announced that it's doing just that, after surveying and asking boat owners and competitors in the club's sailing program what it is that would most appeal to them and encourage greater

participation in the club's events.

According to John Cameron, "The Winter Series on Sundays and the Club Marine Wednesday Twilights over summer are so well attended and have been for years that we don't want to touch those, but we can learn from their successful reception and modify our racing program to make things better", continued Cameron.

The first new initiative will commence this August with a five-race Spring Series being conducted for those boats not making the traditional trek north to compete in the Queensland regattas such as Airlie Beach, Audi Hamilton Island Race Week, and Magnetic Island.

The Spring Series will be raced in Sydney Harbour each Sunday from the 11th August to 8th September with a spinnaker and non-spinnaker

division should entry numbers permit. A total of 20 boats must be entered for the series to proceed and entries are now open.

"The Spring series will run effectively as an extension of the popular Winter series, but will be raced around existing harbour marks including YA and island marks", said Cameron. The club will see how popular it is and if we get a huge number of boats then certainly we'll may look at laying our own CYCA marks next time around".

Secondly, this year the CYCA's prestigious Blue Water Pointscore Series (BWPS) will include a separate Line Honours division According to John Cameron, this change has been introduced at





MARKSMAN
Based on the popularity of the new Spring Series, John Cameron will be looking to lay a new course for the club over the next year.



the request of some of the larger, faster ocean racing yachts that the CYCA would like to see racing in the BWPS fleet. Cameron commented that to be eligible for the new line honours division, participating pointscore boats would also need to enter a handicap division (IRC, PHS or ORCi) of the BWPS series.

If entries permit, the Sailing Committee will consider having two divisions for each of the Blue Water Series (Blue Water Pointscore (IRC), Tasman Performance Series (PHS division of the Blue Water Pointscore), and Cape Byron Series (ORCi division) as well as a combined division to determine the overall winner of the Blue Water, Cape Byron and Tasman Series.

This year's Blue Water Pointscore Series has also been refreshed with a line-up consisting of six races starting with the Sydney Gold Coast Yacht Race on the 27th of July and concluding with the Rolex Sydney Hobart Yacht Race. The Port Hacking Bird Island Race has been re-introduced this year and will be sailed on the 7th of December. Syd Fischer still holds the race record of 18 hours and 26 minutes for the 120 nautical mile race, which he set with the Frers-designed *Ragamuffin* back in 1976, so a new record beckons.

For those that enjoy a mixture of passage and windward/leeward style races, a new Combined Pointscore will also be included in the CYCA's Summer Series 2013-2014. This will consist of three Ocean Pointscore races and three Grant Thornton Short Ocean Races, commencing with the Lion Island Ocean Pointscore race sailed on the 21st of September.

The Ocean Pointscore Series will also be 'divisionalised' (should sufficient entries be received) with a combined pointscore being used to determine the winner. The same will apply to those competing in the Grant Thornton Short Haul Pointscore Series.

Excitingly, 2013 will also herald the re-introduction by the CYCA of the Southern Cross Cup as a club teams racing series. The Southern Cross Cup will consist of four races: the Port Hacking Bird Island Race, two CYCA Trophy Passage Series races and the Rolex Sydney Hobart Yacht Race. Three boats will represent each club team with clubs allowed to enter multiple teams (of three boats each). The Southern Cross Cup is destined to reignite inter-club competition and camaraderie in the Corinthian spirit, and encourage committed racing

in Sydney in the lead up to Boxing Day. "Originally an international competition between nations, the Southern Cross Cup when last run by the CYCA in the early 2000's was based more on state and interclub level team competition to promote local regional participation", commented Justine Kirkjian.

This summer, based on competitor feedback, the CYCA Trophy Series will be reduced to two days of passage racing to be sailed off Sydney over the weekend of December 14-15, leading up to the club's signature Rolex Sydney Hobart Yacht Race. The CYCA's One Design Trophy Series last year was not particularly well attended, said Cameron, with the offshore passage series much more popular. "There appears to be a trend in preference towards passage races, away from windward/leeward courses, which we noticed from participation in the Club's Short Haul Passage Series which is well attended," Cameron noted.

Kirkjian added that "some of the one-design boats were just coming here for the CYCA Trophy and not participating in the Rolex Sydney Hobart so now we're trying to focus on those boats that are coming for Hobart, but also doing the Passage Series and then opening up the Southern Cross Cup as a teams event so we get interstate and international boats coming for the whole month of December."

"We're trialling these new ideas this year, playing with different thoughts and seeing what works and doesn't work", said Cameron. With next year's 70th Anniversary of the CYCA coinciding with the 70th Rolex Sydney Hobart Race, the timing of this new program of sailing choices couldn't be better.

"We have developed all of these initiatives based on feedback received from yacht owners and series participants we have surveyed", said Commodore Howard Piggott commenting on the raft of changes to the CYCA's Annual Sailing Calendar. I trust that this revised program will provide owners with a number of options to race their boat in the upcoming season. I look forward to some spirited inter-club competition with the re-introduction of the Southern Cross Cup and wish all competitors a successful 2013/2014 Summer Series". ⚓

For entries forms and further details log onto:

www.cyca.com.au/racing

Relaxed racing, excitement guaranteed

Abell Point Marina Airlie Beach Race Week is gearing up to be another fun-filled week of relaxed racing in the tropics for the multitude of sports boats, keelboats and multihull fraternities who each year flock north to the coral-hued waters of the coastal Whitsunday's Passage. Airlie's renowned laid-back atmosphere, onshore parties, entertainment and affordability have long been a draw card for local sailors and southerners escaping winter's grip.

The 24th Race Week is being delivered with a few changes from previous years. A Welcome Party on Friday 9th August will see in the first day of racing to now start on Saturday 10th August with the regatta finishing on the following Friday 16th.

Then for those who are in Airlie for another day, the invitation is open to them to compete in the Airlie Beach Fun Race.

The announcement of Abell Point Marina as the lead sponsor has brought with it discount berthing for competing boats and will be the



AIR HEADS
For Airlie Beach Race Week 2013, the Cruising Division's large fleet will again include Sydney's infamous *Holy Cow*.



initial post-gathering point at the top of the Marina.

The format for racing continues to be a combination of passage races around several of the stunning Whitsunday Islands and windward/leeward's raced in Pioneer Bay.

The Australian Multihull Championship is on as part of the 2013 Airlie Beach Race Week. Over 30 entries are expected with at least a third of them brand new multis. Mike Hodges, vice commodore of Queensland Multihull Yacht Club, said he expects the decision to locate the nationals at Airlie Beach will attract a much bigger Division 1 fleet than seen in previous years.

The IRC Racing, IRC Cruising and Performance divisions have attracted good depth in quality and quantity of entries this year. It's hard to pinpoint the leaders in each of those divisions before seeing them on the start line. An initial guess would be to watch Bob Steel's TP52 *Quest* in IRC, Darryl Hodgkinson's Cookson 50 *Victoire* in IRC Cruising, and Matt Allen and Walter Lewin's Far 400 *Ichi Ban* in Performance Racing.

The popular Cruising Division will be the biggest, loudest, brightest fleet of them all. They are guaranteed to turn on some great racing for the spectators and for themselves. An assortment of entries, both in size and speed, are on the entry list.

There are many returning boats this year including Airlie Beach Race Week founder Don Algie and his entry *Storm*, John and Kim Clinton's *Holy Cow*, and the big *Hammer of Queensland*, skippered by Mick Eckert.

Some of the Cruising Division entrants will have to change from previous habits of stripping down their boats prior to the start of racing with the Race Committee putting competitors on notice that this is not allowed anymore.

The 'speed machines' in the Sports Boat fleet are lining up for their 11th year at the popular event. An expected 20 sportsboats will be in town, led by the *Vipers*. A new shipment of these fast boats has hit Australia just in time to be commissioned and raced at Airlie Beach.

On the podium in 2010, 2011 and 2012, perennial race week competitor Brett Whitbread expects his boat *Crank*, will also have to deal with challenges from very Queensland Sports Boat contingent including Bob Cowan's *Stealthy* and the new team on the *Sport 8XX*, and *Kiss*. ⚓

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AUDI HAMILTON
ISLAND RACE WEEK



ANDREA FRANCOLINI

Hamo turns 30

We salute 30 years of Audi Hamilton Island Race Week, Australia's most popular yachting regatta. Racing the coral-hued seas of Queensland's Whitsundays every August, 'Hamo' is a true yachting pilgrimage, known as much for its camaraderie and cheer onshore as it is for heady competition offshore. ROB MUNDLE talks with ANTHONY TWIBILL, looking back to how all began and what's in store for the big 3-0.

Back in 1983, when we were riding a wave of sailing euphoria following *Australia II*'s history-making victory in the world's oldest sporting competition, the America's Cup, the man who initiated the development of Hamilton Island as a leading international tourist resort, the late entrepreneur Keith Williams, announced to the world that he intended to create an annual world class yachting regatta at his island.

Williams secured the organisational skills of yachtsman Dave Hutchen to bring his desired regatta to fruition. He in turn called in two of his sailing buddies, Warwick Hoban and the late Leon O'Donoghue, to make it happen, and just a couple of weeks after Easter in 1984 Hamilton Island Race Week was born.

It was based on the legendary Antigua Race Week in the Caribbean — a balance between a serious Grand Prix level of racing through to some far from serious competition for the cruising types. This would then be blended with equally considerable lashings of fun, including a signature social event, Whitehaven Beach Party.

Over the ensuing 30 years Race Week has evolved to become a sailing institution. It now attracts thousands of sailors, their families and friends each August to the picturesque Whitsunday Islands for what is some of the best racing and fun to be had at any regatta in the world. It's where the finest sailors rub shoulders with the newest of newcomers, where the biggest and best boats share

their space with spectacularly slow cruisers, and where everyone enjoys the same level of sailing satisfaction and onshore fun.

There have been some extremely memorable times on and off the water. There was the year of the cyclone, the year of the massive fire that destroyed the entire reception area and shopping arcade on Catseye Beach, the groundings, the collisions, the spectacular races, and the parties and celebrated social scene.

But how and where were its earliest origins? I think back thirty years and it's almost as vivid now as it was way back then.

It was an incredible noise. The rain rattling onto the corrugated iron roof above our heads sounded as though someone was tipping pebbles out of the sky.

At the time four of us were sitting on the veranda of Mariner's Restaurant on the edge of Hamilton Island's snug harbour trying desperately to cast our minds way beyond the torrential tropical downpour, towards a completely different scene. We were thinking 74 sun-drenched and verdant islands set upon sparkling azure water, and a large fleet of racing and cruising yachts harnessing the warm tradewinds and sailing by.

This was the précis for the regatta we wanted to develop. The island's then owner, Keith Williams, drove the





HEADY FUN
Celebrities, delicacies,
natural beauties and
of course plenty of
sailing – Hamilton
Island Race Week
celebrates 30 years of
good times.



idea after he had been in Newport, Rhode Island, in 1983 to watch *Australia II*'s historic America's Cup win. He wanted to create what would become Australia's premier regatta for offshore racing yachts and after discussions with local yachting enthusiast Dave Hutchen the seeds were planted. Ironically, one of those present at the small gathering was yachting legend Jock Sturrock, the man who skippered Australia's first America's Cup challenger, *Gretel*, in 1962. The ideas bloomed with great gusto and before the day was over, Hamilton Island Race Week was on its way to becoming a reality.

Today, 30 years down the track, a lot has changed both for the event and the island, which over the past decade has been owned and totally redeveloped by the Oatley family to become a multifaceted, luxury destination in every sense. Pale by comparison, back in 1983 the island had only just opened as a tourist resort, and the airstrip was little more than a dirt track that played host

SOCIAL SCENE

Race Week has developed a reputation for its refined, occasionally raucous, celebrations onshore as well as its idyllic setting.

only to light planes. There were few buildings, certainly no high rises, and the marina in the harbour comprised just a couple of floating pontoons extending out from Front Street.

Now, as the resort has grown to spectacular proportions, Hamilton Island Race Week has enjoyed an exciting expansion to the point where it is internationally acclaimed as one of the greatest regatta weeks anywhere in the world of yachting. Race Week has certainly been recognised as Australia's most significant regatta for offshore racing yachts and has won the award for 'Best Significant Event' at the Queensland Tourism Awards on numerous occasions, as well as regularly taking out Australian Tourism and Hotel industry awards.

What makes it so special? It's the uniqueness of sailing among the myriad of mostly uninhabited islands in the Whitsundays, the spectacular scenery, the ideal racing conditions, and the social activities and camaraderie among competitors. These are just some of the reasons for Race Week having attained an exceptional level of appeal with Australian and international sailors. For example, when it came to the sailing experience prominent English ocean racing yachtsman, Hugh Agnew, said the Whitsundays offered a magnificent compilation of the more outstanding features of some of the world's great regattas: "It has the scenery of Sardinia, the breezes of Antigua and the challenges of the tides of Cowes. It's the best."

The balance between racing and onshore pleasure is another key ingredient for 'Hamo's' success. Together with naming rights sponsor Audi, the Oatley family and their

Hamilton Island team have created an onshore social events program the envy of any regatta and resort island, and which is now part of sailing legend in Australia.

It should be stressed that Hamilton Island Race Week is not just an event for the yachting elite. The cross-section of racing divisions makes sure that everyone, from the best to the absolute novice, is catered for. The hyper-expensive supermaxis that make the headlines in the Rolex Sydney-Hobart race are docked in Hamilton Island's harbour alongside the most humble and smallest cruising yachts that cost just a few thousand dollars. For many novice crews Race Week is their annual escape, and they don't need to own a big yacht to be part of it. It's not uncommon for a group of doctors, lawyers or professional people from Sydney, Melbourne, or Brisbane to band together, charter a yacht at the island and enter the regatta. Every competitor, from the millionaire to the battler, is there on a common theme – to enjoy the racing, catch up with sailing mates and enjoy themselves. Sailing, after all, is a great leveller.

The original organisers knew that Hamilton Island and the Whitsundays offered everything a racing sailor could ask for. But the real aim was to give competitors, their families and friends a taste of something different in the form of a regatta, and that is exactly what has happened over the three decades past. The fact that Race Week did offer something special was evident from day one in 1984. Despite the venue being thousands of miles from home for many, the lure of racing in the tropics was overwhelming. There was an



impressive fleet of 93 yachts for the inaugural event in April 1984, and not even teeming rain for some of that first ever week could dent the enthusiasm of the competitors. Humour ran wild. It quickly became known as Hamilton Island 'Rain' Week in the 'Wetsundays', and the Mardi Gras held on the harbour front one evening quickly became known as the 'Muddy Gras'. It was all in the spirit of that very first event, and testament that sailors' camaraderie and dockside cheer has remained to this day.

For many Australian sailors Race Week represents an annual pilgrimage, and the appeal comes through a simple thought process. The regatta takes place at a time when southerners can escape the clutches of a bleak winter. What could be better than boarding a plane wearing a fleecy-lined jacket and long trousers, and just a couple of hours later be wearing a T-shirt and shorts?

The event's growth over the thirty years has been quite stunning – from just three divisions and fewer than 100 yachts in year one, to some 12 divisions today and a record fleet



of up to 225 boats in some years.

This 30th anniversary year will be something really special as it also commemorates 10 years since the family of Bob Oatley – famed winemaker, businessman and owner of ocean racing supermaxi *Wild Oats XI* – took over Hamilton Island, transforming it into a man-made wonder amidst the natural beauty of the Whitsundays region. This year Race Week begins on Saturday August 17 and concludes the following Saturday, August 24 and it's expected that some 200 yachts of all shapes and sizes will be competing. That translates to an influx of well over 2,000 sailors plus numerous family, friends and supporters attracted not only by the warm conditions, copious sea life and superb island courses, but also an onshore social calendar of hospitality events running day and night. Cocktail parties, luncheons and dinners hosted by celebrity chefs, big name fashion parades, nightly bands and performers combine with the daily competition offshore to give Audi Hamilton Island Race Week its magic sparkle. ⚓

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The demise of the MedCup circuit for the TP52 has spurred on a wave of new designs from the previously TP-engaged architects, with the forty footers and 60-70 footers particularly exciting LOAs at the moment.

New Rolex Sydney Hobart Yacht Race hopefuls this year range in size from Tony Kirby's Ker 46 and Matt Allen's exciting new Carkeek 60 (that I enjoyed peeking at while in Dubai recently) to new maxis, so going south will be an even more exciting spectacle this year. The Hobart will also see interesting foreign entrants such as Karl Kwok's powerful new Botin 80 that Mick Cookson is feverishly busy working on in New Zealand as I write. Chatting with project manager Gavin Brady about Kwok's new *Beau Geste*, he said to expect some real excitement if it's a northerly wind for the Rolex Sydney Hobart. Pushing it all the way south will be the brand new mini-maxi *Alegre* with accomplished owner-driver Andy Soriano calling the shots. The Mark Mills design is primarily built for the smoother waters of the Mediterranean but will excel if conditions get behind her ample beam. Then there's the hot 60s, with Max Klink's Botin IRC 65 *Caro* sure to test Shaun Carkeek's 60, *Ichi Ban*. Designer Harry Dunning has also been busy with a new 60-footer that McConaghy's are keeping under wraps right now.

40 FEET OF GRUNT

Elsewhere in the grand prix world the magic number is forty. "It seems like every designer has a 40-footer out



LIFE IN THE FAST LANE

WITH THE RACE BOAT SCENE ENJOYING A PURPLE PATCH, WE GATHER TOGETHER SOME OF THE MORE INTERESTING GRAND PRIX YACHTS DOING THE ROUNDS, WITH SEVERAL OF THEM SET TO BE ON THE START LINE OF THE ROLEX SYDNEY HOBART YACHT RACE THIS YEAR, WRITES KEVIN GREEN.



there," laughed Tania Cookson while I was chatting to her the other day. Head of the 40 pack is Botin Partners, the design team who dominated the last five Med Cups and have now applied their TP52 design expertise to a "no compromise" 40-foot High Performance racing yacht. The first of these new super light weight racers is under construction for an Asian owner and will rate in both HPR and IRC while also being suitable for both inshore and offshore racing.

Probably the fastest growing fleet is the Class40 with numbers that

RAMBLE ON
The Ker 40 AFR
Midnight Rambler
in the Rolex Sydney
Hobart Yacht Race.

are approaching the 150-boat Farr 40 fleet. I watched some of these exciting offshore boats in Marseilles a few months ago and they appeal to my singled-handed senses; with a toughness that reminded me of the Sydney 38 but with a box rule that rewards development, most of the major designers have one on the shelf. Class40 yachts have their big race next year, the 30,000-mile round-the-world Global Ocean Race 2014-15 with single-handed, double-handed and fully-crewed (four crew) teams competing in September.

The immediate test for these tough 40s will be the the Fastnet Race on August 11 and the good news is that entries have been extended to 380 boats this year, I noted Geoff Boettcher's *Secret Men's Business 3.5* RP 51 on the list, so good luck Geoff.

Adding yet further excitement and perhaps controversy is the next Volvo Ocean Race, but of course only one design office feels the thrill. Farr, who got the gig for all of these new 65-foot canting keelers, much to the chagrin of the former race-winning designer Juan Kouyoumdjian.

As the Volvos shrink, in contrast the amateurs aboard the new Clipper yachts get more room to stretch their fee-paying butts on, with the launch of the Tony Castro 70-footers, which look remarkably like the old V70s, funnily enough. There's big Australian involvement in the Clipper 2013 race with an impressive 66 Aussies taking part and plenty of women, plus two skippers (Chris Hollis and Damien Parnham). They will perhaps take inspiration from winning Gold Coast skipper Richard Hewson, who has gone on to run his own Mini-Transat campaign this year.

FINALLY, SAFETY

Chatting to AC campaigner, match racer and offshore sailor Gavin Brady brought up the subject of safety. He reflected how two highly campaigned offshore teams found themselves in dire straits recently with George David's *Rambler* capsizing after losing the keel during the Fastnet Race and Carl Kwok's Farr 80 *Beau Geste* cracking during last year's Royal Akarana Yacht Club Auckland to Noumea race. Aboard *Beau Geste* Brady confessed to being very scared for his and the crew's lives. "Safety must come first, over everything else [when designing] yet both teams found themselves in life-threatening situations; the problem is that I don't think these lessons are filtering back down through our sport."



Botin HPR40

McConaghy Boats and Botin Partners have joined forces to launch the next generation of Grand Prix 40 racers. Moving away from the heavier IRC-oriented design, the HPR40 is optimised for the emerging race rule whilst still being competitive under IRC. Built using a female hull and deck moulds in pre-preg carbon with Nomex core – just like the TP52s – which minimises weight, the first of these boats has just gone to Japan. The deck layout includes a pedestal connected to the primaries, unusual for this size of race boat and there's a retractable drive arm to minimise drag.

The result is very high sail area to displacement and sail area to wetted area ratios, ensuring fast and exciting sailing, with an IRC 2012 TCC = 1.258.

Harken winches and deck hardware are complemented by a clean and simple deck layout, designed for efficient handling by the crew. To keep windage low all the lines run underneath the deck, while deck cavities are minimised to improve the water-tightness and weight reduction on the race course. A high modulus Hall Spar HPR optimised rig is standard.

BIGGER AND STRONGER
Above: The new *Beau Geste* will have a lot more structure than the old boat seen here. Below: The McConaghy-built Botin 40 is an optimised grand prix boat designed to excel in coastal racing.

Botin 80 *Beau Geste*

Karl Kwok is one of the most active offshore racing owners, and his team are currently in the shed with Mick Cookson building the new Botin 80 *Beau Geste*, a replacement for the ill-fated Farr 80 that cracked through the middle in the Pacific last year, causing even experienced skipper Gavin Brady some serious alarm, as the told me on the phone from the Cookson yard in New Zealand. "We found out the hard way that structurally she wasn't an offshore boat," he said. The rescued boat's fittings are being cannibalised for the new one, which has made the design process a lot easier, with completion expected in time for the Rolex Sydney Hobart.

