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OUR 2016 SELECTION OF THE LATEST BREEDS OF SPEED IN MONOHULL SAILING

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DREW JONES ON WHAT MAKES SYDNEY HARBOUR THE WORLD'S MOST ALLURING AQUATIC AMPHITHEATRE



KIWI DELEGATION

JIM DELEGAT'S GIACOMO IS BACK WITH THE 2016 ROLEX SYDNEY HOBART SQUARELY IN HIS SIGHTS

CENTRE STAGE

ALL THINGS SAILING WILL BE AFLOAT AND ON DISPLAY AT SYDNEY'S 49TH INTERNATIONAL BOAT SHOW



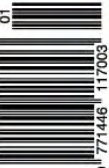
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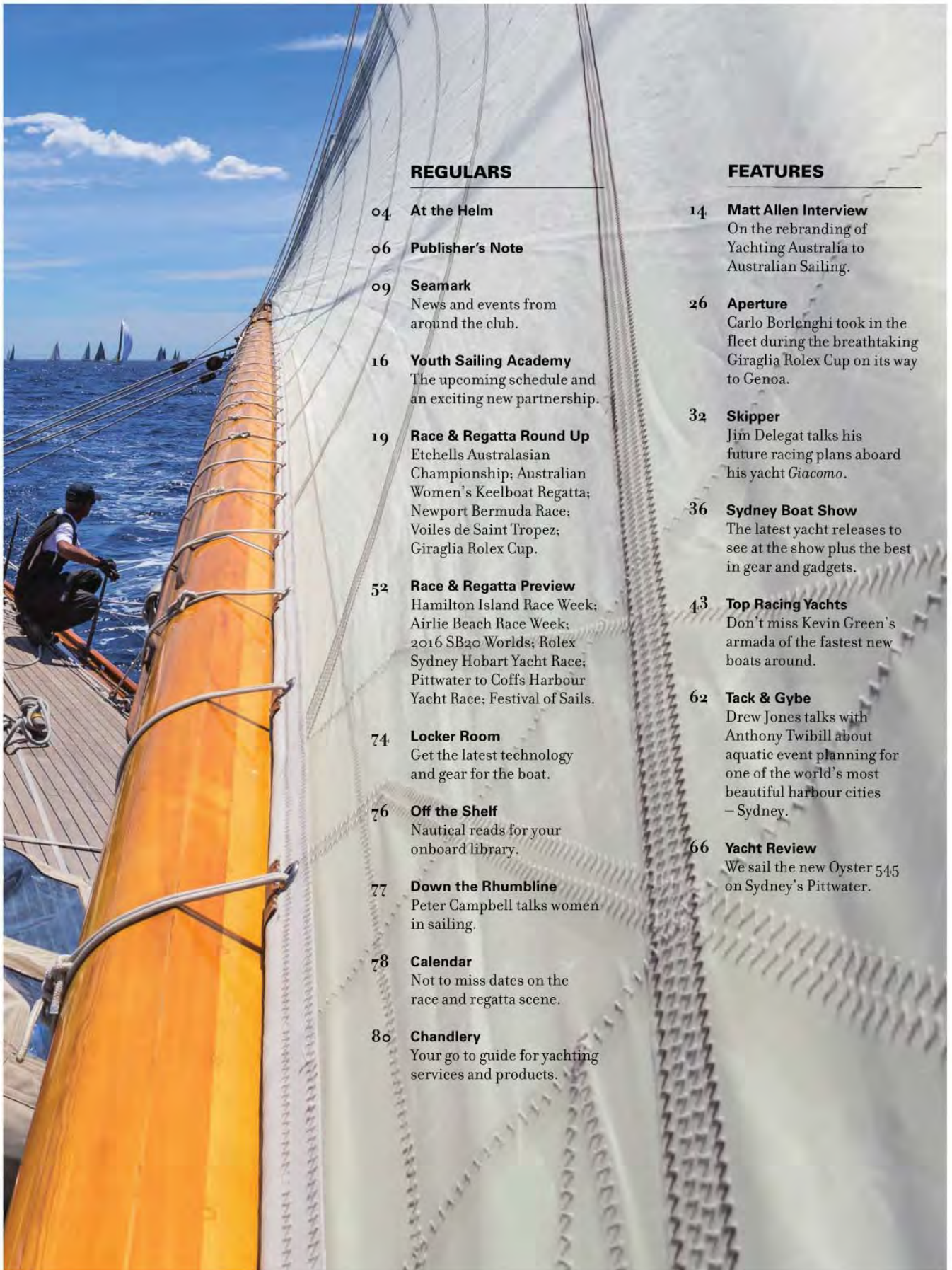


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I feel very privileged to take the helm as the 38th Commodore of the Cruising Yacht Club of Australia. I am very grateful to retiring Commodore John Cameron for his complete dedication to the club over the last 10 years and particularly the recent two years at the helm. John will be remembered for advancing the refurbishment plans for the club buildings that will deliver vastly improved member and staff facilities and enhancing the growth potential of our Youth Sailing Academy training programs by the club securing additional space at the Sir David Martin reserve in Rushcutters Bay.