The new 80-footer is a lot different to the previous Farr design, said Brady, with a lot more structure in the boat, especially in the deck and some other engineering back aft. The AC veteran believes sailors should take a more active part in the design process.

"The offshore part of our sport is where designers need to stand up and take more notice, as people's lives are at stake," he says.

"The new boat is more of a coastal boat – for the Fastnet, Rolex Sydney Hobart, Bermuda and so on, with a

similar beam because with a coastal race you've got to sail to VMG, both up and downwind, so a coastal boat is more of a Mediterranean style, maxi-worlds type of boat than say a Volvo 70."

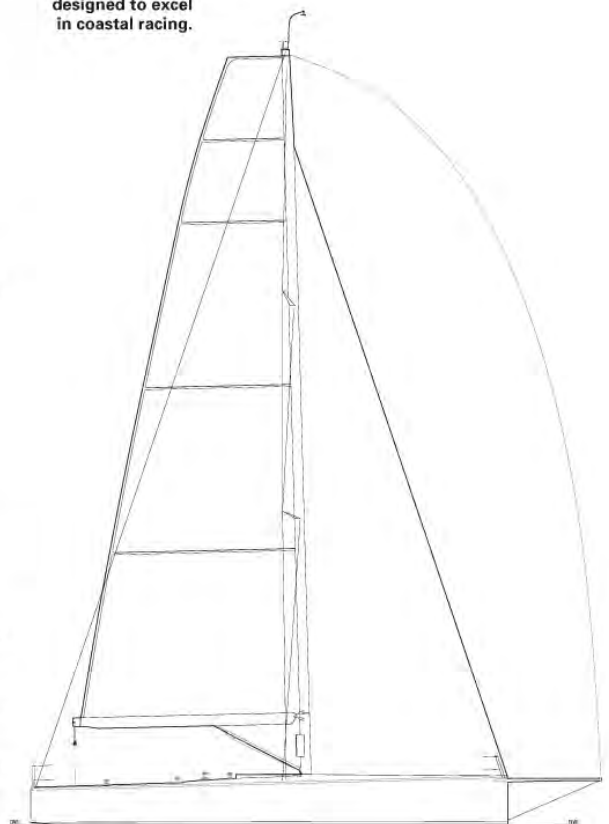
The new carbon rocketship will have similar foils to a Volvo with daggerboards and a canting keel, yet with much more emphasis on all points of sail, so there is a relatively lighter keel.

"Right now the biggest gain in our sport is leeway which you reduce with dagger boards – like the Volvos," explains Brady,

With the new designs creating so much righting moment with the chines, beam, flat bottoms and volume forward, less power is required from the keel. (Recall the Vendee Globe this year when one of the water ballasted yachts made it home without a keel).

Solving the equation of displacement versus sail area versus righting moment is the main challenge for current design, says Brady.

"With these big hull chines we're finding that these big boats just don't heel as much – about 22 degrees of heel. So you don't need bulbs as big as when we sailed the old AC boats at 33 degrees of heel."



WORLDLY AMBITION
The Botin Class40 Custom has been designed to regain the world championship for Gonzalo Botin.



Botin Custom Class40

Former world Class40 champion Gonzalo Botin is building this highly customised version, within the Class40 box rule, at Spanish builder Longitud Cero. The strongly supported Class40 has its Global Race (circumnavigation) next year and these boats also do shorthanded transatlantics, so the design has to be strong with plenty of righting moment while also minimising drag. Mods include a highly optimised keel bulb to achieve just that. The boat is designed to be a good all-round performer in varying offshore conditions, and the hull is designed to reflect this. The hull has a full bow with chines running most of the waterline and the rig is far aft to allow for larger headsails to maximise off-wind performance.

Botin 65 Gentleman Racer

This 65-foot advanced German-built design, named *Caro*, from the pen of Botin just launched and is destined to compete in many international events, including this year's Rolex Sydney Hobart. The owner of this racer-cruiser, Max Klink, wants to race with friends as well as top sailors, so automated and electrical systems are a major part of the Spanish design house's brief. The powerful hull has plenty of form stability, a lifting keel to reduce the enormous 4.8-metre draft and twin rudders for managing the ample beam. A righting moment of 15 per cent has been quoted. Sails are understood to be from Doyle's in New Zealand and the professionals on board come from the same. *Caro's* crew for Cowes Week includes Volvo ocean veterans Stuart Bannatyne, Tom Addis, Michi Müller, Richard Bouzaid and Mark Bartlett along with owner Klink. A few days after Cowes the real test will come with the Fastnet Rock in Ireland.



MIO CARO
Destined for Hobart this year, the Botin IRC65 *Caro*.



Carkeek 60

Shaun Carkeek is aiming to replicate his design success in the TP52 circuit with this new commission from Sydney's Matt Allen. The Hobart veteran expects builders, Dubai's Premier Composites, to have his new boat ready just in time for the great race south. The new boat has a rounded hull shape derived from TP52s such as *Hooligan* and *Team New Zealand*, so this new 60 comes from the same family but the extra length should allow him to sail away from the TPs, especially upwind. Allen chose 60 feet as the optimum size because of his predominant passion, offshore racing, and the average wave patterns he would encounter on the 628-nautical-mile Rolex Sydney Hobart.

"Off the wind I'd hope to be faster than the V70 but we have to make sure there's enough righting moment to offset the fact that it's not a canting keel boat," said Allen.

So crew weight will be crucial to the new boat with 17 anticipated on the rail for this year's Rolex Sydney

Hobart. Many of the crew come from the retired *Loki* campaign and will include sailing master Gordon Maguire while Volvo sailor Will Oxley will navigate. The 10.5-tonne hull is being built using unidirectional carbon pre-preg and honeycomb sandwich core materials laid in female moulds. The project is being managed by former *Camper* project manager Neil Cox. Cox is overseeing the six-month build with delivery expected in November to Sydney where the Southern Spars rig will be installed. Spars are the latest TPT (thin ply technology), lighter and stiffer than previous carbon masts. Final commissioning will also be done by Central Coast Hydraulics – hydraulic power will be used for winches so the engine will be on all the time. For smarts, B&G gear from Guy Oliver at Oletric is being installed. The new *Ichi Ban* is designed to win primarily under IRC but should be competitive under HPR as well, Allen says, and if successful will spur Premier Composites to build more of these pocket maxis.



CARKEEK ASSOCIATES

Carkeek IRC 40

SLEEK CARKEEK
Left: Derived from the successful TP52s, the Carkeek 60 is designed for offshore, especially when the name reads *Ichi Ban*. Above: The Carkeek 40 is an inshore and offshore boat available in pre-preg and infused carbon/epoxy versions from Premier Composites in Dubai.

Carkeek IRC 40 was initially built by McConaghy, but the latest ones come from Premier Composites in Dubai. Described by Shaun Carkeek as "all-round boats, equally at home around the cans and offshore", these hot 40-footers are intended to keep the costs down but adrenalin up. Available in two carbon-built configurations (Race or the more expensive GP) prices start at \$456,500 ex-factory. With Carkeek's involvement in the predominately US-based HPR committee, these boats have achieved podium finishes over there, including winning the 2012 Newport-Bermuda Race under IRC and the Onion Patch Race. Built from carbon pre-preg with Nomex core, a high-modulus two-part carbon rig and rigging holds a square-top mainsail and the whole lot fits into a 40-foot shipping container thanks to a lifting cassette keel system. Displacement is 3,850 kilograms while handicap figures are IRC TCC 1.235 (in IRC trim) and TCC 1.265 (in HPR trim).

Carkeek GP45

The 47-foot Carkeek 45 is a bigger version of the South African designer's initial 40 model but at only 5,250 kilograms, displacement claims a higher SAD than the last of the TP52s, so will excel in light airs especially. Similar to the 40, the 45 is available in Race (carbon/epoxy infused) or the higher specified Grand Prix model using unidirectional carbon construction. Both come with high modulus Southern Spars carbon masts with running backstays and a bowsprit for large asymetrics. Deck gear is from Harken, including a pedestal winch. While visiting Premier Composites I looked around the latest one (destined for the USA) after a five-month build and was impressed by the high standard of CNC tooling and build quality which should ensure good weight integrity between hull numbers.

Mark Mills 72 Alegre

The Mark Mills 72-footer *Alegre* is the first new mini-maxi in a while, and is being keenly watched in the wake of its launch from the Longitud Cero in Spain. Local big boat skippers will also be keenly watching it on the Rolex Sydney Hobart start line this year. Owner Andy Soriano is an accomplished owner-driver in the IMA Mini-Maxi fleet that formed in 2009 to encourage non-pros at the wheel. Mills said the design brief was to build a racer specifically for the weather and waters of the IMA race venues – Palma, Porto Cervo for the Maxi Worlds and the French coast.

“With a steady flow of new designs since the class took off in 2009, finding the right balance of stability, sail area, and displacement on racecourses which combine windward-leeward racing with challenging coastal legs in a range of wind speeds, has been a complex solution to find,” Mills told *Seahorse* magazine.

Working with computational data from several big boat campaigns, including *Wild Oats XI*, led Mills to pen a rounded hull – instead of chines that caused drag upwind when inshore racing – that was built to the maximum size allowed for IMA. Topsides are unusual with what Mills describes as ‘ramp deck’, a continuous surface from cockpit floor to foredeck. On deck a T-layout for winches was chosen with a pair of primary pedestals forwards, a single mainsheet pedestal midships, and a runner pedestal aft, all interlinked and driving a rotary hydraulic pump and the underdeck spinnaker take down system using Cariboni hydraulics. The rig comes from Southern Spars, while North Sails designer Kevin George was part of the extensive design team.



EYES ON THE PRIZE
Alegre, the new mini-maxi from Mark Mills, is aiming to win the Rolex Sydney Hobart this year.



DOUBLE THREAT
The Carkeek GP45 is designed to win under both IRC and HPR while having a higher SAD (sail area/displacement) ratio than the latest TP52s.

TOP OF THE CLASS

Right: The Class40 are an exciting development of forty-footers that are designed to be crewed or sailed short handed.

Below: The new Ker 46 is expected on the Hobart start line.

Ker 46

A development of the previous 2009 Ker 46, *Tonnerre* that has won in Europe and America. Jason Ker's latest race boat is yet another new yacht that is expected on the Rolex Sydney Hobart start line this year. This light displacement carbon-hulled racer has been designed and optimised for IRC and ORCi racing. With an expected better SAD than sister ship the Ker 40 – which has several Rolex Sydney Hobarts under its GRP hull – the 46 is designed for a wider range of conditions. Hull shape is rounded with plenty of flat sections aft for planning quickly with slim keel shaft and optimised bulb. Deck gear is by Harken and the topsides have minimum shear with long bowsprit for large downwind sails. The highly specified carbon hull has been built to ISO Category A standards by Germanischer Lloyd at McConaghy's China yard. Last year the first Ker 46 was shipped to South Africa after a four-month build.



Ker Class 40 OD McConaghy

The Class40 is one of the fastest growing fleets in Europe and has spurred on development within the box rule of the class. One of the crews pushing the boundaries is Tony Lawson's *Team Concise*. In conjunction with Ker design and McConaghy boats they are developing the next generation Class40 capable of outperforming the newest big budget Class40s, but for a production boat price. The design concept has been refined by Jason Ker and Simon Schofield of Ker design in close association with experienced Class40 yachtsman and *Team Concise* project manager Ned Collier Wakefield. The first Class40 One Design arrived in the UK in mid-July with the aim of competing in the Rolex Fastnet Race, before Wakefield teams up with Sam Goodchild for the Transat Jacques Vabre, then later sailing single-handed by Wakefield in the Global Ocean Race; that calls at Auckland, should you want to check it out.

Class40 OD

THE Class40 One Design was conceived in 2005 to promote a new breed of offshore performance monohulls designed around a simple box rule, aimed at affordability yet using the latest technology.

Exotic materials such as carbon fibre are limited to mast and booms while underwater appendages such as fixed keels are also limited. The sail wardrobe is also strictly controlled. Hull numbers this year are set to exceed 130 in a mixed fleet of crewed and shorthanded sailors. As a box rule, rather than one design, Class40 encourages development so plenty of designers are involved including Botin, Humphreys, Ker, Finot, Lomard, Farr and many others. Traditionally the Route du Rhum is the big event for the class and next year it runs the Global Race. The first Class 40 One Design from McConaghy is due to arrive for the Rolex Fastnet Race.



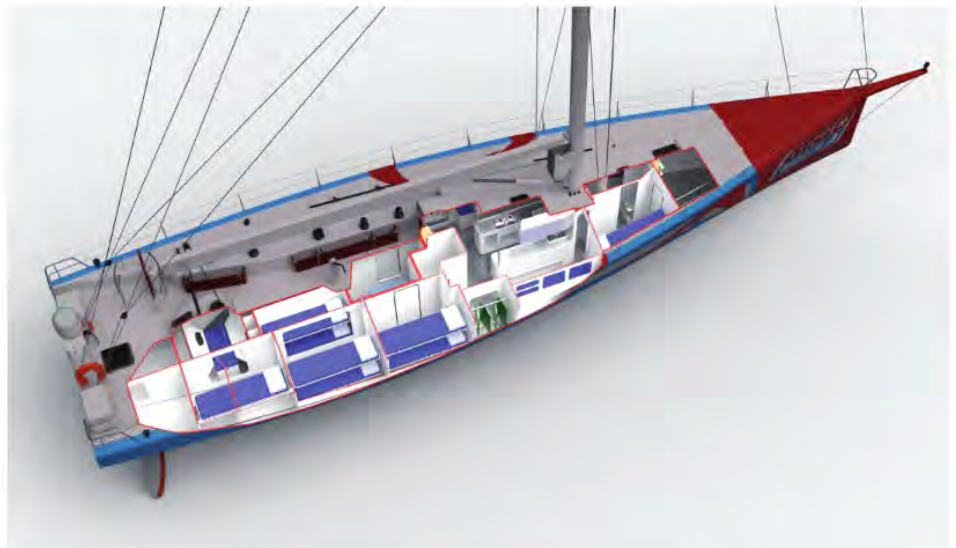
Clipper 70

In contrast to the Volvos growing smaller, the ocean race for amateurs is building bigger boats, with the new Tony Castro-designed Clipper 70-footers replacing the previous C68s. Weighing nearly three times that of the carbon-hulled Volvos (31,700 kilograms compared to the V65's 10,750 kilograms), the Clippers come with heavier GRP hulls, an elongated fixed keel and deep rocker with a big hard chine to reduce heeling. Twin rudders are also used to give the best angle of attack when heeled over. Primarily a downwind race – as its name taken from the old Clipper ships suggests – there's a long bowsprit for flying large spinnakers. Looking very like a V70, the Clipper 70s have flat decks and a fairly shallow cockpit. Here, two pedestals and a centralised mainsheet winch does the sail handling, along with a bank of winches on the coamings.



COMFORT AND POWER
 Above: The new Clipper 70 will introduce amateur crews to exhilarating ocean racing. Left: The Clipper 70's spick and span interior. Below: A new design allows crew numbers to increase from 20 to 22, and there's a comprehensive galley with pipecots for off-watch crew.

Unlike the minimalist Volvos where there's only freeze-dried food for the hardened pro sailors, the new Clippers have a sizeable galley, lounge seats and comfy pipecots (having rolled about Paul Cayard's V70 during a race and being aboard earlier Clippers, the contrast is amazing!). Clipper Ventures has again chosen a Chinese yard for the build, Nauticstar Marine in Qingdao. Also larger with these new boats is your opportunity to sail on one if you have the money as crew numbers have increased from 20 to 22. In this year's race (Clipper 13-14) there are 66 Australian crew taking part, 15 of which are female and there are two Australian skippers. Leg four of the race will see the fleet visit the west and eastern seaboard of Australia with a stop in Sydney.



HPR Update

From Dobbs Davis of HPR Sailing Org

IN an HPR Committee meeting, ex-CYCA Commodore Matt Allen saw HPR as having great potential in Australia. "I see HPR as having a great future, because the kinds of boats that it encourages matches our interests very well: fast, fun, and offshore-capable. The rule is also appealing because it is simple, transparent and fair, and the most recent generation of fast boats – like the Farr 400 and MC 38 – fit the intent of the rule very well." Allen said it may be possible also to have HPR scoring in the Rolex Sydney Hobart Yacht Race at some stage.

The rule is driving towards no-compromise designs that are fast yet still offshore-capable. In Australia we see these as being like Fred Barrett's GP26 and new 35, the MC38s, Farr 400s, GP 42s, and TP 52s. McConaghy has built three Carkeek 40s (for the USA) and a new Botin 40 design (for JPN), while Hakes Marine's new J/V 42 would also fit into HPR nicely.

Another important principle is transparency: there are no secret factors, the rule is freely available on a spreadsheet posted on the HPR website, and certificates get issued by local rating offices, such as YA, much like the ORC system. In fact, ORC is a partner with US Sailing on the development and administration of this rule.

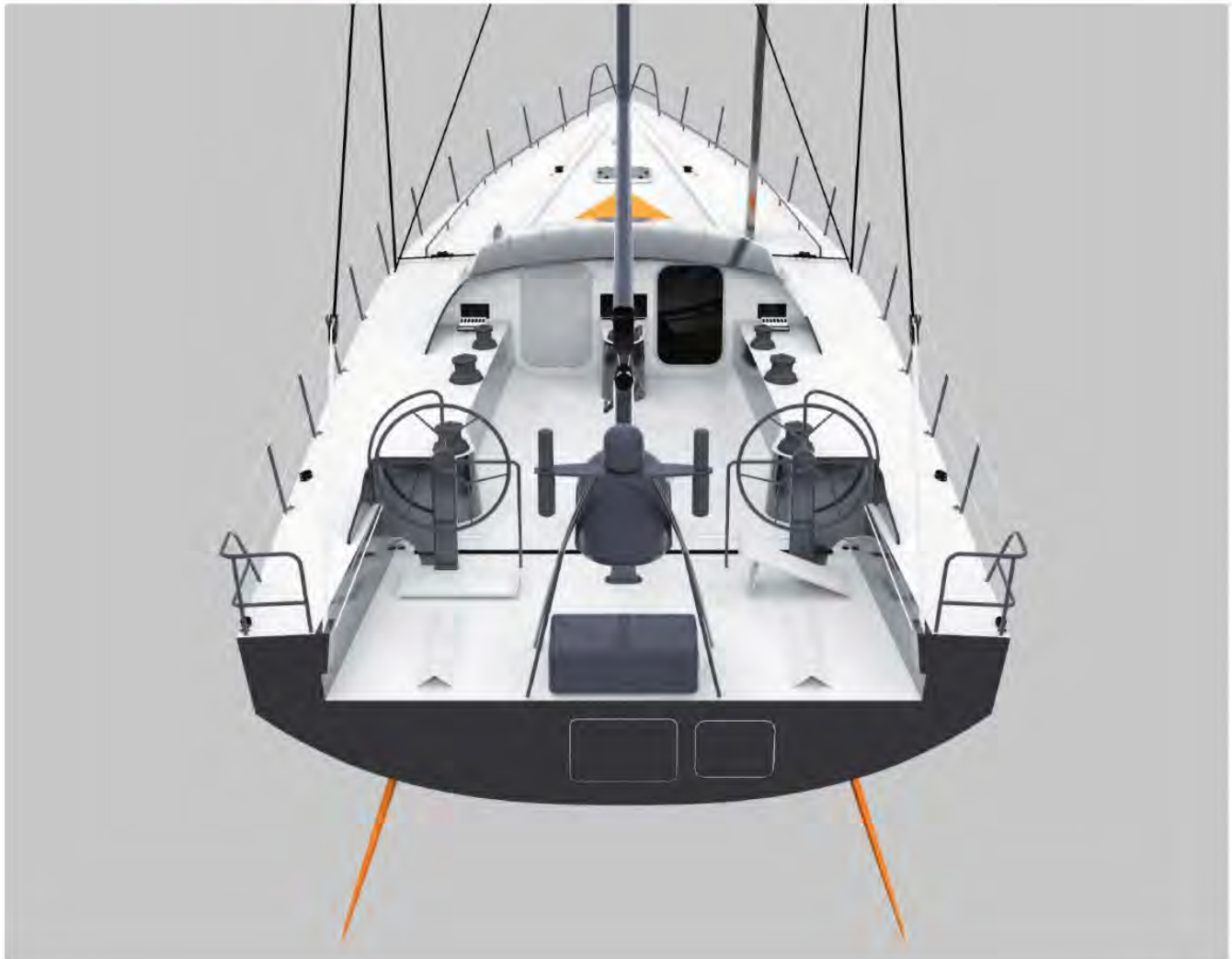
IF IT AIN'T BROKE
Sporting daggerboards to minimise leeway, twin rudders and canting keel, the Farr-designed fleet of Volvo 65s have a lot of proven design features from the earlier V70s.



Volvo 65

With the emphasis on a safer and cheaper race, the organisers of the Volvo Ocean Race announced that the 2014 event would be a one-design fleet. The goal, said CEO Knut Frostad, was to significantly reduce the cost of mounting a campaign and bring the size of the fleet up to eight to ten boats for future editions. Future campaigns are expected to cost 15 million euro, rather than 30-40 million euro as in the past. The new boat has been designed by Farr Yacht Design in the United States, and is being built by a consortium of four boatyards in Europe – Green Marine in the United Kingdom, Decision in Switzerland, Persico in Italy and Multiplast in France. The boats will be launched at a rate of one every seven to eight weeks from July 2013 to July 2014.