Three other directors retire this year – Rear Commodore Andrew Wenham, Paul Clitheroe and Anthony Dunn.

Each has contributed in their own unique way as board members and previously as committee members. Andrew most notably through his commitment to a number of committees and his support for club charities, and Anthony in his passionate support and development of our young sailors, along with his representation of the club on the board of Yachting NSW.

Paul Clitheroe added the accomplishment of winning the 2015 Tattersalls Cup whilst providing his own particular and incisive insights on the board.

On behalf of the club I thank each of these directors for their contributions and I wish them well in each of their endeavours navigating the seas ahead.

Last year was beset with a raft of internal changes, but now it is all about looking forward and reviewing the club's structure to best address the needs of members and enhance the services they require going forward with a reduced number of directors. This includes improved administrative processes currently being addressed through an overhaul of our IT systems.

Planning for membership growth is also an important objective to ensure a sustainable future for the club and its contribution to sailing in general. We are keen to encourage the demographic of 18 to 35-year-olds to join in the sailing at the club.

The board is set to reach out and



build inter-club engagement on two bases: cruising and separately with young member match racing. Six months ago the club employed a full-time coach as part of the YSA team tasked to initiate a young member match racing program.

Like many clubs, we thrive because of activities carried out by volunteers. We have commenced planning a volunteer engagement program around management,

LOOKING AHEAD
"It's an exciting time for the club and I look forward to working with the board and our CEO to create a very productive team."

allocation of the appropriate skills to the tasks and crucial WHS considerations. We will also open up the opportunities to volunteer.

The club is fortunate to be in a sound financial position and well placed to deliver the projects and events that are in the pipeline. The sustainability of this position is reinforced by very supportive sponsors. And these things make us the envy of many clubs.

The CYCA is world renowned and best known for the iconic Rolex Sydney Hobart Yacht Race. With the race's popularity in Asia rising like a spring tide, the club has also published this year's Notice of Race in Mandarin. Already we have had 37 entries (well up for this time last year) including China, USA, Sweden and New Zealand.

The club is very fortunate to have the support and sponsorship of Rolex (owner of what is recently internationally acknowledged as the 'Most Reputable Brand on the Planet').

In 2019-2020 the CYCA celebrates another landmark which will culminate with the 75th Rolex Sydney Hobart Yacht Race. My term as Commodore will see planning commence in earnest for our activities as we look for ways to enhance the celebrations with this important anniversary and lift the marque of the off water presentation of the event.

Preliminary discussions have already taken place with a number of authorities and the Australian National Maritime Museum extending invitations to join with us in especially marking this milestone for the club and yacht racing.

The club has a number of other events and assets available to new sponsors. This includes an exciting event that will be announced very soon. We have a number of discussions underway but would be pleased to hear from you if there is any interest in sponsoring the club.

We have just finished the 2016 edition of the incredibly popular Land Rover Winter Series.

And it just keeps getting better, with the Land Rover Sydney Gold Coast Yacht Race regaining numbers with 76 boats entered this year (the third highest fleet ever).

It's an exciting time for the club and I look forward to working with the board and our CEO Karen Grega to create a very productive term.

JOHN MARKOS
Commodore CYCA

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46 *Dehler* 
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As I write this introductory note in late July a change of guard has taken place at our club with the election of new Commodore John Markos, and the farewell of John Cameron from the CYCA's highest flag office. His tenure has marked a period of change and refreshed direction, which Markos and his most capable board will continue to deliver on for members under the day-to-day guidance of CEO Karen Grega. The mandate is one of renewal, most notably soon to be seen in a major refurbishment of the clubhouse and member facilities, which have not seen a facelift since prior to the Sydney 2000 Olympics.

On water, the CYCA will continue to boldly invest in encouraging youth participation in sailing through the YSA, a vital project on the path to sustaining our sport of blue water ocean racing and coastal cruising.

As winter wanes and spring beckons, we've farewelled the Land Rover Winter Series, which was largely a light air affair, and are looking ahead to the 2016-2017 Blue Water Pointscore series starting with the Sydney Gold Coast race with a near record of 76 yachts entered. Then there's the Ocean Pointscore Series, the Grant Thornton Short Ocean races, and come October the perennially popular conviviality of taking part in the club's Monday and Wednesday twilight events. I look forward to joining you on the start line for many of these races aboard Ethereal, my new Dehler 46, but this month we'll first be racing up at Audi Hamilton Island Race Week, so keep an eye out for us and please pop aboard to say Hi.

This August/September issue's a mixed bag, though with racing the clear focus. Highlights include our interview with Matt Allen about the

rebranding of Yachting Australia to Australian Sailing in his role as President of sailing's peak body.

With the 49th Sydney Boat Show taking place from July 28, right as this issue is published, we round up what's new in yachts, gear and gadgets for sailors attending the annual Darling Harbour & Glebe Island show venues.

We preview the reef racing up north this month, round up a host of local and international regattas, a highlight of which was the Giraglia Rolex Cup raced in the Med, with some wonderful shots from the lens of famous yachting photographer Carlo Borlenghi, and appreciating the need for speed we publish our annual Top 10 selection of the fastest new designs of racing yachts, from hard-core one designs, to high performance superyachts.

For our Skipper feature we chat with Kiwi Jim Delegat, owner of the in-form Volvo 70 Giacomo, who has relocated his champion yacht to Australia with podium glory in the 2015 Rolex Sydney Hobart firmly in his sights.

In Tack & Gybe I catch up with Drew Jones, Aquatic Events Officer with the NSW RMS (Maritime), with whom I coincidentally first sailed in my teenage years. Drew is responsible for the spectacular events sailed on Sydney Harbour each year, from naval reviews, Tall ship visits, Extreme Sailing events, myriad regattas, to the CYCA's own SOLAS Big Boat race and of course our Rolex Sydney Hobart race start on Boxing Day.

We also take this opportunity to wish our Olympians the very best of success at Rio!

ANTHONY TWIBILL
Publisher / Editor

offshore YACHTING

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Vice Commodore
Paul Billingham

Rear Commodores
Noel Cornish and
Arthur Lane

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On the start line at the 2015 Audi Hamilton Island Race Week. Image credit: Craig Greenhill, Saltwater images.

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NEW BOARD AT THE CYCA

Front row (left to right):
Noel Cornish, Janey Treleaven, Commodore John Markos, Arthur Lane and Leander Klohs. **Back row (left to right):** Paul Billingham, Arthur Psaltis, Dr. Sam Haynes and Tony Kirby.



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WINTER
SERIES
2016



SYDNEY
GOLD COAST
YACHT RACE
2016





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SEAMARK

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



LAND ROVER WINTER SERIES

Winter's send-off

The winners have been announced after another drifter in the Land Rover Winter Series, reports DI PEARSON.

The sun was out, but the breeze was light to nothing again, as yacht owners in the Cruising Yacht Club of Australia's Land Rover Winter Series fought their final battles for overall pointscore division wins.

Alan and Tom Quick lived up to their surname to win the race and clean up Division B by nine points to Howard Piggott's Beneteau F40, *Flying Cloud*, after the latter finished second in the final race.

The Quicks and their Beneteau F40, *Outlaw*, won Race 10 by a minute. The father and son have been tag-teaming through the series, and it was dad, Alan, who had the pleasure of claiming the double victory, as Tom was arriving back from a skiing trip.

"We've been having a go at it for so long – like everyone else. You just keep hacking away," Alan Quick said.

Brian Carrick, winner of Division F with his *Peach Teats-Velocity*, a Beneteau 31.7, was in the same situation to *Outlaw*, never having won the series previously.

"It's fantastic after trying for 10 years. We've finished second and

third before, but we've never won," commented Carrick, who earlier in the year won PHS Division 2 of the Grant Thornton Combined Ocean/Short Ocean Pointscore.

Division J1 winner, Shaaron Walsh, with her NS369, *Trim*, said it was a nerve-wrecking day, but she finished the race fifth to claim the division win from Steve Hatch's Sydney 36 cruiser/racer *M*.

Congratulations to the division series winners: Division A1 – *Victoire* (Darryl Hodgkinson); Division A2 – *Kirribilli* (Adrian Abbott); Division B – *Outlaw* (Alan and Tom Quick); Division C – *Rim Jungle* (Lost Boys syndicate); Division D – *Alpha Carinae* (Damian Barker); Division E – *Foreign Affair* (Matt Wilkinson); Division F – *Peach Teats-Velocity* (Brian Carrick); Division G – *Sea Rug Hoo Ha* (Peter Howes); Division J1 – *Trim* (Shaaron Walsh); Division J2 – *Monkey Business* (Paul Glynn); Division K – *La Niche* (Karen Hawkes); Sydney 38 Division – *Calibre* (Richard Williams). www.cyca.com.au

STILL REPOSE
One spectator at Rose Bay said the breeze died right before the start. When the boats slowly trickled up the Harbour towards Vaucluse, then stopped, he said it was like looking at a picture of boats on the Harbour, they were so still.

NEWS IN BRIEF

Harry Price

Every four to five weeks World Sailing releases the WS Match Racing World Rankings. In the latest rankings released on Wednesday 22nd June 2016 our own Harry Price went from 30th to 16th – a Personal Best for him. This is a great achievement and one I'm sure will be exceeded again... and again!

Eight Bells

We have sadly lost a valued member of the club, Mr John Christie. John was a CYCA Member since 1981 and sadly passed away on Wednesday 15 June 2016. Our thoughts are with his family.

Clipper prospects

For those who might be interested in competing in the next Clipper race around the world, don't miss one of the event's information evenings around Australia, including the Cruising Yacht Club of Australia.

- **Cruising Yacht Club of Australia** (Sydney) – 31st August
- **South of Perth Yacht Club** (Perth) – 25th August
- **Royal Perth Yacht Club** (Perth) – 26th August
- **Royal South Australian Yacht Squadron** (Adelaide) – 8th September

New CYCA board

- **Commodore** – John Markos
- **Vice Commodore** – Paul Billingham
- **Rear Commodore** – Noel Cornish; Arthur Lane
- **Treasurer** – Janey Treleaven
- **Directors** – Sam Haynes; Tony Kirby; Leander Klohs; Arthur Psaltis



LAND ROVER SYDNEY GOLD COAST YACHT RACE

Popularity test

Entries close for the Land Rover Sydney Gold Coast Yacht Race with near record numbers, writes DI PEARSON.