These strict one-design boats arrive with a full sail inventory, electronics and all systems. Scaling back the size has been supported by some 2014 competitors including veteran Ian Walker, as the reduced LOA could prove safer in the Southern Ocean. Less physical than the V70, more diverse crews including an all women crew are expected with numbers reduced to eight aboard. In terms of design, there's a lot of proven structures aboard – daggerboards to minimise leeway, twin rudders and canting keel – so the Farr-designed Volvo 65s have a lot of design features from the earlier V70s. Water ballast is also used for trim and the keel swings 40 degrees. An extra possible safety feature is a third transom hung rudder. For crew there's twin main hatches to go below but not much else. ⚓



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ABOVE: Vendee Globe winner *MACIF* carried North 3Di upwind sails and North V-Series downwind sails (as did the second place finisher *Banque Populaire*). Photo by JeanMarie Liot/DPPI-MACIF.

In the rarefied air of professional one-design racing circuits, high-speed global ocean racing marathons, and the sci-fi technology of today's America's Cup wing-sails and hydrofoils, it's money – and the technology advances that buys – that drives the upper limits of the sailing performance envelope.

Cantilevered wing-sails, 3D-moulded sail forms, laminates of exotic fibres of stronger, lighter, more stretch-resistant materials are changing the way sails are made and the speed of sailing boats powered by the breeze. Never before have we converted wind pressure to boat speed with such efficiency and with such dramatic improvements in sailing performance, as most dramatically seen in high-tech craft such as the AC72s and the Vestas Sailrocket, as well as a host of radically designed ocean racing monohulls, cats and trimarans setting new heights in ocean sailing speed records.

But is it just at the top end of town for the sailing pros and serious racing set that we're seeing the benefits of these new sail technologies? According to our top sail lofts, the answer is both yes and no, as the technology flow-on effect is actively trickling down to the amateur sailor with new, high-tech sail materials making better sails available for any given budget. But will rigid wing-sails soon be powering boats heading to Hobart or tacking across the Harbour on a sunny weekend raceday? Not anytime soon say the experts.

However, new materials technology is already benefiting sailors at even the most budget end of the sail market, with the availability of affordable, blended composite fibre sail materials with lighter weight, minimal stretch, and superior resistance to UV exposure and general 'wear and tear' during use. Even as 'white sails' still account for well over half the global sailmaking market, improvements in the choice and cost of laminated sail materials are seeing heavy woven Dacron sails of decades past increasingly relegated to sailing history.

Paradoxically, as these technological developments in sail materials and fabrication techniques are at their zenith, purse strings have simultaneously been tightening all around the globe as recreational sailors squeeze another season out of their current sail wardrobe rather than upgrading, leaving many lofts feeling the pinch in recent years. Despite that downturn, the major sail brands haven't been standing still with global sailmaking R&D on a high and plenty of new sail

CUT & THRUST

ANTHONY TWIBILL VISITS SOME OF OUR LEADING SAIL LOFTS TO MEASURE UP THE LATEST CUTS AND COMPOSITES FROM SOME OF THE TOP NAMES IN SAILMAKING, ASKING ARE THESE REVOLUTIONARY DEVELOPMENTS IN SAIL MATERIALS AND NAUTICAL AEROFOIL DESIGN GOING TO MAKE IT TO THE AMATEUR AND RECREATIONAL SAILING MARKET AND AT WHAT COST?

technologies being promoted to tempt yacht owners to splash out on a new set of sails for their pride and joy.

The tide may indeed be turning with some major sail lofts reporting a significant upturn in business this year with boat owners inspired by the technology of these new sails and the improved results they can deliver, whether racing, passage making, or just social sailing.

For local sailors, now is the ideal time to be considering a new sail wardrobe in the lead up to summer. With a competitive environment among the lofts in Australia and New Zealand, there are good deals to be had.

How though do you choose the best sail materials for your boat? Laminated or Dacron-blend? Radial or cross cut? Carbon? Kevlar? Aramid? 2D? 3D? The choices seem complicated but really they're not if you consult with a loft professional to advise you. Essentially, choice of sail tech comes down to the type of use expected on your boat and the budget you have available.

Laminated sailcloth, embedding advanced composite fibres, has become the standard of choice for racing sailors, with

'cruising versions' increasingly ordered for performance-orientated cruising yachts too. However, woven polyester fabrics – often referred to as Dacron – are still popular with much lighter, blended products coming onto the market giving cruisers and club racers a reason to upgrade their sail wardrobe with these lighter, better performing sails on a budget they can afford.

It is estimated a new set of polyester sails can be good for up to ten years of typical social sailing a couple of weekends a month, depending on the wind strength they are typically sailed in and factors such as UV exposure, which can drastically reduce the integrity of sailcloth. At the other end of the scale, a sailor on a busy cruising or racing schedule may only get two to three years.

The shape life of sails is much harder to determine. As sails lose shape, performance suffers and not just in terms of boat speed. Stretched sails can reduce a boat's ability to point into the wind, increase heel, create weather helm and rob a boat of speed in light airs. Selecting a premium sailcloth which is built to resist stretch will not only ensure you get the best performance, but will save you money spent re-sizing stretched sails after a season of abuse.

So, if you haven't splashed out on new sails for a few seasons, the following advice from four well-known sailmakers will give you an update on the latest top lofts have to offer, how each see the future and their own competitive advantages.

We asked the following questions of each loft interviewed:

- Q1.** What are your loft's latest designs to optimise sail shape and the performance improvements being delivered?
- Q2.** How have technology innovations in composite fibres and sail manufacturing techniques redefining sailmaking?
- Q3.** What choices of sails and shapes now routinely available – such as square topped mains, code zero headsails, and asymmetric spinnakers – are most changing sailing performance as we knew it?
- Q4.** Describe your current portfolio of materials/house brands for cruising sails and racing sails. What materials and shapes are most commonly ordered for dinghies, cruising yachts and racing yachts? What percentage of your production would typically go to each category?
- Q5.** With wing-sail technology being showcased with world sailing speed records broken and the high speed thrills of the America's Cup, is there likely to be significant transference of this technology to racing yachts? What's your impression on where the industry is heading?
- Q6.** What do you see as your loft's competitive advantage in sailmaking? Technology? Quality? Price? Service?



3DL has been on every winning boat in the recent America's Cup series and Volvo Ocean Races.

NORTH SAILS' DAVID O'CONNOR AND MICHAEL COXON:

Q1. North Sails has been the industry leader in sail design and technology for over 30 years. Our vision is to continuously test and develop new technology to provide a wide range of different boats with the best performing and most durable sails.

North Sails' first major breakthrough in sail design technology was 3DL where we were able to create a one-piece thermo-moulded sail that was designed and constructed in its perfect flying shape. It has the ability to be constructed using carbon fibre and Aramid yarns and for over 20 years this has provided our clients with performance sails that have superior shape holding characteristics due to the continuous yarn layout which

no other sail manufacturer can do, a smoother flying shape and a lighter, more durable product.

3DL has been such a successful product that since its introduction it has been on every winning boat in the recent America's Cup series and also the Volvo Ocean Races.

3DL is continuously being developed and fine-tuned. It is so versatile in its ability to provide lightweight high performance sails to a range of different sized boats that it has been used to great success by all the top teams in many one-design classes including Farr 40s, RC 44s, Melges 32s, Sydney 38s, 18ft Skiffs, Extreme 40s, all the way down to NS 14s and many more.

It is also a superior performance cruising product as the same 3DL designed sails that are built to be

hammered all the way around the world in the Volvo Ocean Race can be offered to cruising sailors looking to get the most durable sails that will still maximise their performance.

Q2. North Sails' relentless design development and huge investment into new technology has led to the introduction of 3Di – a unique, patented sailmaking technology that allows laminated sails to approach the balanced load-bearing and shape holding of a rigid airfoil. In simplified technical terms, 3Di is a flexible composite membrane built from pre-impregnated spread filament tapes applied in multiple axes and thermoformed on a 3D (3DL) mould.

3Di has proved successful in the last Volvo Ocean Race, America's Cup and is now aboard many of the top high-performance yachts around Australia and NZ. With the same shape-holding characteristics of a lighter weight sail, this is significantly more durable. 3Di has over the past two years worked its way to the top of



the fleet in many one-design classes such as Melges 32s and Farr 40s. The next step will be taking it even further and developing 3Di sails for skiffs like the 18s.

Q3. With over 60 sail designers and software engineers based around the world working together to design the best performing sails possible, North Sails continues to lead the industry in sail design.

The choice of sail design is of course based on what type of sailing you are doing, the conditions you predominately sail in and if you are sailing under any specific class or handicap rules. So tailoring the design of your sail inventory is based on these key points.

Q4. No matter where you are in the world or what type of boat you sail North Sails stands for perfection

ATTENTION TO DETAIL
With 30 years in the business and engineers all over the world, North Sails stands at the forefront of technology. In these photos work is carried out at a facility in Minden, Nevada.



Q5. The North Sails Technology group has invested heavily in the design and construction of the wing masts you see being used on all the AC 72s and AC 45s today. These wings are designed by North Sails designers and constructed by our TPT manufacturing process in conjunction with Southern Spars.

Q6. We have outlined the performance and durability gains of choosing North Sails, but it is also important to highlight that we have the largest and most experienced team around the country (Australia) readily available to service our clients.

They include the Sydney North Sails team of Michael Coxon, Richie Allanson, Alby Pratt, Peter Antill, Dave O'Connor, Billy Sykes, and Nick Beaudoin. The Norths Melbourne team of Noel Drennan and Aaron Cole, in Brisbane Mark Bradford and Vaughan Prentice, in Newcastle Scott Beeby, and in Perth Nick Davis.

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in sail technology and design. We manufacture sails for virtually every type of sailing boat on the planet. Sail shape construction and choice of materials are the result of intensive research design and development of which North Sails has been the undisputed industry leader for the past two decades.

We focus a huge amount of our time in our class sail development program for one-design classes where our experienced sales staff work closely with our designers to develop the best performing sails for a range of one design classes.

We provide cruising sailors with a range of different cruising products from the latest North Sails warp-orientated Dacron that allows us to build radial Dacron sails to 3DL taffeta performance cruising sails.

WIND POWER
 North Sails' pioneering approach to technology has become crucial to many one-design classes, including 18ft Skiffs, seen at right with 3DL main sail and 3Di sails racing above.





DOYLE OR DIE
Salperton with full
Doyle inventory.
Below: The
all-important
Stratis section sits
awaiting attention
on the loft floor.

DOYLE SAILS' CHRIS McMASTER:

Q1. There have been lots of changes to the way we model sails and the engineering behind this. Software developments have been particularly instrumental in our ability to produce a superior product. In the past, structural analysis tools were less accurate and useable, and today's software is much more viable. With the latest analysis programmes, we have learnt more about how to read into what the software tells you, and we use this information to optimise sail shapes. These improvements mean we are getting close simulations in terms of shape and what the performance of sails will be on an individual boat and to individual applications. This helps us to create a sail that is faster and performs better.

Q2. Doyle Sails NZ Headquarters invests heavily in its R&D program, and we are always working to develop our product range and offer increased performance from our sails.

We are seeing performance improvements in plenty of significant areas: weight saving, and in particular



stability, are areas that are making great leaps.

Engineering is changing a lot – this links back to the design side (see question 1) as this impacts the way we engineer. Our most recent developments are Stratis ICE and our 'Ultra-Light Taffeta' and these have raised the bar in sailmaking.

ICE is a completely new fibre – we first came across it when the US military were using it, and we have secured the marine rights to it.

Ultra-Light Taffeta is not a continuous taffeta as everyone knows it, and has a completely different type of surface. We have re-engineered the way the surface of the sail is made – the same construction method is used as with standard taffeta, but we utilise different fibres. This allows us to reduce weight in the sails without any loss of durability.

Q3. The Code O headsails are having the most impact on sailing performance and have been a real leap forward. In particular we are seeing impressive results from our radial-shaped Stratis Code os.

EXCEL UNDER PRESSURE

DOYLE STRATIS

When nerves are as taut as fully loaded sheets it's reassuring to know that Doyle sails are taking the pressure. Consistent wins in major events show that Doyle Stratis sails convert pressure into winning performance. Whether you sail a skiff or a super-yacht, Doyle's latest generation of sails redefine performance sailing.

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(612) 9361 4836
john.hearne@doyleaustralia.com

Doyle Sails Western Australia
(618) 9430 5366
will.hammond@doyleaustralia.com

Doyle Sails Queensland
07 5492 8220
yancy.smith@doyleaustralia.com

Doyle Sails Tasmania
(613) 6234 5422
rgoodfellow@doyleaustralia.com

Doyle Sails Victoria
(613) 9646 5273
col.anderson@doyleaustralia.com

Doyle Sails Airlie Beach
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charles.wallace@doyleaustralia.com

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(612) 4948 1331
peter.mcneill@doyleaustralia.com

Doyle Sails Adelaide
(614) 3881 8916
tim.cowen@doyleaustralia.com



SC.1057

They are lighter, cover a wider wind angle and qualify as a spinnaker in a racing scenario. They are also stronger because they are a string fibre-aligned sail. Previously the only alternative for downwind sails on big race boats was Cuben fibre, which has the disadvantage of being very pricey and experiences shrinkage problems.

Q4. CRUISING: Dacron is still the best value for money and offers the best durability and miles for dollars. The disadvantages are that it is stretchy, does not give the best performance, and is heavy.

Cruise laminates are much better than Dacron for shape holding. Disadvantages are that they are slightly more expensive than Dacron and have slightly less durability.

Stratis GPC is our Stratis range for cruising boats, and offers double the surface taffetas. The fibres used in construction can be 100 per cent



JAMES ENSING-TRUSSELL / FRANCESCO RASTRELLI



customisable to the customer, with fibre choice from polyester all the way through to carbon fibre. We are continuing our development of this range to ensure it is the ultimate cruising product available to the wider market.

RACING: Our racing range is now 100 per cent Stratis. Sails can be completely customised depending on the requirements of the customer. The addition of our Ultra-Light Taffeta product to the range is coming into force – the product ensures that the sails gain durability but with no sacrifice to weight.

Doyle Sails NZ's typical production would break down as: superyachts

4.0 per cent, racing yachts 35 per cent, and local production/dinghies/cruising boats 25 per cent.

Q5. Wings have been around for a long time and rather than being 'new', they are just far more on the radar now. The performance advantages of a wing sail are pretty obvious as they are far more efficient compared to a single foiled sail. That said most classes ban the use of attempts to make a sail into a foil.

We don't see there being long-term impact of wing-sail technology on the industry: it is a very niche product and it would be a niche sailing regime that would utilise it. It is difficult to see how that technology could be

applied to the everyday boat as this technology is so specialised and non-mainstream. The reality is that they are far too difficult for everyday use on the average yacht.

Overall, although the America's Cup boats are always very cool to watch, we don't expect much trickle down to 99.9 per cent of sailing yachts. But as always with America's Cup boats, there are developments in the tools for analysing their performance, and it is these interesting developments that will be far more valuable for sailing as a whole.

Q6. Our competitive advantage is multi-faceted:

Facility: We are a one-stop shop and offer every service under one roof for a more cohesive customer experience.

People: Our team is world class and hugely experienced in every area of sailing, offering unparalleled expertise.

Product Range: Our product range is comprehensive, and we believe that Stratis is well ahead of the competition.

Innovation: Our constant R&D programs means we are always driving product innovation and our range is always improving.

Competitive pricing: We will never be the cheapest, but we are certainly the best value for money.

Design advantage: Our advanced design tools and software mean that our customers receive products that are perfectly customised to their yacht right from the first fitting. ↓

www.doyleaustralia.com
www.doylesails.co.nz

CUT AND STITCH
From the top:
Stratis fibres being laid, eventually becoming Doyles' intriguing new design development, Stratis ICE; Sewing on batten pockets.

QUANTUM SAILS' CARL CRAAFORD:

Q1. We are currently utilising Quantum's proprietary IP called IQ Technology. This program allows us to produce aero solutions alongside hydro solutions with a yacht's designer to 'quantify' the depths, area and profiles of the sails we design, and it also provides FEA modeling for fibre mapping our membrane sails.

Q2. Currently we have access to all composite fibres commercially available, and the IQ Technology allows us to install the correct amount of fibre and blend carbon and Aramids to produce sails that precisely suit the customer's requirements and budget.

Q3. The reality is these sails have been around for a while, whether they were gaff-rigged mains, wire or roped luffed spinnakers and non-symmetrical spinnakers like on VJ or 16'

The industry is contracting and central manufacturing and economies are being realised, providing continuity in design and quality.



skiff past that had wire luffs. It is the materials and handling equipment that have made significant gains. For sure we have developed shapes that contour to the true wind speed and true wind angles through the range but in changing sailing performance the cruising sails available now have many features that allow you to sail rather than motor, again with good handling equipment.

Q4. We produce our proprietary Quantum membranes in house at facilities we own without any third parties/suppliers involved and this allows us to customise each sail to each order. That said, we have a line of racing and cruising sails each with certain features and benefits. We have another separate business known as Quantum One Design which provides sails for one-design keel and centerboard boats internationally, with all designs



and materials updated annually to a new series and model number from regattas sailed around the world with in-house designers competing at the events. Currently our racing yachts sails would account for 60 per cent of our sales, with 20 per cent each to cruising and one-design.

Q5. I am unsure of how wing sails will be fitted and removed every day from your average racing yacht, but history says it could happen and nothing is ever ruled out. However, the industry is contracting and central manufacturing and economies are being realised, providing continuity in design and quality.

Q6. The competitive advantage of our Quantum lofts in Australasia is being part of a global group whilst acting local. We have 15 dealers throughout our region now all working together to provide our clients with the best service and resources to win races, and shared IP to provide them the best value, that is quality divided by price.

www.quantumsails.com

QUANTUM LEAP
Left: Quantum sails in action during the Fastnet Race. Above: Racing is made easier with Quantum thanks to shapes that contour to true wind speed and true wind angles.

MACDIARMID SAILS' SHANE GUANARIA:

Q1. We utilise two design software packages to design our sails, the latest version of SMAR Azure, and SMSW. These are the industry standard since the early 1980s, which Ian (MacDiarmid) used from the outset of CAD in sailmaking, and have gone through many upgrades over the years.

Our designs develop through our active involvement with our customers during their racing programs on a wide range of boats. The old saying of 'rubbish in equals rubbish out' when it comes to computer-aided design doesn't ring any truer than it does in sailmaking design. The ability to be able to know how a boat should feel and how a sail should look in given conditions to get a boat performing properly is far more important.

Let's face it, anyone can download a program and design a sail, but how that translates from the stable environment of a computer screen to the unstable arena of an ocean or harbour race course can create very different outcomes.

Q2. In a lot of areas, the best sail material for a particular boat and its requirements has remained unchanged for 40 years. Traditional sailmaking techniques still form the basis for what we do today, whether it be a woven Dacron cruising Genoa for a Folkboat or a full carbon, square-top main for a 'state of the art' racer.

Q3. All these sails have their advantages and disadvantages and when used in their respective wind ranges they offer quite a performance increase over a similar boat without them. Each sail also presents a set of handling issues that need to be addressed before making the change as well. With the exception of the development and general acceptance of the code zero, most of these developments are rule-driven with the type of boats we now sail.

Lighter, faster, high performance boats with carbon rigs are benefitting from sails that were developed for the skiff classes. Asymmetric spinnakers have been the norm for high performance 'off the beach' skiffs and dinghies now for over 30 years, square head mains have been commonplace on classes like the 12-foot skiffs and NS14s for the last decade as well. The change to asymmetric spinnakers used on racing yachts was driven by Sean Langman's modified MBD 66 'skiff on steroids' *Xena/AAPT/Grundig*, which would have been one of the first IRC boats seen racing with a fixed bowsprit. While boats still ran with asymmetric spinnakers on standard poles, it was Langman who started the trend towards all-out fixed pole, apparent wind yacht sailing with the original spinnakers being developed straight from our championship winning 12, 16 and 18-foot skiff asymmetricals of the time. It was only when Sean started winning races on



DESIGN HUB
Gladesville-based MacDiarmid combines traditional techniques with more modern styles using Dacron or carbon.



IRC that people stopped laughing at his 'Xena angles' and started seriously looking at it and saw the benefits of asymmetricals under the IRC rule.

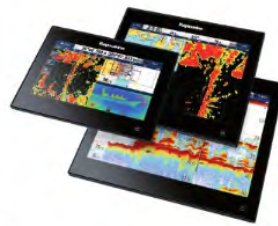
Over the last 10 years we have seen racing yacht design develop from Sydney 38s and Farr 40s to the more powerful, less drag designs such as GP42s, Ker 40s, MC38s that benefit from sailing hotter angles at higher speeds, creating higher apparent wind angles which allow these boats to be simply sailed with asymmetric spinnakers on fixed poles, just as the 50 and 60-footers have been doing for the last six or so years. With the rule consistently being modified, we hope that the 40-footers can become as competitive as the 50s with this new breed of fun, fast race boats, as people are starting to vote with their feet (and wallets). I was interested to see at the recent NSW IRC Championships at Sail Port Stephens that in IRC Div 1, out of the 12 boats racing, no fewer than seven were running fixed poles and asymmetric spinnakers.



PANASONIC TOUGHPAD FZ
The Android-powered Panasonic Toughpad FZ will bounce, unlike an iPad.



RAYMARINE RACEMASTER
The Racemaster range is Raymarine's regatta offering.



RAYMARINE GS
Raymarine gS range launched gives the desk-bound navigator crisp views of the charts, and wireless control from the iPad is available with the RayRemote and RayControl apps.

As *Wild Oats XI* navigator Adrienne Cahalan told me the other week, it's "data, data and more data that I need to give our crew on deck." Typically, this data comes from myriad sources – load sensors, real-time weather information, downloaded GRIB files, wave data and tidal and current updates. Then of course there's all the varying polar information including sail wardrobe analysis and best course (and steerer!) analysis. But up on deck the tired steerer usually just needs to know how he's doing in relation to the boat's polars and when is the best time to tack or gybe.