Entries in the Land Rover Sydney Gold Coast Yacht Race have closed and officials from the Cruising Yacht Club of Australia's (CYCA) are pleased to announce that 76 yachts will start the race, the third largest number since the inaugural race in 1986.

This year's fleet is only outstripped by 1997's record 86 yachts and in 2009, when 80 yachts lined up for the start. The 31st running of the race will not only be remembered for its large number, but for the quality of boats across the board, from the 100 footers down to the 30ft winner of last year.

At the front end are two super maxis – Sandy Oatley's open record holder *Wild Oats XI* (22hrs 3mins 43secs set in 2012), with Mark 'Ricko' Richards returning as skipper, and *Scallywag*, the former *Ragamuffin 100*, recently purchased by Hong Kong businessman, Seng Huang Lee, who is continuing with the boat's previous skipper, David Witt.

They will be joined by three V70's. Peter Harburg returns with *Black Jack*, Jim Delegat has shipped *Giacomo* from New Zealand to Australia for the full season, and *Maserati*, newly purchased by Jim Cooney, joins *Giacomo* for a first assault on the 384 nautical mile race. Rupert Henry's JV62, *Chinese Whisper*, returns; her third over the line in 2015 shows she

can mix it at the front.

"It's really exciting," Mark Richards commented. "We're really looking forward to getting back on the horse after the disappointment of Hobart. We didn't know enough about the boat," he said referring to the radical modifications completed on *Wild Oats XI* in time for the Rolex Sydney Hobart.

"We know the boat now. We've made some further tweaks and we're ready to go. It will be our second race with the modifications – the first race since the Hobart – and the competition looks exciting.

"Having said that, it's been hard losing Bob Oatley and having Syd Fischer retire – both in the last six months. It's devastating," he said. "It's

EAST COAST ARMADA
The 2015 Land Rover Sydney Gold Coast fleet leave Sydney heads; The transformed *Wild Oats XI* will compete this year.



great *Ragamuffin's* been sold quickly and ready to go though. I think it'll be a very interesting race when you look at the competition," added Richards.

Vying for line honours, all are there for the main game too, overall victory for the Peter Rysdyk Memorial Trophy. Rysdyk was the driving force in getting the race off the ground in 1986.

Others favoured for the overall crown include defending champion, *Komatsu Azzurro*, Shane Kearns' 35 year-old, joined by three standout TP52s; Matt Allen's *Ichi Ban*, Geoff Boettcher's *Secret Mens Business* (SA) and Paul Clitheroe's 2015 Rolex Sydney Hobart winner, *Balance*.

Two Victorian yachts, Bruce Taylor's *Chutzpah* and Phil Simpfendorfer's *Veloce* could also come into their own, as could the year-old *Concubine* (Jason Ward) from South Australia and Simon Kurts' three-time Sydney-Hobart winner, *Love & War*. Weather, tactics, crew work and a bit of luck are all part of the puzzle to winning.

John Cameron, whose two-year term as CYCA Commodore ended mid-July, commented: "It's a fleet of quality and quantity. We couldn't be more pleased with the growing numbers in our major races and to see our sport in such a healthy state.

"It's also gratifying for me to be taking part in the race again (he owns the yacht *More Witchcraft*), especially against a fleet of this high standard," ended the Commodore, who has not competed since 2010 because of commitments to work and the CYCA.

More Witchcraft will be amongst those challenging for PHS honours, and Cameron is hoping to return to the form that won him PHS overall in 2004 and PHS third overall in 2005. But he knows it is a big ask to get past the 'flavours of the moment'; last year's PHS winner *Wax Lyrical* (Les Goodridge), and *She's the Culprit*, owned by the Culprit syndicate.

The Land Rover Sydney Gold Coast Yacht Race starts at 1300 hours on 30 July off Nielsen Park, Vaucluse, finishing at Main Beach on the Gold Coast. It is the first race of the CYCA's Blue Water Pointscore, of which the Rolex Sydney Hobart Yacht Race is the defence.

Spectators wishing to view the start can do so in style, as COAST will again be on the Harbour to catch the action of the Land Rover Sydney Gold Coast Yacht Race start. To book, go to: <http://goldcoast.cyca.com.au/spectators>

All information on the Land Rover Sydney Gold Coast Yacht Race is on the official race website. ⚓ <http://goldcoast.cyca.com.au>

PARTNERSHIP

Round the rock sunnies

Barz Optics has partnered with the inaugural SORC Round the Rock Race, supplying their Nauru polarised sunglasses to each of the skippers.

The Solo Offshore Racing Club (SORC) is pleased to announce Barz Optics as its partner in the inaugural 600nm, SORC Round the Rock Race sponsored by Virgin Media Business.

Barz Optics along with their UK distributor Yachting Sunnies will supply their Nauru sailing model and accessories to each of the competing skippers.

John McCurdy OBE, Managing Director of Yachting Sunnies commented "A highly demanding 600nm solo race requires sailors to have the very best in eye protection from the elements. Our latest yachting sunglass model – the Cabo are specifically designed for these harsh environment providing photochromic polarized bifocals with the added feature that they if dropped... they float!"

Nigel Colley, Director at SORC commented "A massive thank you to Yachting Sunnies with Barz Optics for supporting SORC and our seasons headline race. I am sure that all our skippers will be very pleased to receive the Nauru model and give them an intense workout during the race in just over two weeks on 2 July." ⚓

www.yachting-sunnies.com

www.barzoptics.com



RAISING THE BAR
Directly below: The solo Round the Rock Race commences July 2. Above: The Nauru sailing model from Barz Optics. Top right: The new Volvo Ocean Race route will require teams to sail more ocean miles in a shorter time than previous routes.



2017-18 Route



VOLVO OCEAN RACE 2017-18

Tough, intense, and featuring almost three times as much Southern Ocean sailing as the previous edition, the Volvo Ocean Race 2017-18 will be contested over the longest distance in race history at around 45,000 nautical miles and crossing four oceans.

The race will start from Alicante in late 2017 with a 700-nautical mile sprint to Lisbon, Portugal that will provide the first test of the form guide.

From the Portuguese capital, the fleet will plunge south towards Cape Town, South Africa, before an epic few weeks racing through the Southern Ocean and then back north across the equator to Hong Kong, China.

After a non-scoring transition to Guangzhou, China where an in-port race and full set of stopover activities will be held, the ocean racing will resume from Hong Kong to Auckland, New Zealand. The fleet will then head back through the Southern Ocean, around the most famous landmark of them all, Cape Horn, and up through the Atlantic Ocean to the southern Brazilian city of Itajaí.

From there, the boats will head back in to the northern hemisphere to the Eastern Seaboard of the USA, Newport, Rhode Island, before a blast across the North Atlantic.

The fleet will arrive in Cardiff, capital city of Wales, in May 2018, before beating its way around the top of the British Isles on a short but challenging leg to the penultimate stopover in Gothenburg, Sweden. The 2017-18 race will end with a grand finale into The Hague, Netherlands.

"More action, more speed, more tough miles and more host venues, but a shorter race – it's an evolution in the right direction and a move that takes the race closer to its original roots and heritage, while improving its strong commercial value and excellent business case for sponsors," said race CEO Mark Turner. ⚓

www.volvooceanrace.com

20+ YEAR MEMBERS DINNER

On Friday 17 June 100 guests enjoyed a memorable night at the CYCA 20+ plus Year Members Dinner in the function rooms.

The special guest speakers were Syd Fischer, Sir James Hardy and Hugh Treharne. The trio recounted a number of their sailing exploits and shore side stories from past decades to the audience. Pictorial highlights from Syd Fischer's yacht racing days were screened for those present to enjoy. ⚓



QUEEN'S BIRTHDAY HONOURS

Sailors in Queen's Honours

Australian Sailing congratulates the proponents of the sport recognised in this year's Queen's Birthday honours List.



JOHN BERTRAND
Bertrand is a dual Olympian (1972, 1976), winning a bronze medal in Montreal in 1976, world champion sailor and has represented Australia in five America's Cup campaigns. He has made a significant contribution to the Australian Sailing Team as a member of the High Performance Advisory Group for six years and as Chairman of the Australian Olympic Sailing Team Nominations Panel for the Beijing 2008 and London 2012 Olympics.

Australian Sailing congratulates members of the sailing community who have been recognised in the 2016 Queen's Birthday Honours List, for their contribution to our sport.

One of Australia's best-known sailors, John Bertrand AM has been honoured as an Officer (AO) in the General Division of the Order of Australia.

Widely recognised for his success as the skipper of *Australia II* in the America's Cup in 1983, Bertrand has had a long and successful association with sailing in Australia and internationally, raising the profile of our sport.

Bertrand is a dual Olympian (1972, 1976), winning a bronze medal in Montreal in 1976, world champion sailor and has represented Australia in five America's Cup campaigns. He has made a significant contribution to the Australian Sailing Team as a member of the High Performance Advisory Group for six years and as Chairman of the Australian Olympic Sailing Team Nominations Panel for the Beijing 2008 and London 2012 Olympics.

Gordon Ingate has received a Medal (OAM) of the Order of Australia in the General Division for services to sailing. Ingate has an enormously long sailing history both in Australia and internationally, having sailed for more than 75 years and has proudly represented his country in some of the most prestigious international events.

Governor of the Sydney Heritage Fleet since 2000 and long-time member of Cruising Yacht Club of Australia, Royal Sydney Yacht Squadron, New York Yacht Club and past member of Sydney Amateur Sailing Club, he is still an active and competitive sailor and recently celebrated his 90th birthday. In 2015, he won the Australian

Championship for the International Dragon Class at age 88, following on from his win in the same Class in 2008.

Robert Silberberg has been recognised with a Medal (OAM) of the Order of Australia in the General Division for services to sailing.