TECH TACTICS

KEVIN GREEN SURVEYS THE LATEST PRODUCTS IN THE WORLD OF YACHTING ELECTRONICS, A WORLD THAT HAS FAST BECOME A FIERCE BATTLEGROUND AS CREWS ATTEMPT TO SQUEEZE EVERY LAST INCH OF PERFORMANCE FROM THEIR SET-UP

Top Aussie navigators such as Tom Addis and Will Oxley are in big demand in campaigns such as the Volvo Ocean Race and other offshore races because these data gurus can manage all this information, often while bouncing around the southern ocean. "Nowadays everyone knows where they are while racing so navigation is much more about strategy and using the wind and currents to their best advantage – and expected future winds and currents – to place the boat in the best place on the race course," says Oxley.

Sensors are the key instrumentation aboard and probably the most crucial of these

is the heading sensor – often a fluxgate compass or more likely a three axis gyrocompass – such as the B&G Halcyon Gyro H3000 used on *Wild Oats XI*, which corrects heel and pitch in order to relay accurate information quickly to the busy navigator and tactician. Managing the ever-increasing volume of data requires powerful processors, with a combination of dedicated marine systems such as B&G's H3000 processor linked to stand-alone laptops (the Panasonic Toughbook is a popular choice and now comes in tablet form named the Toughpad). The ubiquitous tablet of course is the iPad which connects via standard wireless or Bluetooth to many systems. As a steerer with dodgy eyesight I've welcomed the brighter instrumentation (measured in nits) from the major manufacturers, especially B&G's new Triton range and Garmin's new GMI 20-colour big-screen readouts, which are highly readable in daylight and with wide viewing angles so trimmers can see them as well as the steerer.

For the navigator the driving force behind all their onboard electronics is the software package they use, and there is a wide variety to choose from, ranging in budget from basic products such as iRegatta to the top-end Expedition, B&G Deckman, Maxsea and Adrena. These are complex systems for specialist use and typically come in modular form. For instance the French-developed Adrena, used by most of last year's Volvo navigators, has Regatta, Routing, Navigation and Performance Analysis modules. Adrena has a newly launched website: www.adrena-soft.com for quick downloads of their software.

RAYMARINE

Raymarine's latest instrumentation is the gS Series glass bridge screens available in nine, 12 or 15.4-inch screen sizes. Powered by a new fast dual core processor plus a third dedicated graphics processor and gigabit networking, they can deliver fast information to the cockpit



RAYMARINE i70
The five-way display on the i70 gives the cockpit crew a lot of information.



RAYMARINE RACE MASTER
These Racemaster Jumbos are ideal for sports boats with dual level displays.



RAYMARINE T215
The T215 Racemaster Jumbo can be wireless or cable connected.

instrumentation. Here the 170 displays give bright, five-way split screen data outputs. The gS Series has Wi-Fi, which enables skippers to use RayRemote and/or RayControl apps to control the gS Series directly from smartphone or tablet, including the setting of waypoints.

The Racemaster is part of Raymarine's wireless instrument series that has developed since the takeover of Tackticks wireless products. Used on sportsboats, including the SB20 fleet and Olympic classes, and keelboats, the Racemaster's two-tier, dual-angled screen displays the boat's heading, cross-track error and how much the boat is being lifted or headed. For asymmetric tactical downwind racing, the Racemaster shows how far the boat is off dead downwind and when to gybe for optimal VMG. In addition to the T070 Racemaster, there is the smaller T060 Microcompass, the T075 Racemaster System and Triducer, the T210 Wireless Multifunction Maxi Display and the T215 Wireless Multifunction Dual Maxi Display for larger yachts.

B&G

B&G's sailing heritage and close association with racing ensures its continued domination of the Australian grand prix scene and many other markets around the world, though in continental Europe French manufacture NKE is widely used, plus



SCREENSHARING
Above: The futuristic B&G Jumbo in action. Below: The eight-inch B&G Zeus touchscreen plotter is an ideal hub for the new Triton instruments.

others such as Nexus (recently bought by Garmin).

Navico-owned B&G has widened its traditionally high-end product offerings to now offer a variety of hardware for different markets dedicated to sailing, from cruisers and club racers to B&G's speciality in elite and performance racing that has ensured it remains the preferred supplier at the top end of the market. B&G's plotter range includes both the Zeus Touch and non-touch multi-function displays (MFD) as well as the newer entry-level Triton recreational-performance instruments. B&G also produces Deckman racing software, which runs on powerful standalone H3000 computers. Despite Deckman lagging behind in development compared to Expedition and Adrena, it is widely used because of its close association with the functionality of B&G hardware and its ability to be customised. Deckman PC software gives fast route calculation including area avoidance, advanced weather routing and the use of polar tables. Polar tables and downloaded weather information via GRIB formatted files are key elements for B&G's Zeus users. These dictate tacking

angles and answers helmsmen's crucial questions, such as 'How long before we tack?' By displaying 'Time to Layline' in the data bar, the B&G navigator will always know the answer to this key question.

Broadening the traditional racing market of B&G, Triton T41 displays are aimed at the cruiser-racer fraternity at a price point (\$699 per display) that matches its competitors. With the latest release of Triton software (v2.6) comes a raft of new functionality as well as new T41 mast jumbos - Triton HV20/20 - aimed at helping the club racer take the silverware home.

B&G's race pedigree means that it has always been strong on graphics but the new WindPlot screen now shows recent trends in true wind speed and true wind direction in B&G's classic WindPlot format, allowing simple correlation of wind speed and wind shifts. Also useful is the dual functionality of the AutoPilot screen which doubles as a general repeater. A basic Triton system, including one screen, a speed, depth and temperature sensor, a Triton Wind Sensor with 20-metre cable and basic backbone wiring, is \$1,999 RRP.



B&G TRITON
B&G Triton offer the club racer large bright screens backed by a fast processor for quick updates and are viewable to 170 degrees.

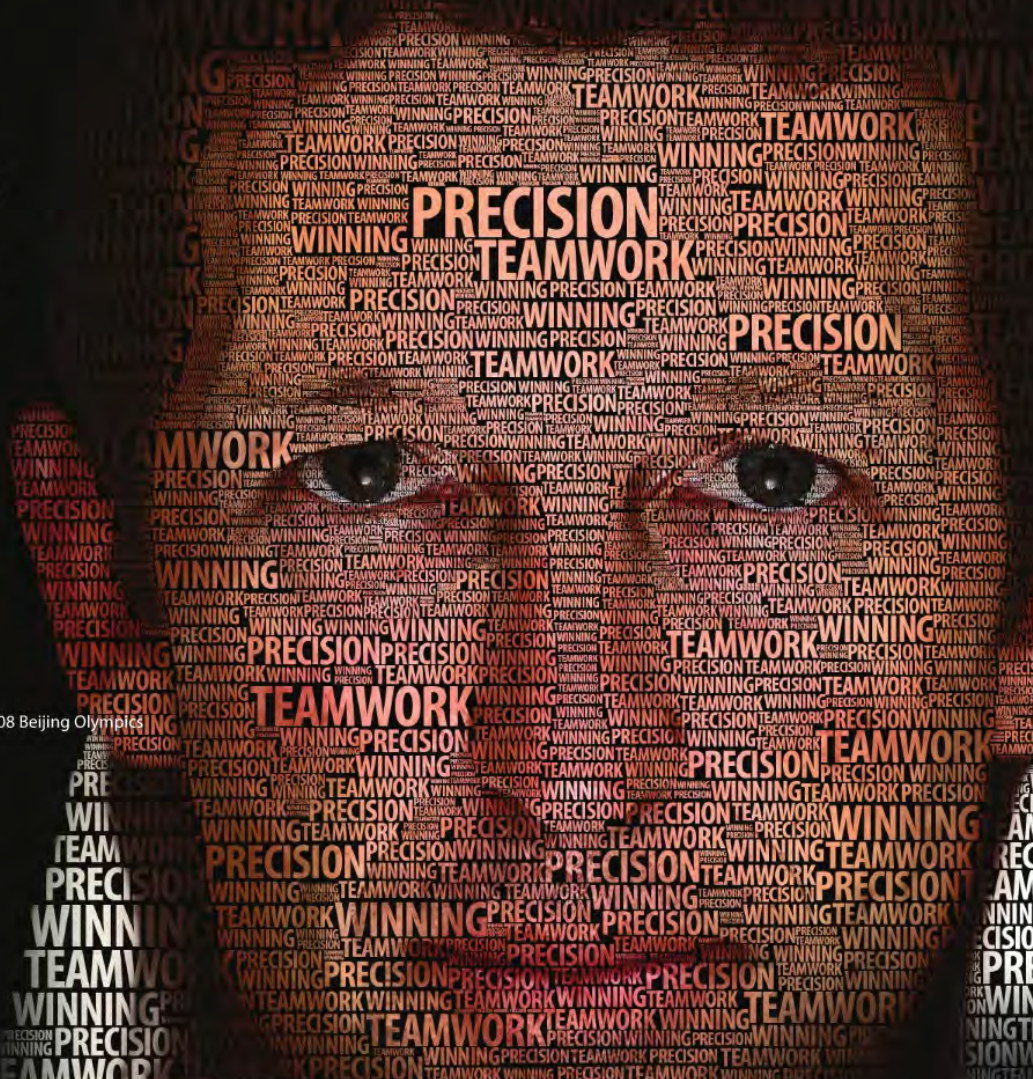


B&G TRITON
The B&G Triton Autopilot (left) can also act as a repeater for wind and weather and speed information. Right: Tritons have big digits, large buttons and wide viewing angles.



B&G Zeus Touch, a chartplotter designed specifically for sailing with unique features no other chart plotter can provide, gives any cruiser/racer the upper hand on deck at all times. Any team or skipper seeking that winning edge does not need to look further than the B&G Zeus Touch.

Malcolm Page | Australia Gold Medallist 2012 London & 2008 Beijing Olympics
Former Australian Yachtsman of the Year



Zeus Touch 12

NEW PRICE INCLUDES [E-MPA]
RRP \$3,299
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Zeus Touch 7

NEW PRICE INCLUDES [E-MPA]
RRP \$1,499
RRP \$2,095

ELECTRONICS FOR SAILING



www.bandg.com



GARMIN

Garmin's marine division has been prolific over the last 12 months. And as the company's declared aim to expand its market share in this part of the world continues, local sailors are the ones reaping the benefits. In fairly close competition with B&G Triton colour displays, Garmin recently released its own new full-colour multi-purpose instruments, the GMI 20 and GHC 20 autopilot. These NMEA 2000-compliant readouts claim a high degree of brightness and also a 170-degree viewing angle – an especially useful feature for race crew moving around the cockpit. Another useful feature for competitive sailors is the race timer on the GMI 20. These units should also compete strongly with the Raymarine i70 and Furuno RD-33.

The GMI 20 has a bonded four-inch colour screen that displays depth, speed, wind, engine information and around 100 vessel-specific parameters, assuming of course that your engine and other systems can emit NMEA 0183/2000 code. A new feature introduced on the GMI 20



SMOOTH SAILING

Garmin is touting this Glass Helm Multi Function Display as being its best ever user interface. The system is endlessly customisable and gives the instruments at your helm a beautiful glass finish. Below right: Salona and Nexus instruments being put to good use by Dean Barker – Nexus instruments are ideal for cruiser-racers and come in NX, NX2 and the race NXR models. Below: Big race boats need big data so the latest instrumentation can be the difference between winning or merely being an also-ran.

is auto-scroll, which allows you to designate how quickly the pages cycle without user intervention.

An upgrade from the GMI 10, boasting a larger and brighter output, the flat-mounted style matches the recently announced GPSMAP 8000 Glass Helm Series. Garmin say the new autopilot GHC 20 readout is compatible with legacy drives and can be operated wirelessly with an autopilot remote and Garmin's new Quatix marine watch.

With an updated user interface, both the GMI and GHC 20 provide menus and gauges that match the aesthetics of the GPSMAP 8000. Garmin has also recently launched the Quatix Marine Watch (\$549) which has some handy racing features including count-down timer aided by its inbuilt GPS. The GPS can also establish a virtual starting line between two marked GPS waypoints such as the pin and the committee boat. During the race the Tack Assist mode indicates if you are being headed. It can also act as a repeater for the main instrumentation using wireless NMEA2000.



NEXUS

Swedish specialist marine instrument maker Nexus became a Garmin-owned company last year but continues to market its own brand which includes the NX, NX2 and NXR range of instrumentation. It has also become the OEM supplier for the cruiser-racer Salona yachts, but of particular interest to the regatta sailor is the NXR (for Race) range which includes a data box for processing sensor information.



GARMIN GMI 20
The Garmin GMI 20 and GMC 20 are rich colour multi-purpose displays with improved readability compared with the superseded GMI10 range.



GARMIN GMI 20
The impressive state-of-the-art GMI 20 displays depth, speed, wind and engine information, as well as the race timer, particularly useful for competitive sailors.



GARMIN QUATIX
Garmin's new Quatix watch has race functions and can control the autopilot and even send a MOB signal to a Garmin plotter.

KATRINA HAM / NKE



NKE

French-made NKE instrumentation is widely used for inshore and offshore cruising, while many racing sailors rely on it particularly on short-handed events, meaning they are popular in the Open 60s and Class40, Figaro and the Mini Transats to name a few major events. Just like B&G, NKE offer a centralised computer unit – Regatta Processor – to manage grand prix-level data volumes. Instrumentation ranges from the basic to the grand prix-level TL25 jumbos with their latest screen – the Multigraphic – offering both analogue and digital outputs. NKE products are also wireless enabled. Autopilots are the tools of the trade for many of these fleets so NKE is particularly known for its tough autopilots. The current models are the ‘HR’ series with three axis motion sensors that have been used on winning boats in the Vendee, mini transats and the Class40 Route De Rhum. In Australia Vicsail in Sydney are the agents for NKE. ⚓

GALLIC FLAIR

French-made NKE instruments featuring the latest multigraphic screen are favoured by short-handed sailors including Aussie Katrina Ham sailing solo in this year’s Mini Transat.



- WIRELESS NMEA 2000 DATA STREAMING*
- AUTO PILOT REMOTE CONTROL CAPABILITIES
- SYNC WITH BLUECHART MOBILE APP ON YOUR IPHONE OR IPAD
- BUILT IN TIDES WITH DETAILED TIDE CHARTS

quatix™ - part of the crew

Designed for avid mariners of all types, quatix™ is a high sensitivity GPS with wireless streaming and remote control capabilities. Stream* and share data wirelessly with on board Garmin NMEA 2000 system, iPhone, iPad and apps. The perfect remote control of Garmin equipment such as the auto pilot make the experience that much greater, simpler and safer. Built in altimeter, barometer, 3-axis compass and temperature sensor, tides and automatic MOB detection. Plus sailing features such as virtual starting line, tack-assist and much, much more.

To learn more, visit garmin.com.au

*Requires optional GNT™ 10 (sold separately).

1983

THE REAL STORY

EDITOR-AT-LARGE PETER CAMPBELL WAS AT NEWPORT, RHODE ISLAND THIRTY YEARS AGO THIS SEPTEMBER TO EXPERIENCE THE EXTRAORDINARY DRAMA AND ULTIMATE VICTORY OF *AUSTRALIA II* IN THE 1983 AMERICA'S CUP CHALLENGE MATCH.



DANIEL FORSTER



September 26, 2013 will mark the 30th anniversary of the day the famous 'wing-keeled wonder from Down Under', *Australia II*, ended the longest winning streak in world sporting history, 132 years, when she defeated the New York Yacht Club's *Liberty* to win the America's Cup.

Not only that, it was the most drawn-out defence in the history of the America's Cup, sailed off Newport, Rhode Island, with the seven races and other attempts to race spread from September 13 though to September 26.

The Cup was a grand joust between two of the world's finest helmsmen, John Bertrand representing Royal Perth Yacht Club with *Australia II*, Dennis Conner skippering the New York Yacht Club's *Liberty*. That was back in the grand days of the 12-metre class, so-called 'lead mines' designed and built within the metre rule.

The 'twelves' were ideal for match racing. While *Australia II* and *Liberty* differed in concept, in reality there was little difference between them in boat speed, except when it came to running deep under spinnaker, where *Australia II* excelled. And that, plus fine tactics, accurate steering and fine trimming of a more stable spinnaker built for light airs, gave her the winning edge in race seven – and the America's Cup.

From my observations as a daily newspaper reporter at Newport for several weeks before the Challenge Match, it was clear that Alan Bond had a potential Cup winner in *Australia II*, with Ben Lexcen not only creating the then-secret winged keeled, but also a beautiful underwater shape, keel, rudder and trim tab.

We almost lost, however, because of technical mishaps in the first two races, but the courage and tenacity of Bertrand and his fine crew of Aussies finally unbolted the seemingly immovable 'Auld Mug' from its pedestal in the New York Yacht Club.

Not only that, they made *Men At Work's Down Under* an alternative sailing national anthem and the boxing kangaroo flag the international emblem for Australian sportsmen and women.

Most Aussies I know can recall where they were on the morning of September 26, 1983, when *Australia II* won that epic battle. As Alan Bond said at a 20th anniversary celebration: "People remember Hillary for climbing Mount Everest, and they will remember us for winning the Cup."



THE MAN AND THE MYTH

Australia II benefactor Alan Bond will revisit the 1983 America's Cup triumph at a special anniversary event at the Sydney Hilton on September 26.

Bond and Bertrand will join other members of the victorious crew and its support team at a special 30th anniversary luncheon at Sydney's Hilton Hotel on September 26. A feature will be a discussion panel between Bond, Bertrand and other members of the crew.

"Looking back at 1983, Australia was coming out of a tough recession, we had been severely affected by bushfires and floods," Bertrand said recently. "I think the way we were able to come back from 3-1 down, with our backs to the wall, to break the 132-year winning streak by the Americans captured the imagination of the Australian population, and in many ways that continues today.

"The campaign was the ultimate team performance, our team culture was of resilience. We came back from the dead to win," he added.

A month before the 30th anniversary of the 1983 victory, Bertrand and other crew members will gather once again, this time in San Francisco to experience the current America's Cup.

In this feature, *Offshore Yachting* has an exclusive interview with John Bertrand, extracts from a fascinating Q&A session at Sydney Amateur Sailing Club with *Australia II*'s tactician Hugh Treharne, while I look back at that historic team at Newport, Rhode Island, culminating in the 'race of the century.'



The race of the century

Peter Campbell, who watched Australia II's epic victory from a nearby press boat, recalls just how it went thirty years ago.

Alan Bond's bid to win the America's Cup became even more dedicated following the 1980 Challenge which saw Australia win one race against Dennis Conner's diligence and professional hardness at the helm of the race-tuned US defender *Freedom*.

Bond felt the gap between the defender and challenger was gradually being whittled away and he announced immediately that he had commissioned two new designs from Ben Lexcen. He named as skipper of the 1983 challenger the Olympic bronze medallist in the Laser class, John Bertrand.

Encouraged by the narrowing of the gap and by the New York Yacht Club's decision to set aside its draconian rule forbidding any yacht to use technology and equipment from any country but its own, clubs from all over the world sent in challenges.

Australian clubs lodged four challengers and Great Britain two. France and Sweden entered again, along with Canada (challenging for the first time since 1881) while Italy entered with a syndicate headed by none other than the Aga Khan.

The NYYC, acknowledging the increased competitiveness of the foreign syndicates, began to make moves to protect their coveted Cup. Among these was a manoeuvre to have bendy masts, used so effectively by Australia in the 1980 America's Cup campaign, outlawed and stipulated that all yachts had to be crewed by nationals only.

All the challengers planned long and meticulous campaigns. The assault on the Cup had never reached such extreme heights of intensity and fierce rivalry. Transferred to the water the hopes and dreams of the foreign contingent paled against the awesome

determination of the Australians in the form of *Australia II*.

She soon won the two elimination series to become the official challenger with unnerving ease, confirming that Alan Bond had indeed produced a very remarkable boat. The secret winged keel was, of course, her most innovative feature but this was kept out of sight until she returned to her dock after winning the seventh and final race of the match for the America's Cup.

The cloak of secrecy that surrounded the controversial keel allowed the Australian camp to keep the tension and pressure on the Americans at fever pitch.

Well aware of *Australia II*'s potential and with much conjecture about the shape of the boat's underwater hull and appendages, the New York Yacht Club launched an attack to declare the winged keel illegal and sink the challenger before it got into the water.

However, the Australian team had done their homework, and had prepared themselves for the



inevitable confrontation with the NYYC committee. Bond's syndicate had researched the legalities of a winged keel thoroughly and despite the NYYC's final appeal to the International Measurements Committee, the Australian challenger was declared a legal International 12-metre Class yacht, meeting all the requirements as Challenger for the America's Cup.

And so the greatest sailing contest in the history of the 'Auld Mug' began on Rhode Island Sound, off the historic port city of Newport, Rhode Island on Tuesday September 13, 1983. Aboard a spectator fleet estimated at between 1500 and 2000 boats, 30 coast guard vessels, at least 60 helicopters, fixed-wing aircraft and the massive Goodyear blimp, thousands of onlookers waited with apprehension.

At precisely 12.10 on September 14, 1983, the NYYC Race Committee,

HISTORY IN THE MAKING
Above left: The Goodyear Blimp hovers above the duelling 12-metres; Above right: Supporters, mostly of NYYC, aboard one of the 2000 spectator boats.

aboard *Black Knight*, dressed in Brenton red trousers, black reefer jackets, white shirts and NYYC ties, hoisted the course signals in a light NNE breeze. But the wind shifted dramatically in direction for the next two hours, and at 2.08pm, the race was abandoned.

The America's Cup match race eventually began the following day and with it the most extraordinary yachting contest in history.

The first two races between John Bertrand, helming *Australia II*, and *Liberty*, steered by the experienced Dennis Conner, showed that while *Australia II* was a formidable opponent she was vulnerable in certain conditions. For example, she could not stay head to wind for long periods in luffing matches leading up to a race start.