A long term sailing administrator, Silberberg has been a member of Port Dalrymple Yacht Club since 1966, was Commodore and Vice Commodore during the 1980s and 1990s and has held many Committee positions with the club. He has played an active role in sailing in Tasmania for many decades, was instrumental in getting Sailability started in Tasmania in the mid 1990s, and was President and an Instructor for more than 15 years.

Michael Chapman has been awarded a Medal (OAM) of the Order of Australia in the General Division for services to sailing; and to maritime organisations.

Michael has been involved with maritime organisations for many years including being President of the Boat Owners Association of NSW from 1999-2011 and in 2011 was acknowledged as a Life Member.

He was managing director of the NSW Waterways Authority (now NSW Maritime) in the early 1990s and served as a Member, Committee Member and General Counsel for a number of Maritime organisations in New South Wales from the early 1990s until recently.

The 1972 Interdominion 12-foot Skiff Champion, Chapman continued on to 18-foot skiffs and has been involved with 420s, 470s and Sabots and a strong supporter of youth and school sailing for many years. ⚓

www.sailing.org.au



GORDON INGATE
Governor of the Sydney Heritage Fleet since 2000 and long-time member of the Cruising Yacht Club of Australia, Royal Sydney Yacht Squadron, New York Yacht Club and past member of Sydney Amateur Sailing Club, he is still an active and competitive sailor and recently celebrated his 90th birthday.



MICHAEL CHAPMAN
Involved with maritime organisations for many years including being President of the Boat Owners Association of NSW from 1999-2011 and in 2011 was acknowledged as a Life Member.



Italia Yachts have announced the appointment of Italia Yachts Australia as their exclusive agent locally for their luxury range of performance yachts.

Founded in 2010 in a bespoke Italian yard by a team of award-winning designers and yachtman, the mission of the shipyard was to build yachts that combine high performance sailing with the highest level of comfort; boats well designed for racing yet equally adaptable to the needs of cruising.

The yard offers five models in the range, starting with the Italia 9.98-metre (34-foot) Fuoriserie (Custom). Like an Italian sports car, she was created specifically for enjoyment and geared towards racing ORC and IRC. The range continues with the Italia 10.98-metre (37-foot) available in two or three-cabin layouts; Italia 12.98-metre (42-foot) coupling performance with comfort to make her ideal for many different kinds of racing; the award-winning 13.98-metre (47-foot) that wowed the judges and scored the coveted 'European Yacht of the Year' when she was launched; to the flagship 15.98-metre (53-foot) that is all about performance in uncompromising luxury and certainly deserving of her 2015 'European Yacht of the Year' nomination.

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INTERVIEW

The rebranding of Yachting Australia

When Matt Allen isn't out on the water aboard on of his ICHI BAN yachts, he's been busy spearheading the rebranding of key organisation Australian Sailing, reports JENI BONE.



Matt Allen is the former investment banker who is best known for his sailing prowess aboard his various *Ichi Ban* yachts. Allen is drawing on his acumen and stamina to restructure Australian Sailing, formerly Yachting Australia, the organisation that administers the sport from grassroots to elite level.

The plan is to create a national framework that makes the administration of sailing more efficient and creates viable pathways for youngsters keen to rise through the ranks to world champion and Olympic levels.

Here, Allen tells *Offshore Yachting* the objectives of the name change and restructure and the details of the organisation's four-year plan.

Why the name change to Australian Sailing? How does it better convey the organisation's aims?

The AYF was formed in 1950 ahead of the Melbourne Olympic Games. This is the first real structural and branding change in the history of the sport. The sport is Sailing in the Olympics and Sailing better reflects all forms of the sport. There is a perception that yachting is somewhat elitist. The name change coincides with ISAF changing to World Sailing. It's an indication we're going to be doing things differently going forward, to be more inclusive. As more designs and classes enter the sport, such as kiteboards and foiling boats, we want to convey that Australian Sailing as an organisation covers all forms of sailing, all classes and all ages and levels.

THE NEXT LEVEL
Matt Allen's goal is to give our young sailors a more efficient and viable path towards pursuing world champion and Olympic levels.

What is the main objective of One Sailing?

We have changed the brand and the model to convey what we want to do. We are looking at the sport as a whole for the first time in its history.

Keeping it simple, our main purpose is to advance sailing with a national perspective. We have centralised some functions and all staff are now employed by Australian Sailing, instead of the nine organisations that once existed. There will be consistency across the country and the ability to deliver according to Best Practice with more resources in the regional offices.

We have a lot of things in plan to help Clubs improve their sailing product and the delivery of services. In Australia, there are 340 Clubs, which in the past have delivered services

with no central coordination. In every State and Territory, there are Clubs with similarities and differences. We are going to tailor our offering to suit the various types of Clubs and make sure all staff are sailing in the same direction! We will be able to make decisions a lot faster, we'll be better organised and more efficient, able to respond to the competitive environment which sailing finds itself in. We're competing against all other sports for loyalty, sponsorship and funding. The AFL, NRL, Soccer are all operating under national models.

The success of the Tackers program has really encouraged us. At an entry level, it has been very successful in attracting young people to the sport. Our aim now is to develop better pathways beyond Optimists to help develop all the Classes and steer kids through the ranks to elite level.