While this marginally reduced *Australia II*'s competitive edge over *Liberty* at race starts, it was gear failure that very nearly brought her to her knees.

Australia II's hopes were lifted early in race one when she rounded the first windward mark eight seconds ahead of *Liberty* amid the howls and whoops and horns from nearby Aussie spectators. It was the first time in the modern history of the America's Cup that a challenger had led an American defender around the first mark of the course.

The race continued boat-for-boat with *Liberty* regaining the lead. Approaching the leeward mark for the last time, the two twelves were engaged in a fierce gybing duel when, in a moment of severe stress, one of *Australia II*'s underdeck pulleys linking the rudder to the wheel ripped out of its welded jacket. Without steering, *Australia II* went into a wild, out of control broach.

Tactician Hugh Treharne immediately dashed below to sort out the damage while helmsman John Bertrand regained control, steering the boat for ten minutes under trim tab alone. But the damage was already done and *Liberty* sailed away to windward to win race one by one minute and 10 seconds.

The second race was won comfortably by *Liberty*, but in fact the Australians had virtually lost it before it began. Six minutes before the start, while *Australia II* was gybing in a violent 24-knot gust, the uppermost of two specially hardened steel lugs used to secure the mainsail headboard at the masthead broke. The headboard dropped, ripping part of the mainsail and dropping the



boom to deck level. Eventually, by adjusting the forestay, the crew was able to return some tension to the rig and Bertrand again took on *Liberty* in a tacking duel up the first leg. However, when on port tack *Australia II* looked like a pathetic white bird with a crippled wing.

In a courageous effort, mainsail trimmer Colin Beashel spent most of the two reaching legs in the bosun's chair high above the deck of *Australia II* securing the damaged headboard. Clinging precariously to the mast he punched a hole in the aluminium flat reinforcing the headboard with a marlin spike, then threading Kevlar tape through the hole and securing it to the masthead.

In the end, *Liberty* had a comfortable win, by one minute and 13 seconds, again perhaps by default as a result of *Australia II*'s breakages.

With things looking rather desperate for the Australians going into the third race two down, *Australia II* stormed home to win by three minutes and 14 seconds, the largest winning margin by a challenger in the history of the Cup.

There was no doubt that *Australia II* had the ability to win the match, but Conner had shown that superior design needed the equivalent in sailing skills to draw the best performance out of the boat.

Australia II lost the start of race three badly, trailing by 37 seconds, but her eagle-eyed afterguard saw a slight wind shift on the waters of Rhode Island Sound. Bertrand steered *Australia II* into a 10-degree wind shift that put them in front of *Liberty*. Once ahead, Bertrand and his crew covered *Liberty*'s every move and pulled away to register an impressively resounding win.

In race four, *Liberty* won the start

by six seconds, and the race by less than a minute. Conner sailed away, his tactician Tom Whidden picking virtually every wind shift. At the first mark *Liberty* was 36 seconds ahead. At the leeward mark at the end of the triangle the margin was 48 seconds. *Australia II* was never able to lower the margin, prompting John Bertrand's comment back at the dock, "I'll never endure a humiliation like that again!"

The tall Australian skipper was as good as his word. At 3-1 down, *Australia II* was about to earn its place in America's Cup history.

After so many mechanical faults in the earlier races, there were those (*Australia II* supporters, of course) who thought it fitting and proper that the Americans have some of their own. An hour before the start of race five, *Liberty*, while tuning up with trial horse *Freedom*, bent the stainless steel ram that tensions the aluminium jumper struts.

The struts collapsed, and with them went effective control of the upper third of the US boat's mast and along with it, control of the upper part of *Liberty*'s powerful mainsail.

A fast support boat dashed the 11 nautical miles back to Castle Hill at the entrance to Newport's Narragansett Bay to pick up spare jumpers. The replacement was passed to *Liberty*'s crew just two minutes before the ten minute warning gun sounded.

Minutes into the race, *Liberty*'s port jumper strut gave way again and Conner was forced to sail without proper mast tension on port tack. It was a severe disadvantage which Bertrand tried to capitalise on, and after a tense tacking duel *Australia II* rounded the top mark 23 seconds ahead, increasing to a winning margin of one minute and 47 seconds.

It was the first time in America's

CLOAK AND DAGGER
The *Australia II* team ensured the infamous winged keel remained a mystery until after the Auld Mug was safely secured.



Cup history that a 12-metre challenger had won two races in a Cup match. *Gretel II* finished first in two races in 1970 but was disqualified from one by what was then the NYYC's own protest committee. This evoked Sir Frank Packer's famous comment: "Protesting the New York Yacht Club is like complaining to your mother-in-law about your wife!"

Thursday September 22 was an historic day for *Australia II* and the America's Cup competition. With the score at 3-2, Dennis Conner needed just one more win to keep the historic silver trophy bolted to its base in the NYYC's clubhouse in New York – for John Bertrand it was do or die.

For the third successive race, Bertrand misjudged the start of race six, giving Conner an early lead and command of the race tactics. However, the light breeze was patchy on the first windward leg and *Australia II* lifted into a favourable shift that took her to a huge lead of two minutes and 29 seconds.

In a desperate move, Conner seemingly attempted to force a foul (and possible disqualification of the Australians) by deliberately sailing close to *Australia II*, with *Liberty* close hauled on the right-of-way starboard tack and *Australia II* running downwind under spinnaker, comfortably in front. Bertrand anticipated the American's move and hardened up, sailing a couple of boat lengths clear of the defender as they passed each other.

Australia II went on to win race six by three minutes and 25 seconds, the widest margin ever by a 12-metre, and thus becoming the first challenger in the history of the America's Cup to square a match three-all.

Newport, Rhode Island erupted as

Australia II sailed proudly back into Rhode Island Sound. News stories flashed around the world and the American population, most of whom had never before heard of an elite yachting event called the America's Cup, began to take notice.

Americans in their thousands joined hundreds of Australians to stand twelve deep around the *Australia II* dock, cheering wildly as loudspeakers blasted the challenger's anthem, 'Down Under'.

After 21 years of trying with four challengers, Alan Bond, the tubby English-born one-time sign-writer who had become a multi-millionaire and yachting aficionado, looked to be on the brink of achieving his goal.

Bond called a lay day before the final and deciding race, giving his crew a day's rest and time for yet another meticulous check of the boat by the shore team.

The first attempt by NYYC's race committee to conduct the seventh and deciding race on September 24 was abandoned after two aborted attempts.

Another start was aborted on the morning of Monday September 26, but at 1.05pm, in a light breeze of 205 degrees, what was to be the race of century finally got under way in front of a huge spectator fleet, estimated at 2000 boats, while around the world millions viewed the showdown on television. In Australia it was well after midnight but in many a home and in yacht clubs, the lights burned until dawn.

Dennis Conner again won the start after some cautious manoeuvres by both skippers. He immediately went looking for shifts that might compensate for *Australia II*'s phenomenal light air ability. Affectively covering *Australia II*,

Liberty rounded the first windward mark 29 seconds ahead.

The Americans had picked up a further 16 seconds by the wing (gybe) mark. A 10-degree windshift had changed this first broad reach into a very tight one, but it also made the next leg to the leeward mark a square run, a point of sailing on which *Australia II* was clearly superior. She closed to just 23 seconds astern of *Liberty* at the bottom mark.

Conner sailed a magnificent next windward leg, covering Bertrand's every move and increasing *Liberty*'s lead to 57 seconds. Aboard the press boat, *Hell Cat*, many media and other spectators claimed the race was over.

But *Australia II*'s incredible downwind speed was again to prove to be her trump card. Two-thirds of the way down the final downwind leg, *Australia II*, sailing deeply and with a new, more stable spinnaker, had run down *Liberty* and at the end of the leg she was 21 seconds in front.

Aboard *Hell Cat*, it was an awe-inspiring sight, watching the big white kite with its green and gold bars, slip past *Liberty*'s red, white and blue spinnaker.

Watching from the press boat *Hell Cat* (a very descriptive name) I thought at first that Conner had picked the more favourable gybe. Then, peering through binoculars from half a mile astern, I realised that Bertrand and his afterguard had decided there was no point in following *Liberty*. In fact, they felt there was more wind to the right.

They sailed into more pressure in the light to moderate breeze and when the two twelves came together in the leeward mark *Australia II* was in front, rounding 21 seconds ahead.

But there was still four and a half nautical miles to sail and Conner showed he would fight every inch of the way. The American did everything possible that all the years of hard professional yacht racing had instilled in him to break through, but Bertrand covered *Liberty* with all the intensity of a man within reach of greatness and glory.

In one last desperate attempt to outfox the challenger, Conner lured the Australians to the very edge of the spectator fleet on the starboard side of the layline in the hope that *Australia II* might get entangled in the confused sea and dirty air from the armada of spectator boats.

But Bertrand kept his cool and, with constant advice from tactician Hugh Treharne and navigator Grant Simmer, waited until he was certain

KEELING OVER
Jubilant scenes greeted the sensational post-race unveiling of the winged keel.

Australia II would lay the finish line, he turned the 12-metre, leaving *Liberty* trailing in his wake.

As *Australia II* approached the committee boat, on starboard tack, her crew sat tense and silent, Bertrand gently moving the helm to maintain optimum speed in the light breeze. Even when they heard the gun and the white smoke drifted past there was a strange, stunned silence. *Australia II* had sensationally won the final race by 4.2 seconds and the America's Cup, 4-3.

That moment of silence for the crew did not last long, as Alan Bond and Ben Lexcen came sweeping alongside in an inflatable to join those magnificent men on their sailing machine.

Aboard the spectator and media boats emotions ran high. We had been witness to an unprecedented event in world sport, an international challenge match never seen before.

Aboard *Hell Cat*, an emotional Aussie journalist roared into his microphone to a huge audience: "Stand up Australia, stand up Australia and give these boys a cheer... *Australia II* has won the America's Cup."

Bruce Stannard, in a voice cracked with emotion, yelled into his microphone to a vast ABC radio audience: "We've won; we've won the

out a special 7am Victory Edition with a huge image of the 'Auld Mug' and a green and gold banner headline with 'It's ours! Aussies sail into victory' over my story, filed eventually from Newport, Rhode Island.

Wild celebrations continued through the late afternoon and evening as *Australia II* sailed sedately back into Newport Harbour and through a maze of small craft slid back into her berth. By this time, thousands of people had packed the outside of the compound, hopefully waiting to see the fantastic but until then, secretive, winged keel.

"Let's see the keel... let's see the keel" they chanted until eventually a beaming Alan Bond stood on the stern of the *Australia II* tender *Black Swan* and gave the signal like an orchestra conductor commanding a curtain rise.

Bruce Stannard, editor of the book *Australia II - The Official Record*, wrote:

"Up, up, up it inched like a striptease artist, gradually revealing more and more of that white curved underbody that had remained hidden behind the green canvas skirts for so long. As it rose, there was a growing crescendo of cheers and applause, as first the keel's radical forward sloping edge was revealed, then the short thick trunk, beautifully tapered in an aerodynamic curve, like a powerful glistening aircraft wing. Finally, the

tips of the wings broke the surface, exposed to the world under the glare of arc lights and a thousand popping camera flash lights.

"The keel looked for all the world like a beautiful living thing, a sea creature from the very depths of the ocean, suddenly risen to see for itself what all the noise and fuss was about. It was a strange, almost iridescent blue and white, a camouflage of colours to mask its true shape from aerial photographers who might have captured an image of it on a clear day.

"All the hassles with the NYYC, all the intrigue of Canadian divers, all the accusations and innuendos about Dutch designers had created a aura about this winged keel that drew people forward and compelled them to reach out and touch it. They stroked it, kissed it and hugged it. One man paddled out on a surfboard, dressed in a tuxedo carrying a bottle of champagne and a glass. He plonked the bottle on the left hand wing and raised a glass in salute."

Many more glasses were raised in Newport that night, but none of us had any concept of the nationwide elation and celebrations throughout Australia led by Prime Minister Bob Hawke. All I knew was the constant demand from my editor at the *Sun-News Pictorial* for "more copy...more copy" for a Victory feature.



America's Cup!"

For newspaper reporters, back in those days before mobile phones and lap tops, our only communication from the water was to stand in a queue waiting for limited use of the marine radio phone. Filing our main stories by telex or very basic computer system (mine broke down at that crucial moment) had to wait until we returned to Newport, more than an hour later.

Most daily newspapers in Australia had extended their late edition deadlines, with the innovative *Melbourne Sun News-Pictorial* bringing

AUSSIE PRIDE
Above: The late Ben Lexcen (with glasses) basks in Australian yachting's most famous victory, which Alan Bond (right) described as the "sporting triumph of the century".





Skulduggery at Newport, R.I.

To mark the upcoming 30th anniversary of *Australia II*'s epic victory, journalist and yachtsman DAVID SALTER interviewed tactician HUGH TREHARNE at a packed meeting of the Sydney Amateur Sailing Club members.

Salter and John Jeremy, editor of *SASC News*, have kindly allowed *Offshore Yachting* to republish extracts of this fascinating face-to-face interview with Treharne, who undoubtedly played a pivotal role in *Australia II*'s win, not only as tactician in calling the shots to helmsman John Bertrand but also with his vast technical knowledge of sail design, especially spinnakers.

In fact, Bertrand has acknowledged that a new small, light wind spinnaker, developed by Treharne during the drawn-out challenge match, proved a breakthrough for *Australia II* on the vital downwind legs of the seventh race.

Here are some extracts from David Salter's interview with Hugh Treharne:

David Salter: First up, Hugh, what exactly does the tactician do?

Hugh Treharne: Well, it's like chess. You've got to figure out all the moves and put yourself in the right place at the right time. And that entails

being able to accurately predict the wind. I was blessed with particularly good eyesight. I could see wind and wind shifts, and I could see rounding marks a long way before anyone else. Just subtle little changes in the feel and weather, I could sense. And I suppose I got reasonably good at it. The trick is we had to figure out which side of the course was preferable in terms of wind speed. And generally speaking, we always tried to start on the side of the opposition where we thought there was more wind. You don't need very much more wind than the opposition to beat him. If you separate 100 yards you can easily get 0.1, 0.2, and 0.3 of a knot more or less than the opposition. You've just got to get it right and go where the wind is.

DS: The tactician is also feeding direct input to the helmsman about, literally, what to do. When to tack, which way to go. The question arises for me: who has the final say? You or the helmsman?

HT: Oh, well, the helmsman overrides everything if he wants to. But generally he (Bertrand) didn't. Particularly, if Grant Simmer and I would make a recommendation to him, he'd take it. And it was very rare that he didn't feel that it was right, and then we had to just wear it.

DS: But every now and then he would?

HT: Oh, yeah. It was just that he knew best. When you feel a boat on the wheel, you really know.

DS: During the first race, there was a disaster for *Australia II*. One of the pulleys in the steering gear mechanism pulled out of its bracket inside the boat. Bertrand was steering on trim tab alone.

HT: Yeah, I jumped down the aft hatch and got a bit of line and a snatch block and tied it up. And then I got a screw driver and I wound it up like a windlass, a Spanish windlass, to tighten it up, and it came good. It was good enough, anyway. But we lost a lot – we lost the race, really. We were actually dribbling past him on the run when the steering gear failed and had it stayed together we would have beaten him around the mark. We

LOOKING BACK
Master tactician Hugh Treharne's (right) judgement of wind was a crucial factor in overcoming *Liberty* in the final race.

DS: But didn't the Americans also have other ways of tweaking their rating?

HT: I noticed that when *Liberty* was being prepared for sea they would load lots and lots of sails into their tender and their various chase boats. I thought, 'Gee, they've got lots of sails. I can't imagine how they could possibly need them.' A lot of them were bricked up tight, and I saw white sails, I thought, 'Nobody's got white jibs any more. They went out years ago.' They were Dacron sails bricked up into little tight parcels. I saw them putting them on the yachts and I thought, 'Hang on. If you're putting racing sails on, how can you have these as well?'

OLD FOES ALL SMILES

Australia II designer Ben Lexcen, left, shares a moment with the formidable skipper of *Liberty*, Dennis Conner.



DANIEL FORSTER

So, in the sixth race, I decided I'd catch them out. I spoke to Benny [Ben Lexcen] and [team manager] Warren Jones before they left the dock and said, 'At 18 minutes to the start I'm going to call you on the two-way radio and I'm going to ask you to make sure you get both boats measured straight after the race.' As soon as I said that, a great big chase boat came flying in to *Liberty* and sails came out of it like you wouldn't believe. They had the boat in light air trim with extra weight in it. I reckon that it would have floated low. Anyway, when they took out all the sails – just before the start – the wind came up and they were slow. We beat them by three minutes, or something like that – it was a long way, anyway. It was a good win, and they were from here [SASC clubhouse in Mosman Bay] to Bradley's Head behind.

DS: There was something else you notice when you were on the reaching legs.

HT: Yeah, well, there's another way to do it. In the bilge of these boats the lead is so far down they had plates fore and aft with bulkheads in them. I think they were putting water in there, but I'm not sure. When we were in the earlier races with the spinnaker up they were always pumping water out. I know, because I was looking at it when we were behind them. Unless, that thing's leaking, they were taking water – then pumping it out.



DS: In the final, deciding race, *Australia II* took an early lead, but then fell behind. At the gybe mark *Liberty's* lead went out to 45 seconds, at which point a lot of people in Australia went to bed. Take us through that last, dramatic spinnaker leg.

HT: Well, we were able to sail the boat as deep as we could, and make him do the same thing. When he had to try and match us, he couldn't. That's all. Before that, he was 52 seconds ahead. Looking upwind to the left, I could see some wind between the spectator boats as we got further away from the weather mark. You could see that there was good wind towards the back of the fleet so we kept just going towards it. And that's how we closed the gap. But then, when we were very close together, we just dribbled past them. Not by much – I think it was only by 20 seconds at the bottom mark. I steered a bit in that race on the final leg, but it wasn't because Bertrand was upset. It was a tacking duel that he couldn't see and I was facing back. I just grabbed it, steering backwards, and he let it go.

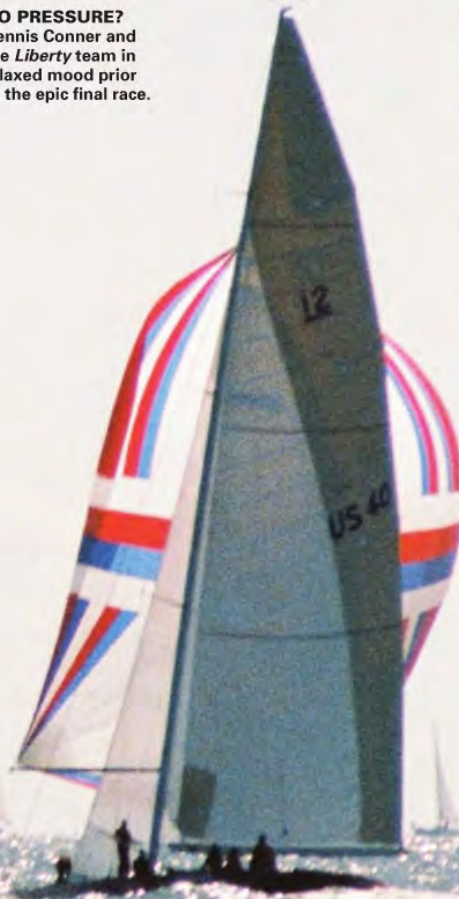
One thing was interesting, I found out later. They had the Goodyear Blimp up in the sky. And they had that famous sail-maker bloke, Lowell North, up in the blimp and he was on the television. He was doing a commentary, you know, watching the race and talking about it – talking about the wind shifts. And it wasn't until months later that I found out *Liberty* had a TV on their boat, a 12-volt TV set.



NO PRESSURE?
Dennis Conner and the *Liberty* team in relaxed mood prior to the epic final race.

DS: So he was calling the shifts for them?

HT: Yeah, but he screwed up, because the wind that I found was out on the left hand side. We went for it, and got it. But Lowell North told him [Conner] there was better wind in the middle, and there wasn't. Serves him right. I just had to find something. It was the most important thing just to get more wind and go where the wind was. Luckily, we did!





Recollections from John Bertrand

Peter Campbell interviews John Bertrand, recalling all the drama and the elation of skippering Australia II to victory 30 years ago.

John Bertrand AM was heading to San Francisco for the official opening of the challenger trials for the 2013 America's Cup when we were able to exchange emails recalling *Australia II*'s historic win on the other side of the United States, off Newport, Rhode Island, 30 years ago this September.

Such methods of communication were unheard of back in 1983, no laptops, no mobile phones. At Newport a very basic media centre was based in 'the Armoury', headquarters of the local National Guard, on Thames Street, the narrow road that paralleled the waterfront of this historic port city on the New England coast of the USA.

The Campbells and the Bertrands lived in old 'clapboard' timber houses within a couple of blocks of each other, sometimes meeting as we bought blueberry muffins for breakfast; more often down at the dock as John and his team got ready for another race in the long road to America's Cup victory. For the Australian media, it was an unwritten rule not to intrude on the Bertrands'

family life, nor to bother John with questions before a race.

Question time was at the Armoury after the day's competition on Rhode Island Sound, as water rats scurried at the back of the dreary hall.

The Confederation of Australian Sport voted the *Australia II* victory as the greatest team performance in 200 years of Australian sport. Syndicate head Alan Bond unabashedly described it as the "sporting triumph of the century".

Bertrand has always been more self-effacing, describing the victory as a team effort.

"As a team, we are proud to be part of Australia's sporting history. Looking back, in 1983 our country faced bush fires, floods and a very severe recession. The nation's morale was low," Bertrand recalled.

"Our comeback from 3-1 down in many ways epitomised the Anzac spirit which as a nation we are so proud of. Backs to the wall, giving our best. And in this case, it was a David and Goliath contest – Australia versus the mighty United States of America."

Bertrand, like most other Aussies

at Newport that September evening 30 years ago became involved in the centre of massive hype along the waterfront but we had no idea of what was happening back in Australia.

"I'm told the celebrations in Australia were not unlike the end of World War II," John recalled, "People still stop me in the street to tell me what they were doing when we crossed the finish line 30 years ago!"

Bertrand recalled the seventh and final race of the America's Cup on September 26, 1983, the decider after *Australia II* had come from down 3-1 to level at 3-all and finally win that race to take the challenge match, 4-3.

"To win what was dubbed the 'race of the century' and, in particular come from astern in that penultimate fifth leg of that 26 nautical-mile triangular course, we sailed *Australia II* as close to perfection as we had ever achieved that summer," Bertrand said.

"The crew, from bow through to the stern, combined in a way that epitomised an ultimate team performance under immense pressure. Communication was succinct, decisions crisp and the boat was sailed in a consistent groove we had not really achieved before. I will always remember this as the highlight of my America's Cup racing.

"Crossing the finishing line was at first relief, then of course an incredible outpouring of emotion. A last we could go home. We had got the job done!"

Offshore Yachting pressed Bertrand for some further memories of the final downwind leg that ultimately changed the face of the America's Cup. As *Australia II* edged ahead on that square run, was this the benefit of more pressure or was she decidedly faster on this angle of sailing?

"We got back in the game disproportionately fast. Part of this was that we found more wind pressure immediately after rounding the top mark and when *Liberty* gybed away from us to find their own pressure, we continued on. We then hooked into a 10-15 degree shift in our favour," Bertrand recalled.

"By that time we had significant 'leverage' on *Liberty* and the shift was a major advantage to us.

"Finally, Hughie Treharne had developed a new small light-wind spinnaker which proved to be the breakthrough for us. Up until then, we were generally slower than the conventional 12-metres; with it we became alive.

"All of those components allowed us to draw level and then pass *Liberty*,

CONQUERING HEROES
Australia II's key personnel celebrate at a press conference, with man-of-the-moment John Bertrand clapping in the front row.

DANIEL FORSTER

rounding that final leeward mark just ahead. The rest is history!”

Australia II had gained the lead, but there was still a 4.5 nautical-mile final windward leg to sail. What were the tactics, with the America’s Cup in the sights of Bertrand and his team?

“*Liberty*, in that last race, was highly competitive. Early in the summer, Dennis Conner and his team had found a loop hole in the rating rules that enabled them to change their displacement and sail area and still remain within the rule,” Bertrand explained. “They successfully kept that fact secret from their fellow American defence rivals, as well as from the challengers.

“In that final race, they had significantly reduced their internal ballast and increased their sail area for the predicted light wind forecast. As a result, they were quick!

“The final beat to the finish was tight: I believe we tacked 49 times while covering Conner,” Bertrand added.

“In Australia, victory set a new benchmark on what could be achieved internationally in the sport of yachting.”



“*Liberty* initially gained on us, then we opened up our lead, but the race was always close until we finally crossed the finish line 47 seconds in front after two and a half hours of intense match racing at its very ultimate.”

Since the America’s Cup, John Bertrand and Dennis Conner have raced against each many times, mostly in the International Etchells one-design keelboat class. Is he still a formidable opponent in any boat? We asked Bertrand.

“Dennis is a highly competitive individual on and off the water, as am I,” he replied. “We have raced against each other quite often in various Etchells world championships around the world since the 1983 America’s Cup.

“Someone once made the comment that we each seemed to know where the other was, even in a 100-boat fleet. I had to agree,” Bertrand commented.

Finally, *Offshore Yachting*



asked John Bertrand, in looking back 30 years, what he thought had been the major influence of *Australia II*’s victory on yachting as a sport in Australia and, indeed, internationally.

“Internationally, other countries concluded that ‘if they can do it, we can, too,’” he said. “That was the motivation for countries such as New Zealand to look seriously at challenging for the America’s Cup. The ‘83 win changed the game and took it a new level of international participation.

“In Australia, the victory set a new benchmark on what could be achieved internationally in the sport of yachting.

“Within Australia, there was an influx of new people to the sport. The country seemed to have an opinion on all concepts of tacking, gybing and, indeed, covering! Thank goodness we won!”

UNITED NATION
Left: The scene at the finish of the 1983 America’s Cup. Above: Patriotic fervour reached fever pitch as Newport, Rhode Island turned green and gold on that September day.



Saga after saga from 1851 to 2013

The America's Cup seems to be an ongoing saga of infighting, espionage, skulduggery and legal battles, with occasional great competition on the water between magnificent yachts and their crews.

For more than 162 years, yachtsmen and yacht clubs around the world (mostly backed by rich entrepreneurs) have been captivated by multi-million dollar attempts to win or retain the world's oldest sporting trophy, the America's Cup.

While it was the Royal Perth Yacht Club that ultimately became the first club outside the elite New York Yacht Club to possess the Cup after *Australia II*'s extraordinary victory at Newport, Rhode Island in 1983, it was the Royal Sydney Yacht Squadron (RSYS) that initiated Australia's first interest in a challenge, surprisingly 125 years ago.

In 1888, Australia's centenary year, several Squadron members formed a syndicate with the idea of challenging for the America's Cup in 1890. They sent Walter Reeks, the leading Australian designer of the time, to the USA to study the practical problems of challenging. Unfortunately, the then rules of the NYYC required that the challenger must sail on her own bottom to New York. With a limit of 90ft LWL on contestants, this made the cost and concept prohibitive for

the syndicate and it was not until 1962 that Sir Frank Packer's *Gretel* was to challenge through the RSYS.

Until the NYYC lost the America's Cup on that late September day in 1983, most Americans knew little or nothing of this venerable yachting trophy. Even after *Liberty*'s narrow loss to *Australia II* on Rhode Island Sound, the news coverage in the USA was relatively limited. The exception was in New York and in Boston (whose yachting inhabitants were rather smug in seeing the NYYC lose possession of its oldest and most prestigious trophy).

While Australians celebrated en masse the victory of Alan Bond's *Australia II*, they too, outside the yachting fraternity, had limited knowledge that this sporting (and sometimes unsporting) contest had been going on for no less than 132 years ever since the US schooner *America* outsailed a fleet of British yachts in a race around the Isle of Wight off the south coast of England.

Queen Victoria, after watching *America* sail first across the finish line, is reported to have asked an aide

"and who is second?" The reply was: "There is no second, your Majesty!"

The New York Yacht Club feted the dominating victory, renaming the One Hundred Guinea Trophy as the 'America's Cup' and invited challengers from yacht clubs of note around the world.

It was not until 1870 that the Brits first tried to regain the 'Auld Mug'. Challenges have occurred in an escalating form, in concept, cost and controversy, reaching a climax in the lead-up to Alan Bond's fifth tilt at the NYYC in 1983.

Between 1851 and 1983, yachts from, England, Scotland, France, Sweden, Italy and Australia had challenged unsuccessfully for the so-called Holy Grail of yachting. Newspaper magnate Sir Frank Packer headed the first Australian challenge with *Gretel* in 1862 and again with *Gretel II* in 1970. Others followed, but it was Alan Bond's tenacity and faith in John Bertrand and his crew and in designer Ben Lexcen that ultimately saw victory with *Australia II* on September 26, 1983.

As the Royal Perth Yacht Club defended the Cup off Fremantle in 1987, it was much the same pattern of shore-based shenanigans until, finally on the water, Dennis Conner won back the Cup for the USA, but for San Diego Yacht Club, not the NYYC.

Since then the graceful 12-metres, described as 'lead mines' among modern yacht designs, have been put out to pasture, as has the specially designed America's Cup class. Then there was the controversial one-off clash between Dennis Conner's catamaran and New Zealand's massive sloop that followed a massive legal battle. It was a one-way contest, with Conner again the winner.

The America's Cup is now raced for in extraordinarily fast and spectacular 72-foot catamarans. Australia has no challenger in San Francisco this year, but 40 per cent of the teams are Aussies.

Once again, controversial designs and legal battles between billionaire-backed syndicates are part of the America's Cup 2013 on San Francisco Bay. Sadly, there has also been the tragic loss of an English sailor in a violent capsizing whilst training.

Having said that, and looking at the vast change in challenging yachts since 1851 and even more so, since 1983, the America's Cup is still an extraordinary sporting contest. *Australia II*'s victory still remains the sporting triumph of the 20th century. At least in the minds of every Aussie!

JUST REWARD
Designer
extraordinaire
Lexcen holds aloft
the 'flattened
hubcap' as the Auld
Mug sits adjacent.

The last 10 winners of the America's Cup

This year's America's Cup takes place in San Francisco Bay, from September 7 to 21, with holders Oracle Team USA facing the best of three challengers: Emirates Team New Zealand (NZL), Luna Rossa (ITA) and Artemis (SWE). Here are details on the last 10 winners of sport's oldest and most venerable competition.



2010 VALENCIA, SPAIN

Challenger BMW Oracle Racing (USA) beat Alinghi (SUI) 2-0.

After a long judicial battle, the 33rd Cup saw a relatively short (two regattas) clash between the forerunners of the current AC72 catamarans, the USA 17 trimaran *Godzilla* of Oracle and Alinghi's twin-hull, both 30 metres (nearly 100 feet) long.

2007 VALENCIA, SPAIN

Defender Alinghi (SUI) beat Team New Zealand 5-2.

The race was the last for the International America's Cup Class — aesthetically pleasing but slow single-hull boats measuring 25 metres LOA.

2003 AUCKLAND, NEW ZEALAND

Challenger Alinghi (SUI) beat Team New Zealand (NZL) 5-0.

The Swiss win their first America's Cup, humiliating the Kiwis on home waters.

AUSSIE ASSAULT
Right: *Australia II* sails to victory in 1983 and on to become an international sporting legend. Left: Olin Stephens in 2003. Stephens, who died in 2008, was the designer of no less than eight America's Cup winners.



2000 AUCKLAND, NEW ZEALAND

Defender Team New Zealand beat Prada (ITA) 5-0 in a decisive, flawless performance.

1995 SAN DIEGO, USA

Challenger *Black Magic* (NZL) teaches *Young America* (USA) a lesson, beating them 5-0.

1992 SAN DIEGO, USA

Defender *America 3* (USA) defeated *Il Moro di Venezia* (ITA) 4-1 in the first edition using the International America's Cup Class.

1988 SAN DIEGO, USA

The US catamaran *Stars and Stripes* beat the challenge by New Zealand monohull *KZ1* without any difficulty 2-0 in an unequal, absurd contest.

The result was a foregone conclusion even before the first regatta. The US catamaran, only 18 metres long and ultra-light, ran rings around the

New Zealand boat, confirming the superiority of multi-hulls over single hulls.

1987 FREMANTLE, AUSTRALIA

Challenger *Stars and Stripes* (USA) easily beats *Kookaburra 3* (AUS) 4-0, in what proved to be the final edition for the 12-metre class

1983 NEWPORT, RHODE ISLAND, USA

Challenger *Australia II* (AUS) beats *Liberty* (USA) 4-3 in an historic victory in the spiritual home of world yachting. The win, ending an astonishing 132 years of US domination, was attributed to Australia's winged keel that gave it a significant advantage in manoeuvrability.

1980 NEWPORT, RHODE ISLAND USA

Defender *Freedom* (USA) easily beats *Australia* (AUS) 4-1. †



ON THE FLOOR
Max Waimer at home
at Premier Composite's
headquarters in Dubai.

BMWS TO BOATS

THE DUBAI-BASED PREMIER COMPOSITES HAS THE SMART BUSINESS STRATEGY OF COMBINING A WIDE VARIETY OF ENGINEERING PROJECTS WITH THE SYNERGIES OF BUILDING RACING YACHTS, INCLUDING THE NEXT CONTENDER FOR THE HOBART, REPORTS KEVIN GREEN.

It all began for German brothers Max and Hannes Waimer 30 years ago when their father's Carter yacht required its British-built rudder replaced. Waimer senior clearly saw a need for improved design so commissioned milling software to be written for what was an early CNC style solution. This allowed the family engineering business to win contracts with several of the major German car manufacturers including BMW, mainly through Waimer's expertise in five axis milling machines. But yachting was the passion for the Waimers so racing their Carter on the nearby waters of Lake Constance occupied their free time. From building a lightweight rudder, to milling a new keel the family graduated rapidly into supplying Bavaria with precision-made moulds, and then machining steering gear for the Whitbread fleet and major build projects that included 80s maxis *Kialoa*, *Windward Passage* and others.

FROM MINARET DOMES TO DK YACHTS

Developing technologies from the former West Germany's world-beating car industry gave the company knowledge of advanced moulding techniques, so the firm was offered the opportunity to manufacture domes and other structural components in the architectural world and through this business, brother Hannes Waimer established DK Yachts, a joint venture with the Malaysian government. This company went on to build 14 of the race winning DK 46s including those of Aussies Ray Roberts and Rob Hanna and around 16 Farr 40s plus various other designs. With the ending of the joint venture in 2005 the brothers went on to establish their current business, Premier Composites, that now employs 1,150 staff and is spread across six large factory sites in Dubai. Divided up by the major business divisions of marine, architecture, train components, aerospace and renewable energy the company levers strongly off the technology synergies between these areas. "The train industry demands the same lightweight componentry that we need in yachting and of course those domes high on top of mosques," explains Max.

Walking around the aircraft hanger-sized PC1 shed – that could easily house a fleet of Qantas jets – the sheer scale of the engineering is astounding; ranging from the sealed





five-axis CNC milling machine in the Middle East.

“We could machine an entire boat in it, or an entire deck,” laughed Max.

Nearby in another immaculately clean work bay a six axis milling machine was cutting the keel shaft for a Carkeek 47 race boat; and all surfaces were smoothly finished with no swarf evident. Throughout this facility, that covers about 12,000

shared throughout its marine and non-marine ranges. Two 40-foot containers arrive twice a month with Gurit resins and hardeners. Among the racks in the factory sized storage room sit vast volumes of antimony for hardening the naturally soft lead. Elsewhere cool storage is required for the sheets of sealed Pre-preg. This pre-impregnated composite of carbon fibres with various resins is



partially cured, awaiting heating for completion when laid.

In the design office CATIA 3D CAD software is used by Premier's team of design engineers, including some Australian staff. Originally developed for aircraft manufacturer Dassault's Mirage fighter jet project, it has gone on to be used by naval architects, automotive designers and major organisations including Boeing and the US Navy. CATIA enables the creation of 3D parts in: sketches, sheet metal, composites, moulded, forged or tooling components.

THE BOATS

Premier work with many of the world's renowned designers including Mark Mills, Shaun Carkeek, Farr Design, Botin Associates, Martin Fisher and others. For example, developing their experience of building the Farr 40 into the new Farr 400 has created a lively new class that accomplished sailing brother Hannes is active in. During my visit hull #14 was awaiting delivery and other orders were being processed. Sydney-based Matt Allen campaigns an early hull number that I've enjoyed a race on and in America this boat is forming a growing class. The company's performance-cruiser, the Botin & Carkeek-designed Premier 45 recently splashed in

boatsheds to the latest plant and machinery. Premier have the largest CNC machine I've seen in any of the dozen or so boatyards I've visited over recent times. Dominating one corner of the building is the Italian made CMS model a staggering 28 metres long by eight metres wide; the largest

CORE STRENGTH
Premier has taken on board technologies and techniques from former West Germany's hugely advanced car industry; Hull 14 of the Farr 400 is prepared for delivery.

square metres, were other 3-axis milling machines, waterjet cutters and various CNC cutting tables.

ECONOMIES OF SCALE

Premier's wide ranging business allows the company to buy in bulk for many products that can be

Germany. "Many northern European marinas have only around 2.2-metre draft, which is not good enough for performance so a lifting keel becomes a good solution," explained Max. The Premier 45 comes with a 3m hydraulic keel with led bulb and is of epoxy construction.

NEW ICHI BAN

Elsewhere there were two Botin 45 racers under construction and destined for the USA but the company's largest race boat so far is the Carkeek 60 commissioned by Matt Allen for his next Hobart campaign; after the former CYCA commodore sold his Volvo 70. Working with Shaun Carkeek for the first time was based on the designer's success at the forefront of the TP52 explained Allen. The new boat has a rounded hull shape derived from the TP52's like *Hooligan* and *Team New Zealand*, so this new 60 comes from the same family but the extra length should allow him to sail away from the TPs, especially upwind. The Hobart race veteran also chose 60 feet as the optimum size for his predominant passion – offshore racing – and the average



wave patterns he would encounter on the 628-nautical-mile Sydney-Hobart race. "Off the wind I'd hope to be faster than the V70 but we have to make sure there's enough righting moment to offset the fact that it's not a canting keel boat," said Allen. So crew weight will be crucial to the new boat with 17 anticipated on the rail for this year's Hobart. Having had the Waimers build his Farr 52 before Allen was more than happy to work with PCT. "They have a great business and you certainly can't just be a boatbuilder any more to survive," he

FINAL TOUCHES

The gleaming hull of the company's largest race boat to date – the Matt Allen commissioned Carkeek 60 *Ichi Ban*.

tells me. The 10.5-tonne hull is being built using unidirectional carbon pre-preg and honeycomb sandwich core materials laid in female moulds and the project is managed by former Camper project manager Neil Cox. Cox is overseeing the six-month build with delivery expected in November to Sydney where the Southern Spars rig will be installed and final commissioning done. Spars are the latest TPT (thin ply technology) that is lighter and stiffer than previous carbon masts and hydraulic power will be used for winches so the engine will be on all the time. The new *Ichi Ban* is designed to win primarily under IRC but should be competitive under HPR as well and if successful will spur Premier Composites to build more of these pocket maxis.

"Obviously the handicap and measurements will be important when it reaches Australia. The boat will have a trial certificate but we know this can change when it is measured, especially for the new handicapping season; so it might be for the better or the worse – that's the game you play!," added Max Waimer. ⚓
www.pct.ae



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Launched only last year, the Hanse 575 has reportedly already attracted some 70 new orders from around the world, with the first delivery to an Australian owner just launched in Sydney. If the design cues of the new 575 are anything to go by, the Hanse Group is proving once again that they have a very good eye for blending all the right elements to attract a new breed of cruising yacht owners. Early indications suggest the popular German brand has its work cut out building this new model fast enough to satisfy the interest.

While the 575 is not Hanse Yachts' largest current production yacht, that being the 630e which has not yet sailed Australian waters, the new 575 is without doubt a flagship of the fleet in every other sense.

The local Australian distributor Windcraft has had great success with a host of smaller yachts from the Hanse Group, ranging from 30 to 54 feet, having imported and sold close to 300 boats since commencing with the then unknown Hanse brand in 1999. Today they are Hanse's number one global dealer, an accolade that Windcraft have held for some time.

Like its Hanse siblings the new

STYLE AND SENSIBILITY

HANSE YACHTS' RECENT LAUNCH OF THE 575 FAST-CRUISE YACHT CONTINUES THE COMPANY'S WINNING STREAK OF SOUND JUDGEMENT OF CRUISING SENTIMENT IN THE WIDE WORLD OF YACHTING. IN NO OTHER HANSE MODEL TO DATE IS THIS BETTER DEMONSTRATED THAN IN THE INNOVATIVE NEW DESIGN DETAILS OF THE ALL-NEW 575, CLEARLY IDENTIFYING A SWEET SPOT IN DEMAND FOR A VERY LARGE, ULTRA-MODERN, 'VALUE-FOR-MONEY' PRODUCTION CRUISER THAT'S STILL CAPABLE OF BEING SAILED WITH EASE BY A CRUISING COUPLE.

ANTHONY TWIBILL SET SAIL ON THE FIRST AUSTRALIAN DELIVERY.

575 features a fast, performance-orientated hull from the pen of America's Cup designers' Judel/Vrolijk & Co. It is constructed in a vinylester sandwich of lightweight, high-strength epoxy composites, aiding the yacht's sailing performance under a towering sail plan of 160.5 square metres (jib and main), despite the 19.5-tonne displacement and a raft of creature comforts aboard the big 575. Though for its volume the hull itself is a relative lightweight for a near 60-foot cruising yacht, with a considerable contribution in weight coming from the six tonnes of deep 2.85-metre fin and T-bulb keel that's essential for this large yacht's stability under sail.

The new 575 model certainly presents a mouthwatering array of ambience that's evident from the moment you step, or rather climb, aboard the towering freeboard of its imposing hull, measuring a full 17.15 metres (56'3") in length overall and an even more bewildering 5.20 metres (17') wide. This model presents a totally new take on contemporary European styling by Hanse, most stunningly executed I think in the layout and versatility of the huge social cockpit imbedded in



STYLISH SURFACES
The 575's hull (left) is a performance-orientated gem from Judel/Vrolijk & Co, while a teak laid deck (right and below) is bordered by a 15-centimetre bulwark ensuring maximum safety.



boarding platform. It's truly a superyacht-style set-up on a production budget, and is just one of many reasons why this all-new boat is set to steal the show for those seeking great value in a large, bluewater-capable cruising yacht.

The new 575 model really takes much further the Hanse ideal of a world-class deck plan coupled with the Germanic penchant for a logically arranged, luxurious interior design based on reflecting owner desires for

an ideal 'home-away-from-home,' whether day cruising or venturing further afield passage-making.

Below decks, as you enter the capacious saloon down a comfortably angled flight of timber stairs, the attention to detail by Hanse Yachts Design is clear to see, bathed as it is in sunshine that naturally lights the huge saloon through what is (surely) a record array of flush, opening hatches directly above. Aiding that are large port windows set through the saloon hull, that together work in unison to set ablaze the saloon and galley area, sunshine gleaming off the stunning gloss timber veneers to banish that sometimes closeting feeling of being below deck on a sailing yacht.