With that in mind, we have reinvigorated our Youth & Development Committee, which will be under the guidance of Skip Lissiman from WA, who has been instrumental in developing Match Racing in the state.

Operating as a national body we are better able to advance the sport of sailing by equipping Clubs to be better and stronger. We can achieve more government advocacy and pitch for government funding.

What stage is it at currently and what is the next step?

From 1 August, all changes will have been implemented, all staff reorganised into the national model. This new model will result in better career paths, better HR, management and training processes. There will be no multiplication of roles, so there will be one group specialising in insurance, one in accounting and so on. Saying that, it will be early days. We realise we can't do everything on day one. We will have better capabilities but still limited resources. With just 35 or so full time staff and no massive events to make us money, we are confined by budget.

After all the hard work, we are starting to see the differences. It takes a while to change a sport given the numbers of people involved. We are not a corporation, we can't dictate change. The amazing thing is though, after the State and Territory Boards agreed to the change, the Clubs around Australia showed their support unanimously, which was heartening. 99 percent of them supported or were neutral – that was 338 out of 340 – as close to unanimous as we could ask for. They understood that sailing administration needs to be better and consistently organised, with a national focus, so that they can learn from each other.

What have been the main priorities identified for the next five 10 years?

Five to 10 years is too far ahead to plan and prioritise. Traditionally, we work on a quadrennial cycle, 2016 to 2020. We have a strategic plan known as Advance Sailing, 12 pages or so which outline our objectives and strategic imperatives, as well as how we are going to measure our progress.

We have a lot to work with when you consider our assets, and the locations of the Clubs themselves. We have some of the best waterfront locations in Australia.

What does Anthony Bell's role consist of as Patron for the Australian Sailing Team?

The Patron program was introduced to generate funding for the High Performance Program. We receive our funding from three streams: State and Federal Government, sponsorship, the majority of which is from Hamilton Island, and Patrons.

Anthony Bell's focus will be to diversify funding for our High Performance Program, as well as acting as a mentor and inspiration with his various skills gained from business and sailing.

Rio is just weeks away – how are Australian sailors shaping up – what are the expectations?

We have a small, high quality team. Rio is a challenging venue. It's difficult for us as a sport. We have made sure the team has spent a long time in Rio getting used to conditions. Sailing is unique. For swimmers, for example, a pool is a pool. Sailors on the other hand, have to contend with wind, tides, pollution. Australia has a lot of medal opportunities in sailing. So while the conversion rate is tougher to predict, we believe the better prepared teams will prevail.

There are several real medal hopes, including five red hot opportunities for medalling: the 470s with Mat Belcher and Will Ryan, Tom Burton in the Laser, Iain Jensen and Nathan Outteridge in the 49ers are going great guns, Jake Lilley in the Finn – Rio really suits his style of sailing – the Nacra 17s is an exciting class with Jason Waterhouse and Lisa Darmanin, Ashley Stoddart in the Laser Radial and the women's 470s with Jaime Ryan and Carrie Smith.

We hope the entire team thrives on these strong performers and all that preparation gives us the best chance possible.

What regattas and events are you and Ichi Ban competing in for the rest of 2016?

We will be competing in the Sydney Gold Coast Race in the TP52. We will miss Airlie Beach due to Rio, but back in time for Hamilton Island and competing in the Australian Championships. Then we'll take the big boat to Noumea for the New Caledonia Groupama Race in September.

We've made lots of mods to the TP52 to make it more ocean-friendly and improve reefing systems. Both boats are entered in this year's Rolex Sydney Hobart Yacht Race, but we haven't decided which one will compete. We've been busy! Boxing Day seems like a long way away and there are a few other things to do in between now and then. ⚓
www.sailing.org.au



ANDREA FRANCOLINI / CRAIG GREENHILL - SALTWATER IMAGES

BATTLE OF THE ICHI BANS
Matt Allen's *Ichi Ban* at Audi Hamilton Island Race Week 2015; Sail Port Stephens IRC Division 1 State Champion *Ichi Ban*; Allen's TP52 *Ichi Ban* during the 2015 Sydney Gold Coast Yacht Race.





REGATTA SCHEDULE

Sailing into the future

The Cruising Yacht Club of Australia's Youth Sailing Academy has announced their upcoming regatta schedule for 2016/17 along with an exciting new partnership with Long Beach Yacht Club.

The Youth Sailing Academy's (YSA) regatta schedule for 2016/17 features four major events, the Club Marine NSW Youth Match Racing Championship, Marinassess Women's Match Racing Regatta, Australian Youth Match Racing Championship and the Musto International Youth Match Racing Championship.

The Club Marine NSW Youth Match Racing Championship, will feature ten teams from across the state and country and is a lead up event to the all-important Australian titles.

The championship will take place at the CYCA on the weekend of the 6th and 7th August.

Ten women's teams will battle it out for the Marinassess Women's Match Racing Regatta that takes place on Saturday 9th and Sunday 10th September. Each team consists of four to five female crew members and aims to consolidate their winter training skills in a regatta environment.