As an aside, this particular boat is apparently the first Hanse to feature a full gloss finish for which the new owner selected American cherry for the trim and cabinetry. I couldn't help but note that it's an attractive gloss interior with which many Australian and Kiwi owners of motor cruiser brands, such as Riviera and Maritimo, will be comfortable and familiar. Who knows, maybe some motor cruising couples may find the wide-open spaces of the Hanse 575 – inside and out – together with its creature comforts and

the massive expanse of teak laid deck, bordered all round on the 575 by a solid 15 centimetres bulwark for safe movement of all aboard.

Embracing sun lovers and alfresco entertainment alike, a stunning (albeit optional) feature of the 575's ultra-wide cockpit are twin dining tables that drop electrically at the touch of a button to become a truly huge sunbed for lazy sailing in unadulterated comfort. Feel like a swim or a ski? Well, right below the cockpit there's a massive tender garage designed to accommodate a Williams 285 jet-tender, which is launched from an electrically operated stern door-come aft



power-assisted ease of sailing for even a novice – will tempt them away from the constant throb and devouring fuel consumption of twin diesels driving every mile of cruising?

As befitting a yacht of such volume, generously well appointed accommodation is really a given, with some interior layout options of the 575 capable of sleeping up to 12, in four or even five cabins if so optioned. The review boat featured an owners' master stateroom forward, with a large island double bed set beneath opening hatches with a view to the sky above. Surrounding are copious storage cupboards and cabinets (fitted with nice touches such as LED lighting to see what's inside), a flat screen TV and entertainment system, and private facilities with a head to port with separate shower stall to starboard.

Aft are two generous guest double bed cabins, which are well sized though limited for headroom as you progress above the beds, located as they are beneath the aft cockpit. The starboard cabin sensibly shares its bathroom/shower as the yacht's day head, via a double door arrangement. The owner had opted for the standard port guest head (typically opposite) to be fitted out as an optional 'kid's bunkroom' for overnight visits by the grandkids perhaps. A nice touch I thought, if a third bathroom isn't considered essential.

Talking of all creatures great and small, given the considerable freeboard of this big 575, inside there is more headroom than any other yacht of its length, and by a country mile! To put that in perspective, a seven-foot NBA pro basketball player could walk around the cavernous interior without so much as touching a hair on his head. So much so that cabins even come standard with a folding stepladder, cleverly stored in a hatch beneath the floor, so those aboard of shorter stature can reach and open the hatches above!

Overall the well-considered interior design by Hanse, combined with top quality brand name equipment behind its many luxurious appointments, is first class for a series production yacht. This model is by far the best-finished interior of any Hanse I have sailed to date, and there have been a few.

Touches I particularly like include:

The well-equipped navigation station to starboard, with stacks of room for charts and instruments alike, or an on board office, and without doubt the best fitting, most comfortable helm chair yet fitted



standard on a sub-60 footer!. Then, there's the clever saloon table that drops electrically at the touch of a button to become a huge daybed or extra accommodation with the addition of a fill-in cushion. Being directly opposite a 45" flatscreen TV that lifts, also electrically, from the island cabinet adjacent a longitudinal galley arrangement it's an ideal setup and a smart use of space for relaxing, watching a movie or to entertain the

DELUXE DOWNSTAIRS
A logical, German flavour to the classy interior along with gloss timber veneer and swathes of natural light allows a homely feel to the 575.

kids while you're up having a sunset cocktail on deck.

With on-board entertaining in mind, the galley itself is large and capable with plenty of dry storage options and a wall of fridge/freezer draws, dual drawer dishwasher and well-sized gas oven and cooktop, with heaps of bench space to prepare for a feast. I noticed well-placed handrails nearby as another eminently sensible touch for when cooking and maneuvering downstairs if underway at sea.

Putting hands to the helm, we set sail on Sydney Harbour on a picture perfect winter's afternoon. Starting the Volvo 110hp diesel auxiliary (powering a three-blade folding prop) you barely hear a murmur, so well insulated is the motor (and genset) beneath the saloon stairs. But give the Sidepower retractable bow and stern thrusters a nudge and you'll certainly hear them whine as they churn the water alongside pushing the large hull in your desired direction with ease; a vital asset to have included aboard the 575 when sailing as a cruising couple or short-handed.

For its size, the 575 is designed to be incredibly easy to handle, with numerous means of simplifying its sail handling from the furling, self tacking, non-overlapping jib, to the mast-furling mainsail optioned on this test boat, which unfurled with ease in less than a minute with the powerful assistance of the Lewmar electric primary winches fitted. It really is pushbutton sailing aboard the 575! Even when flying an asymmetric spinnaker downwind (with a sock I'd suggest to keep drops a sedate affair)



this boat simply doesn't require a large crew – in fact there would be very little for them to do!

With all lines directed aft from the mast beneath the teak deck to dual helm positions on either side, everything is readily at hand without leaving the wheels. Simply flick open the Spinlock jammers, throw a line around the power winch and press the button. With the optional mast-furled main, even reefing the mainsail in stronger pressure is simply a matter of releasing a jammer and pushing the winch button to retract the mainsail to the desired sail area.

This ease of sail handling provides great flexibility whether cruising or racing and, simply put, means you get out sailing on more occasions with confidence as you're not having to pre-plan crew and ring around at the last minute trying to round them up should you wake up to a sunny morning with a fine breeze.

Although the sailing performance of the Hanse 575 will never be near the sailing speeds expected of pure racing yachts of similar length crafted of ultra-light carbon hulls, spars and sails, with stripped-out racing interiors, the 575 does at least go a long way to dispelling the commonly held view that cruising yachts, especially those with self-tacking jib systems, cannot sail fast. In the Hanse 'self-tacking world' the placement of the mast further aft than would usually be the case, the "J" dimension measured from the bow, together with a deck-level jib furler provides for a more than sufficient sail area on the headsail, whilst retaining the great benefit of a self-tacking jib track arrangement. Additionally, the yacht can be optionally fitted with jib car tracks for a larger overlapping Genoa (107 per

cent) if desired when racing.

If the performance constraints of a batten-less mainsail concern an owner planning to race the yacht and who would prefer a fully battened main, then Windcraft can arrange for a custom in boom-furling system, such as Leisure Furl, to maintain the ease of sail handling, while improving performance with the improved sail shape and drive of a battened mainsail. It can still be hoisted with a power winch from the comfort of the cockpit and when the day's sail is over, the main simply furls back into the boom.

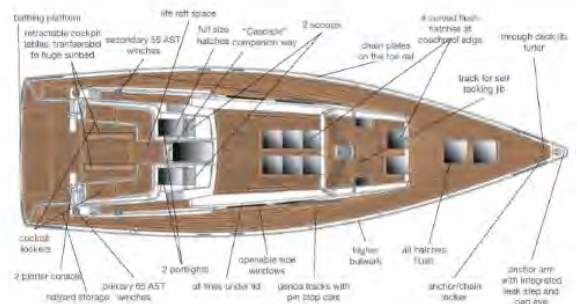
Alternatively, if regular regatta racing is on the cards, consider specifying Hanse's exclusive Elvstrom Fast Cruising five-layer laminate sails as part of an optional 'Performance package'. The performance mainsail drops into a large lazy-jack boom bag emblazoned with the Hanse livery to keep things simple, if you can do without the mainsail furling convenience.

In summary, the Hanse 575 offers very good sailing performance for a yacht that is a superbly evolved example of what it is designed to be – a luxury cruiser, not a racer. If the breeze blows below ten knots, the pace may be on the sedate side, but once true wind rises above 15 to 20, take note as the big yacht delivers a surprising turn of speed when the pressure comes out to play, making for some very fast ocean passages and exciting regatta racing prospects!

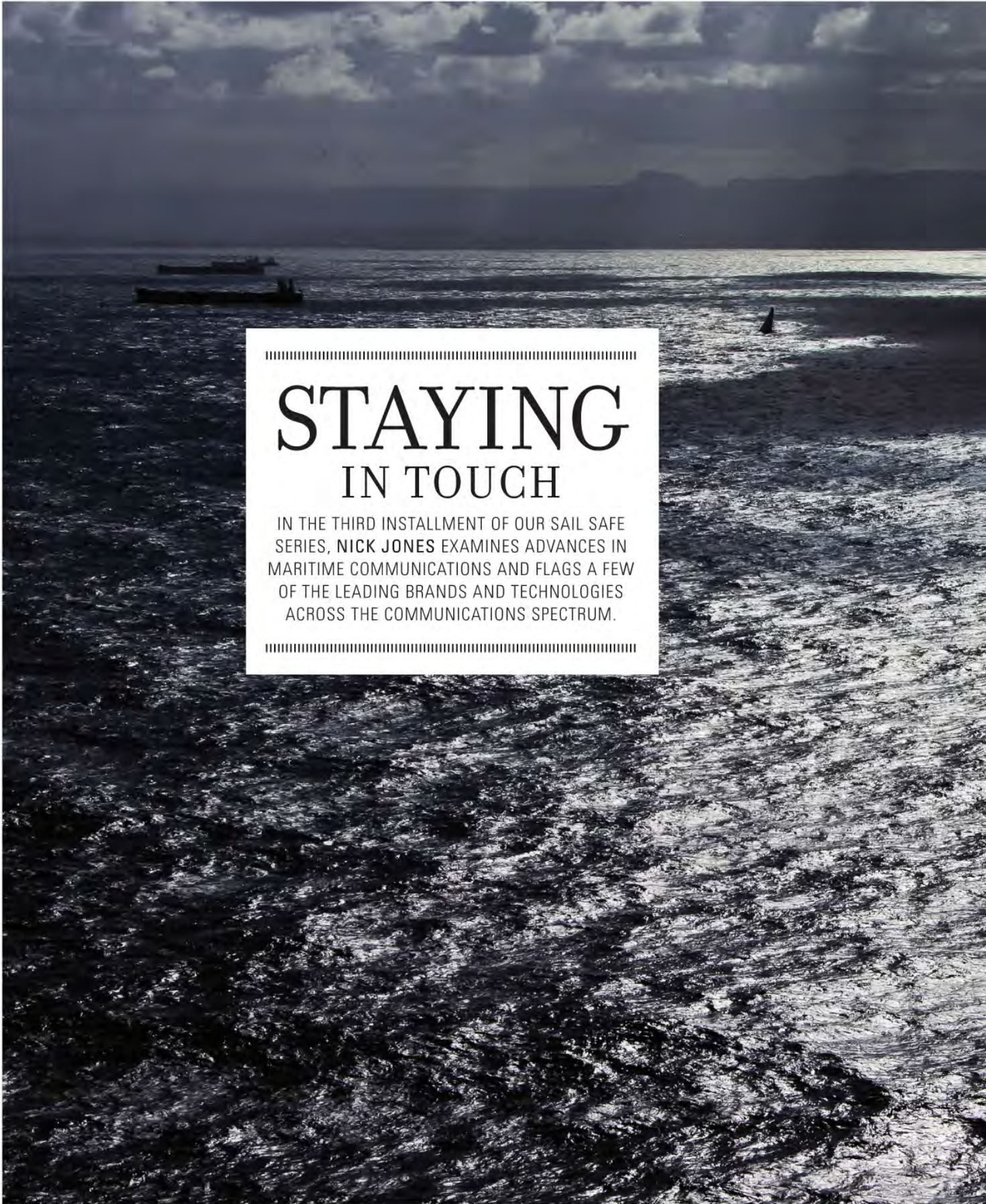
As Hanse's design is focused on total ease of operation with as few as two aboard, this surely makes the new 575 one of the simplest 'sixty footers' in the world to sail away without leaving any of the luxuries of home. ⚓

www.windcraft.com.au

RECREATION HUB
An aft boarding platform appears from an electrically operated stern door, creating opportunities for fishing or swimming.



MODEL	Hanse 575
LENGTH OVERALL	17.15m
HULL LENGTH	16.70m
LENGTH AT WATERLINE	15.15m
BEAM	5.20m
DRAFT	2.85m (standard), 2.25m (shallow)
DISPLACEMENT	19,500 kg
BALLAST	5,900 kg (standard), 6,800 kg (optional)
ENGINE	78 kW / 107 HP (standard), 110kW / 150 HP (optional)
WATER CAPACITY	810 litres
FUEL CAPACITY	540 litres
PRICE	Base boat from \$833,000 / Price as optioned \$1,056,935 (inc. gst)



STAYING
IN TOUCH

IN THE THIRD INSTALLMENT OF OUR SAIL SAFE SERIES, **NICK JONES** EXAMINES ADVANCES IN MARITIME COMMUNICATIONS AND FLAGS A FEW OF THE LEADING BRANDS AND TECHNOLOGIES ACROSS THE COMMUNICATIONS SPECTRUM.

CARLO BORLENGHI / ROLEX



Yachting, like any industry, has its fair share of luddites. Many of us, with good reason, like to stick to the tried and trusted ways of doing things. But there is always an imperative to look at upgrades and improvements when it comes to safety. There can be no denying that the huge steps forward in communications technology over the years have meant vast improvement in communications at sea and all round boating safety. Any serious yacht owner must take note – after all, such essential needs as flagging for help in an emergency, accessing all-important weather information at sea and of course knowing your precise location when you’re in trouble out there on the deep blue, are at stake.

The latest means of communication at sea while impressive in capability, more than ever require the owner/operator’s level of expertise and familiarity with that technology to be bang up-to-date. This premise applies equally to all safety equipment aboard a yacht from liferafts and PFDs (personal flotation devices) to competent operation of communication radios, GPS positioning equipment and emergency beacons. It’s essential therefore that any users get to grips with the technology on board well before they are needed in an emergency situation (which is, of course, hopefully never). Communication at sea can be broadly split into communications radios (HF and VHF bands), satellite phones and EPIRBs (emergency location beacons), all offering functionality and all with different capabilities.

Here then is a guide to some of the leading maritime communications currently available to keep your yacht safely equipped to stay in touch at sea, no matter what the circumstances. Different brands, models and their technology varies according to circumstances and the safety category applicable for the ocean passage or race taking place, so this selection are just a few examples of the myriad communications products on the market today.

Radio

The most ubiquitous, and arguably effective, means of communication at sea remains the Marine SSB or 'ham' radio.

Radio remains the most common way yachtsmen stay in touch, both with each other and with race and safety officials ashore or in support boats during an ocean race or offshore passage. VHF and HF radios prove invaluable in widely communicating up-to-date information on a yacht's location and circumstances, as well as conveying local weather and sea state conditions. Some current models include:

ICOM IC-M400BB

Icom's VHF marine transceiver features a versatile control microphone, allowing all operations directly from the remote handset. This means the main unit can be stored out of sight, freeing up space aboard for other marine electronics or navigation equipment. The IC-M400BB has a dot-matrix display showing multi-purpose software key functions, which can be toggled and operated via a directional keypad. This too offers noise-cancelling technology and it is waterproof to a depth of one metre for up to 30 minutes. Also handy is ICOM's 'AquaQuake' water draining function, which emits a low frequency tone to remove any water from the speaker grille if the radio handset is splashed or submerged at any time. The device has safety in mind with the inclusion of a Class D "DSC" (Digital Selective Calling) feature - a separate receiver dedicated to selective calling. So should an emergency situation arise, "DSC" calls will still be received by the operator. "DSC" allows individual, group, all ship and distress calls, which caters to anything from passing on location information, to urgent safety and danger scenarios.

ICOM IC-M73EURO

Many yachts like back-up radio safety aboard in the form of a handheld VHF radio. Icom's IC-M73EURO is built to military specifications and features advanced waterproofing to a depth of 1.5 metres for 30 minutes, as well as featuring Icom's AquaQuake function. In addition, this handheld radio offers a loud 700mW audio output and active noise-cancelling technology, which can differentiate voice from background noise in both transmitted and received signals. The IC-M73EURO also features a voice recorder function and full SW power, giving users impressive transmission range. A lithium-ion battery provides around 16 hours of use and it can be recharged in approximately 2.5 hours. www.icom.net.au

RAYMARINE 260 VHF

A new addition to Raymarine's extensive VHF radio range, the 260 VHF has a modular design with a remote Class D DSC 'black-box' transceiver, remote speaker receiver and full-function handset. It is also designed with an extra-large LCD screen and dedicated soft keys for easy control of all features and functions. A powerful, remote-mounted speaker ensures VHF traffic is heard loud and clear, while the remote speaker's design has a clean and integrated helm appearance with the option for an active speaker with dedicated volume control. The 260 VHF can support up to three remote stations and has an integral 30-watt loudhailer and foghorn too. Another key feature is position tracking, which allows up to five position reports to be received at any one time from DSC-equipped vessels nearby. www.raymarine.com



RAYMARINE RAY 260 VHF
Below: Raymarine's premium Ray260 VHF radio packs top-of-the-line communications features into a compact, modular design that works with small and large vessels alike.



GME GX 660

The GX 660 from GME offers slightly different qualities in that it's designed to be suitable for smaller yacht operations. It is ideal for use aboard dinghies and tenders that need to keep in touch with the 'mother ship' or small boats without electrical systems fitted aboard or those without the space for a fixed-mount radio setup. This versatile handheld radio is self-buoyant, has a 12-volt battery charger and belt clip, a large backlit LCD display and keys, as well as a 5/1-watt switchable power and a waterproof rating of IPX7. www.gme.net.au



RAYMARINE RAY 55E VHF
Left: The Ray 55e VHF radio features a superior receiver with excellent intermodulation rejection.



GME GX600W
Left: The GME GX600W, with a white microphone for accessing GX600W radio when at sea.



Everything you need

SAILOR SP3520
Right: A robust and waterproof design that ensures reliable communication under the harshest conditions at sea.



GME GX660
Above: The GX660 is a feature packed handheld radio that floats and is ideal for small boats that don't have electrical systems or sufficient space for a fixed mount radio.

ICOM
Left: The IC-M73EURO offers Icom's best waterproof protection and has been tested to survive after being submersed in 1.5m (4.9ft) depth of water for 30 minutes. Below: The Icom IC-M400BB VHF unit features a versatile control microphone, allowing all operation from the handpiece. This means that the main unit can be installed out of sight, freeing up space on your vessel for other marine electronics and navigation equipment.



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Satellite phones

At sea satellite phones represent the most direct means to contact anyone (with a phone number) at anytime from virtually anywhere on the planet.

As with a standard cellular mobile phone you can simply dial a phone number and speak directly to that person whether calling from the Coral Sea or the Southern Ocean. Extraordinarily convenient communication technology it is, but satellite phones certainly come at a cost for both the handset technology and the satellite service. But cost is not an issue if you help in an emergency or just to wish a loved one ashore happy birthday when you're out at sea. As handheld satellite phones are independent of any onboard equipment, they can also be taken off a yacht should you need to abandon ship, and can also act as backup for emergency beacons (EPIRBs) should you be in dire emergency.

Over time, especially close to major urban areas, the convenience of cellular phones has generally replaced the use of radio communications by the general population. However, due to limits of land-based cellular tower coverage extending out to sea, many popular coastal cruising areas are still not adequately covered by cellular phone coverage and certainly not when sailing more than a few kilometres offshore, particularly on more remote coastline. As such, most offshore sailors still utilise radio as their primary means of communication, whether racing or cruising. For those who invest in a satellite mobile phone aboard, a new freedom of communication and another layer of safety is at hand.

Satellite coverage and sat-phone usage has expanded in the last five years with the market maturing to a few major service providers. Two major players providing satellite phone services for yachts are Iridium and Globalstar.

GLOBALSTAR (VOICE AND DATA)

Globalstar's service works to approximately 200 nautical miles offshore and covers the east and west coast of North America as well as most of the Bahamas and the Caribbean. It features voice and data communication with a high-speed data transmission rate of up to 9,600 bps. Call rates stand at around 50 cents per minute.

www.globalstar.com

IRIDIUM (VOICE AND DATA)

Iridium provides truly global coverage with voice and data available via a compact, cellular 'phone-like' handset. However, the data rate is somewhat slow at 2,400 baud, and rates are more expensive at up to \$1.50 per minute depending on the plan.

www.iridium.com

INMARSAT (VOICE AND DATA)

This well-regarded system also provides reliable worldwide access and comes in a fixed on-board installation, rather than a mobile handset. The Inmarsat rates are in the order of \$1.50 per minute, depending on the plan. Inmarsat prides itself as the 'Rolls Royce of offshore communication', offering KVH Tracphone 252 hardware with a data transmission of 2,400 bps.

www.inmarsat.com

SAILOR 900 VSAT (VOICE AND DATA)

Sailor is a satellite antenna system at the forefront of maritime communications. Fully balanced and not requiring adjustment prior to installation, this device is an easy, quick to deploy three-axis stabilised antenna platform with integrated GPS and the highest RF performance in the one-metre antenna class. The Sailor system has several features that allow an onboard broadband system to stay up and stable for as long as possible. This model stems from the growing desire among ocean-going yachts to have 'always-on' broadband connectivity at a simple flat rate.

SKYMATE (DATA ONLY)

Skymate is a new service offering that requires just a few fairly inexpensive hardware components and allows data transmission on a character-by-character rate. Communication takes place through low-level satellites, with you running special software on your onboard laptop, which puts your email into packets for transmission. SkyMate also has an optional service that allows you to remotely monitor your boat.

www.skymate.com



THE RIGHT FREQUENCY

Above: Adrienne Cahalan, navigator on *Wild Oats XI* communicates the data. Below: SAILOR 900 VSAT is an advanced maritime stabilised Ku-band antenna system built with the same high quality and performance that has made SAILOR a leading name in professional maritime communication equipment.



STAYING ONLINE

Below: TracPhone V7IP and the mini-VSAT Broadband service work seamlessly, providing an unsurpassed SATCOM solution from a single provider.

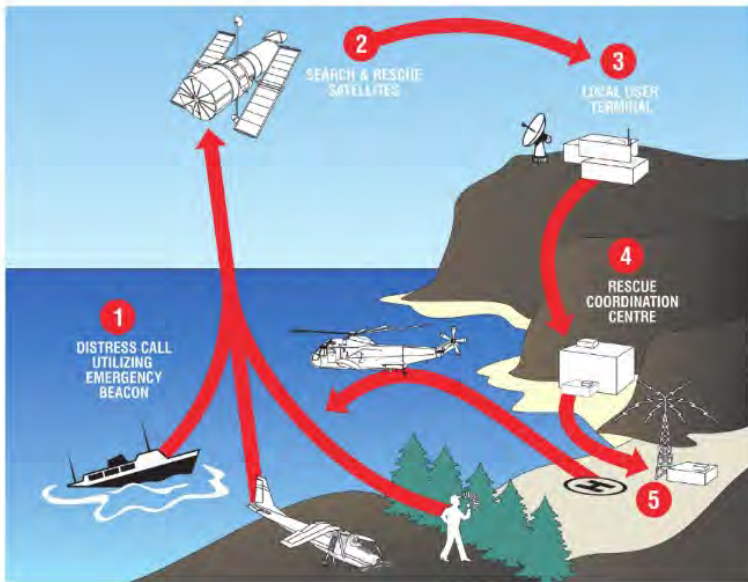


Satellite upgrade for our ocean racing classic?

The skipper of the line honours winner of a recent Rolex Sydney Hobart Race has stated that race officials must "move with the times" and accept communications by satellite phone as a standard and acceptable form of communications under the racing rules. However, this is an issue that has generated some fervent feeling on both sides of the communications fence.

On one hand, communication via HF and even VHF radio at sea may often result in no answer, or an answer only after many attempts that takes up precious time, certainly not ideal in an emergency situation, compared to scheduled regular sked reporting during a long ocean race. In an emergency situation, a direct call via satellite phone is immediate and clear, and you can be surer that someone is aware of your situation.

On the other hand, using a satellite phone has the limitation of having a conversation solely with the one person on the other end of the line, whereas radio communication offers a broadcast to anyone and everyone listening in on that frequency. So, if during an ocean race a boat may be attempting to come to the aid of another in distress, there is the clear problem with satellite phones that vessels may not be able to communicate directly with one another because they are constantly 'engaged'. Whereas on radio, all boats can communicate with each other, provided they are on the same frequency, aiding communication and assistance.



EPIRBs

Emergency Position Indicating Radio Beacons are the final safety net if all other communications fail in an emergency situation at sea.

While a yacht and its crew will do everything in their power to make sure they never have to use them, having an EPIRB aboard is both commonsense safety equipment and mandatory for offshore yachting. It is generally considered the latest 406-mhz EPIRB (Class B) beacons are the best choice as this beacon technology allows a relatively fast position fix by monitoring centres. Many 406 EPIRB units today also have a built-in GPS receiver, which allows even greater search accuracy. All EPIRBs have a unique identification number and it is mandatory to register your unit so authorities know exactly who they are searching for and what type of vessel, aiding identification and a successful search and rescue.

Some popular EPIRB models include:

GME MT406G

GME's latest EPIRB is manually activated and includes precise GPS positioning provided through a 16-channel GPS receiver and top-mounted Quad Helix GPS receiving antenna. The EPIRB comes with a six-year battery life and features an ultra high performance solid-state strobe. It is rugged, lightweight and possesses a quick-release mounting bracket. The MT406G is available

manually activated, as well as automatically water activated should it be submerged. www.gme.net.au

SAILOR SE-11 AND SGE-11

These two satellite-capable EPIRBs are satellite distress beacons designed to operate in conjunction with the Cospas-Sarsat international satellite search and rescue system. For GMDSS compliance, they have a slimline, fully enclosed, float-free housing which allows for self-testing. Both units are small and lightweight and enjoy a five-year shelf life. The SGE-11 is a standout as it offers built-in GPS and thus the ability to provide search and rescue services with precise latitude and longitude co-ordinates. www.kannad.com

KANNAD SAFELINK 406MHZ EPIRB

This is a range that offers two models, one featuring a manual deployment bracket and the other an automatic deployment housing which also includes a hydrostatic release unit if submerged. The unit can be activated automatically in water, or manually by following activation instructions printed on the unit. The unit includes a 20-channel GPS receiver and a high-brightness LED flashing locator light, and it comes with a six-year battery life. ⚓

www.survitecgroup.com

GME MT 406G

Below: The GME MT400 406 MHz digital EPIRB is the culmination of years of extensive R & D by GME engineers resulting in a radical new design concept that is not only a significant improvement on existing beacon performance, but dramatically slashes the cost of 406 MHz EPIRB ownership.

SAILOR SE406-II

Below right: The SAILOR SE-II and SGE-II Satellite EPIRBs are satellite distress beacons designed to operate in conjunction with the Cospas-Sarsat international satellite search and rescue system and are part of GMDSS.



KANNAD SAFELINK 406MHZ EPIRB

Below: The unit can be activated automatically by immersion in water, or manually by following the activation instructions printed on the unit.



SAFELINK R10 SRS

Below: the SafeLink R10 SRS (Survivor Recovery System), the first of its kind, is a personal AIS (Automatic Identification System) device designed to be fitted to a lifejacket and assist in man overboard recovery.



For two reasons, I think it is particularly unfortunate that the quotes, which most non-sailors know about sailing, are “If you have to ask how much it costs, you can’t afford it” and “A boat is a hole in the water into which you pour money.”

Firstly, that the comments put such a negative slant on sailing. Second, that they are so true. There is simply no way that any self-respecting accountant could sharpen a pencil and make the numbers work out for sailboat owners. No boat is ever going to appreciate in value and it’s always going to require some investment. It might be as insignificant as the fee for a launch ramp or it might be the annual haul-out to paint the bottom. Even the simple act of raising your sails reduces the life of those sails and, depending on how exotic the material, you’re losing anything from cents to dollars with every tack.

But anyone who relies on those two quotes, or an accountant’s pencil, will never find the joy of sailing. Sailing is one of the last adventures available to most of us who live in a world of deadlines, traffic jams and constant strife. Sailing remains as the dream at the end of the week, the escape between the Friday afternoon gridlock and the Monday morning business meeting. And for those who try to justify this all-too-brief interlude with neatly penciled numbers on lined green paper... well, I feel sorry for them.

Just being aboard your boat at the dock as it moves slightly on a bright summer morning, with the breeze cool on the back of your neck and the dock lines creaking gently is a soothing tonic that is priceless. I know that my tensions slip away, and I’m certainly not alone in those feelings.

Casting off the lines from shore always brings a lift to our spirits, because you never really know what will happen and that very anticipation is what adds zest to sailing. Set out on a highway journey, and you have the nagging fear of traffic jams, flat tires, accidents or other disasters. Rarely do you discover something truly wonderful.

But, as you stand at the wheel or tiller as the shoreline drops astern, you are in a world bounded only by water and wind and sky, and completely unpredictable. Whether you’re crossing a lake or an ocean, you never know for sure what’s going to happen. Perhaps you’ll find dolphins



JUSTIFY MY LOVE

CHRIS CASWELL INVESTS IN THE VALUE
OF APPRECIATION AND EXPLAINS WHY
UNREASONABLE EXPECTATIONS CAN
VASTLY IMPROVE YOUR LIFE.

playing in your bow wave or simply enjoy the effortless gulls as they bank overhead. You might like the aroma of coffee from the galley while anchored in a quiet cove, or prefer the power and surge of sailing rail-down in a breeze.

Part of this pleasure, of course, comes from the sacrifice of boat ownership that knows no logic in any accounting sense. The very fact that you have to spend money to indulge this passion only adds to the heady joys and, instead of bringing you back to practicality, makes you savour it even more.

Perhaps Commodore Morgan’s perennial comment “If you have to ask how much...” was simply misinterpreted by an envious reporter. What he may have been saying was that if you don’t truly love sailing, then you can’t afford it whatever the cost. The really dedicated sailor will forsake reality – mowing the lawn, washing the car, and painting the eaves – in favor of freedom on the open sea with wind and water.



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.

I spent an afternoon talking to Tony Robbins, the motivational guru seen on late night television. He’s not a sailor, but he had an interesting comment that applies to sailors. “People should be unreasonable about their expectations,” he said. “Our culture is about sedation – about lowering your standards, about settling for what you have. It’s about sedating yourself with drugs or alcohol or food or TV; it’s about giving in to something less than you’re capable of being. That means a life of failure. Being unreasonable and setting a higher standard for themselves is really what I want people to do.”

Sailors already know this because they are doing something that is unreasonable by conventional accounting standards, and they’re finding their lives vastly improved because of it. I have a friend who, after retiring on a budget and remarrying, found himself boat-less. His letters talked of fixing up the house and taking trips with his wife. Not a word about sailing and he sounded tired and old.

Recently I got a letter from him saying that he’d found a battered old sailboat that he could sail singlehanded, and he’d talked the owner of a waterfront pub into a free mooring on the basis that the boat would make the view interesting for the patrons. The letter was vibrant and alive, full of planned adventures on local waters. He was once again affronted on his own terms and the years seemed to have fallen away from him.

I have always loved sports cars and I have no idea where this enthusiasm came from because it certainly wasn’t inherited from my parents: to them, cars were simply transportation that carried them from Point A to Point B in reliable fashion. I, on the other hand, saved my money until I could buy a completely untrustworthy Porsche that I loved with a fine and pure passion. Like sailing, there was absolutely no rational justification for it. My parents’ cars were a sensible light brown, which didn’t show the dirt: the Porsche was flaming red. My parents’ cars were sedate: the Porsche was loud and blindingly fast, as a long string of tickets can attest. And I know that my parents viewed me the same way that many landlubbers view sailors: as completely nuts. My love for that car – and my many other sports cars – was completely inexplicable to the uninitiated.

And that’s the way it is with sailing. If you try to justify it in your wallet, you’ll miss out with your heart. ⚓



PETER CAMPBELL HAS BEEN LOOKING AT THE POTENTIAL FLEETS FOR THIS YEAR'S ROLEX SYDNEY HOBART AND THE 70TH RACE IN 2014 AND THE OUTLOOK IS EXCITING.

In the past, looking through the records, the race before a milestone Sydney Hobart Yacht Race has seen a downturn in fleet size and in the numbers of yachts coming from overseas to contest the Southern Hemisphere's most famous ocean classic.

This year's race looks likely to reverse that trend and the 70th Rolex Sydney Hobart in 2014 could be a bonanza, judging by the scuttlebutt around the waterfront.

Nothing like the extraordinary fleet of 371 boats that set sail in the 50th Sydney Hobart in 1994, although only 309 finally completed the tough 628 nautical mile course.

The CYCA is expecting a fleet of at least 80 boats for this year's 69th Race and 110-plus for the 70th.

The really interesting news about the 69th Rolex Sydney Hobart is not so much the quantity but the potential quality of yachts that will be dashing down the Tasman Sea on Boxing Day-plus.

TO THE HEADS
The fleet heads for the mark after a crowded start of the 68th Rolex Sydney Hobart Yacht Race.

The word is the American supermaxi *Rambler 100* will be on its way to Australia as a significant rival for race record-holder *Wild Oats XI* in the dash south for line honours. *Rambler 100* had established a string of race records before her dramatic capsize in the 2011 Rolex Fastnet Race with her committed team now looking to re-establish the 100-footer's status on the international ocean racing scene, via the Rolex Sydney Hobart.

Prominent Hong Kong yachtsman Karl Kwok, whose then *Beau Geste* was overall winner of the Sydney Hobart in 1997, is building a new *Beau Geste* in New Zealand. A state-of-the-art 80-footer, she will, if ready in time, lead one of the strongest line-ups of 60 to 80-footers ever seen in the Hobart Race.

Another boat under construction, this time in the U.A.E, is Matt Allen's newest *Ichi Ban*, a Carkeek designed 60-footer.

Andrew Wenham has bought the old *Ichi Ban* and his Volvo 60 *Southern Excellence* has been purchased by a group called 'Mates for Mates', an organisation set to support veterans of the Afghanistan conflict.

At least two Volvo 70s, possibly four, are expected to be on the line on Boxing Day, with Victorian yachtsman

Jason Van Der Slot buying *Camper*, runner-up in the last Volvo Race (2011-2012) and Queenslander Peter Harburg acquiring fourth-placed *Telefonica* and renaming it *Blackjack*.

Camper will contest the Rolex Fastnet Race in early August before being brought to Australia. She faces a massive fleet of 380 boats in that international ocean racing classic.

One of the most interesting changes of ownership is *Jazz*, the canting keel Cookson 50 previously owned by British yachtsman and CYCA member Chris Bull, who skippered the boat into fourth place in IRC overall and second in ORCi overall in last year's Rolex Sydney Hobart as well as placing second overall in the canting keel division of the 2011 Fastnet Race.

The new owner is prominent CYCA member Darryl Hodgkinson, who has renamed the boat *Victoire*. Hodgkinson was CYCA Australian Ocean Racer of the Year for 2011-2012, winning the prestigious Blue Water Pointscore with his Beneteau 45, also named *Victoire*.

This year's 69th Rolex Sydney Hobart is already shaping up as a fascinating event to compete in, or just follow from ashore. And that's just looking at the bigger boats. ⚓

RACES AND REGATTAS

INTERNATIONAL

AUGUST

INTERNATIONAL	DATE	COUNTRY
Louis Vuitton Cup	4 Jul – 31 Aug	USA
16th Western Circuit Sailing Regatta	4,5,11 August	Singapore
Rolex Fastnet Race	11-16 Aug	UK
Farr National Championships	19-21 Aug	New Zealand
Newport Bucket Regatta	21-24 Aug	USA
Sail Maluku Archipelago Rally	24 Aug	Indonesia
Rolex Farr 40 World Championship	27-30 Aug	USA

SEPTEMBER

Maxi Yacht Rolex Cup	1-7 Sep	Italy
New York Yacht Club Invitational Cup	7-14 Sep	USA
34th America's Cup Finals	7-21 Sep	USA
Rolex Big Boat Series	26-29 Sep	USA

OCTOBER

China Coast Regatta	12-14 Oct	China
ISAF Sailing World Cup, Qingdao	12-19 Oct	China
Biennial Hong Kong to Vietnam Race	17 Oct	Hong Kong
Rolex Middle Sea Race	16-26 Oct	Malta
7th China Cup International Regatta	26-29 Oct	China

NOVEMBER

Nassau Cup Ocean Race	7-9 Nov	Bahamas, Florida
RHKYC Around the Island Race	10 Nov	Hong Kong
Raja Muda International Regatta, Selangor	15-23 Nov	Malaysia
27th Phuket King's Cup Regatta	30 Nov – 7 Dec	Thailand
ISAF Rolex World Sailor of the Year Awards	12 Nov	Oman

DECEMBER

Monsoon Cup Terengganu (final round of Alpari World Match Racing Tour)	2-7 Dec	Malaysia
Jaguar Cup Series – Piana Cup Regatta	7-8 Dec	Miami, Florida
Christmas Caribbean Rally	16 Dec – 11 Jan	Canary Islands

JANUARY

Royal Langkawi International Regatta	13-18 Jan	Malaysia
20th Singapore Straits Regatta	14-18 Jan	Singapore
27th Quantum Key West Race Week	19-24 Jan	Key West, Florida
Mount Gay Rum Round Barbados Race	21 Jan	Mt Michael, Barbados
Bay of Islands Sailing Week	22-24 Jan	New Zealand
ISAF Sailing World Cup Miami	27 Jan – 1 Feb	Florida, USA

FEBRUARY

17th Bay Regatta – Phuket, Phang Nga, Krabi	Early Feb	Thailand
Neptune Regatta (Equator Race)	2-8 Feb	Singapore
A2B – Auckland to Bluff ocean race	9 Feb	RAYC

MARCH

34th St. Maarten Heineken Regatta	6-9 Mar	St. Maarten
41st International Rolex Regatta, St Thomas	21-23 Mar	US Virgin Islands

AUSTRALIA

DATE

CLUB

AUGUST

Club Marine Brisbane to Keppel Yacht Race	2 Aug	ROYS
Club Marine NSW Youth Match Racing ISAF 4	3-4 Aug	CYCA
Sydney International Boat Show	1-5 Aug	SIBS
Airlie Beach Race Week	10-16 Aug	WSC
Darwin Ambon Race and Rally	17 Aug	DBCYA
30th Audi Hamilton Island Race Week	17-24 Aug	HIYC
Sail Townsville	23 Aug – 3 Sep	YQ
Sealink Magnetic Island Race Week	29 Aug – 3 Sep	TYC

SEPTEMBER

Lion Island Race	7 Sep	SASC
Brisbane Boat Show	5-8 Sep	BBS
CYCA Boat Owners Forum	11 Sep	CYCA
Grant Thornton Short Haul Race	15 Sep	HIYC
CYCA Members Open Day	15 Sep	CYCA
Blue Water Pointscore Series Briefing	18 Sep	CYCA
YSA Alumni 20th Anniversary Celebration Party	20 Sep	CYCA
Australian Open & Womens Match Racing	20-24 Sep	CYCA
Blue Water Pointscore – Flinders Islet Race	21 Sep	CYCA
Ocean Pointscore – Lion Island Race	21 Sep	CYCA
Australian Open Youth Match Racing Champs	25-29 Sep	CYCA
Grant Thornton Short Ocean Race	28 Sep	MHYC

OCTOBER

Naval Fleet Review (Sydney Harbour)	4-11 Oct	
Mooloolaba 200	5-6 Oct	MYC
Blue Water Pointscore Race – Bird Island Race	11 Oct	CYCA
Ocean Pointscore Race – Botany Bay	12 Oct	CYCA
Giant Steps for Autism	18 Oct	MHYC
Grant Thornton Short Ocean Race	19 Oct	MHYC
Financial & Media Markets Charity Regatta	25 Oct	MHYC
Grant Thornton – Gascoigne Cup	26 Oct	RSYS
Balmain Regatta	27 Oct	BSC

NOVEMBER

Blue Water Pointscore Race – Cabbage Tree Is.	8 Nov	CYCA
Ocean Pointscore – Port Hacking Race	9 Nov	CYCA
Rotary Charity Regatta	15 Nov	CYCA
Grant Thornton Short Ocean Race – Morna Cup	16 Nov	RSYS
Beneteau Regatta	22 Nov	CYCA
Grant Thornton Short Haul Race Sydney to Pittwater	23-24 Nov	CYCA
Musto International Youth Match Racing ISAF 3	25-29 Nov	CYCA
MHYC SSORC 2013	30-1 Dec	MYYC

DECEMBER

Blue Water Pointscore Race – Bird Island	7 Dec	CYCA
SOLAS Big Boat Challenge	10 Dec	CYCA
CYCA Trophy Passage Series	14-15 Dec	CYCA
69th Rolex Sydney Hobart Yacht Race	26 Dec	CYCA

JANUARY

Pittwater Coffs Harbour Race	2 Jan	RPAYC
Farr 40 NSW State Championships	9-12 Jan	RSYS
Festival of Sails	24-27 Jan	RGYC
Grant Thornton Short Ocean & Ocean Pointscore Races	26 Jan	CYCA
178th Australia Day Regatta & City of Sydney Cup	26 Jan	CYCA

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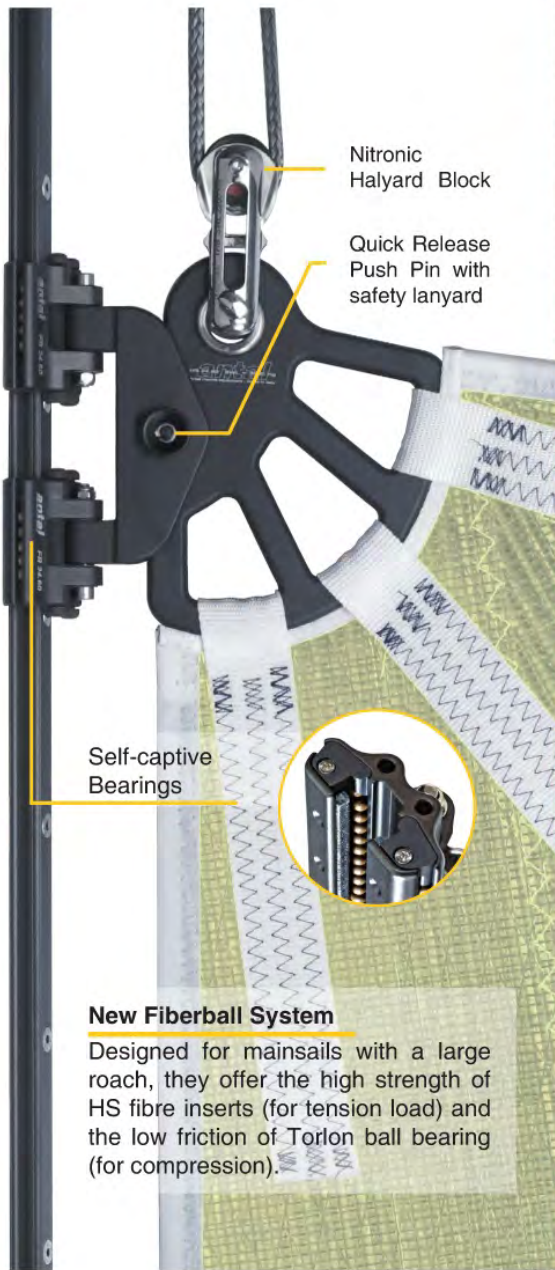
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BENETEAU FIRST 40.7 - 2002
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BENETEAU OCEANIS 393 - 2001
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BENETEAU FIRST 44.7 - 2006
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BAVARIA 41 - 2003
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MOUNT GAY 30 - 1996
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ENIGMA 34 - 2008
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HUNTER 38 - 2005
\$150,000



WAUQUIEZ CENTURION 455
\$329,000



TP 52 - 2001
\$297,000



VOLVO 60 - 1997
\$220,000



BAVARIA 42 - 204,000
\$204,000



HANSE 400E - 2008
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BENETEAU FIRST 40.7 - 2002
\$179,000



X35 - 2006
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HANSE 370E
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