In April 2016 the CYCA was appointed by Australia Match Racing Limited as the host club for the next three years of the Australian Youth Match Racing Championship. This year's race will be contested from the

19th to 23rd October, with 10 teams from around Australia competing for the title. The winner of this year's event will automatically qualify for the CYCA's Musto International Youth Match Racing Championship.

The final event for 2016 will once again be the Musto International Youth Match Racing Championship. This 5 day championship, from the 21st - 25th November will consist of up to 12 international teams. This year the club is applying to gain a Grade 2 status from World Sailing for this regatta. Further cementing its place as one of the leading youth match racing events in the world, the CYCA and the LBYC have struck up an exciting new partnership, resulting in the winner of the Musto International Youth Match Racing Championship now receiving an automatic entry into the prestigious Long Beach Yacht Club's Grade 2 Ficker Cup in March 2017.

Ficker Cup chairman Eric Dickson said about this new partnership, 'We are very pleased to partner with the CYCA and their youth match racing event – the Musto International Youth Match Racing Championship in offering the winner of the event, an

invitation to Long Beach Yacht Club's Ficker Cup Grade 2 match race event in 2017. We appreciate the efforts of the CYCA to encourage youth match racers to enter the world circuit and are happy to support their efforts!'

Recently appointed YSA Head Coach Jordan Reece who was instrumental in developing this new partnership said, "This new partnership between Long Beach Yacht Club and the CYCA will provide an exciting new pathway and fantastic opportunity for youth sailors to make the leap onto the professional sailing circuit. I have no doubt the Musto International Youth Match Racing Championship will now be on the top of every youth sailors list of events to compete in."

The Ficker Cup is a qualifying event for the world's leading monohull match racing event, The Congressional Cup, which in 2017 will celebrate their 53rd year. In 2017, the Ficker Cup will be contested on Long Beach Pier from 24th-26th March.

The Notice of Race for 2016/17 Youth Sailing Academy events are available on the CYCA website. Teams interested in competing in these events can submit an expression of interest form located in each Notice of Race on the website. ⚓

www.cyca.com.au/youth

Dates for your 2016 diary

Don't miss these four upcoming youth sailing regattas.

Club Marine NSW Youth Match Racing Championship
Saturday 6th – Sunday 7th August

Marinassess Women's Match Racing Regatta
Saturday 9th – Sunday 10th September

Australian Youth Match Racing Championship
Wednesday 19th – Sunday 23rd October

Musto International Youth Match Racing Championship
Monday 21st – Friday 25th November

www.cyca.com.au

NEW PLANS AHEAD
The 2015 Musto Youth International last June. The new partnership between the CYCA and LBYC will help young sailors enter the professional world of sailing.

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Images courtesy of www.stillpix.com.au



Series 2016 - 2017

1. Blue Water Pointscore Series

Six blue water races including the Land Rover Sydney Gold Coast Yacht Race, Cabbage Tree Island and Rolex Sydney Hobart Yacht Race; all Category 2 (except Rolex Sydney Hobart - Category 1).

2. Ocean Pointscore Series

Eight passage races including the Sydney Newcastle Race; all Category 4 (except Newcastle Race - Category 3), includes a Spring/Autumn Pointscore.

3. Combined Pointscore Series

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

4. Grant Thornton Short Ocean Pointscore Series

Nine races including a Spring and Autumn Pointscore; all Category 4.

5. Grant Thornton Short Ocean Haul Pointscore Series

13 races, non-spinnaker series including a Spring, Autumn and Passage Pointscore; all Category 4.

6. Mount Gay Rum Monday Twilight Series

20 spinnaker Harbour races; all Category 7 including a Spring & Summer Pointscore.

7. Club Marine Wednesday Twilight Series

22 non-spinnaker Harbour races; all Category 7. This year including a Spring & Summer Pointscore.



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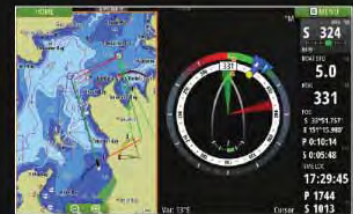
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A Passion for Sailing

ETCHELLS AUSTRALASIAN
CHAMPIONSHIP

All for one

The young guns came to conquer, but the older salts showed control and steady results to ensure they could farewell the challengers and celebrate putting their names on the Evans Long 20th Etchells Australasian Championship trophy. By TRACEY JOHNSTONE.

The Sydney's *Giao* team of Doug McGain, Mick O'Brien and Stuart Clark finally put their name on the coveted trophy.

They were in the game from the start of the three-day regatta conducted by Mooloolaba Yacht Club. However, they had to contend with serious competition from within the top 10 teams in the 39-boat fleet.

Across the fleet of Australian and New Zealand sailors there was an assortment of exceptionally talented sailors: Olympic gold medallists and aspiring Olympic sailors, class world champions, America's Cup sailors, Volvo Ocean race and World Match Racing Tour competitors.

Defending champion, Jeanne-Claude Strong, started badly with OCS in Race 1 and closed out the day and the regatta with a large hole in *Yandoo's* port stern, courtesy of Jill Connell's *Odyssey*. They were back on the water on day two, but couldn't find enough form to reach the podium.

Two-time champion Matt Chew and his *Gen XY* team were touted as serious contenders for another title. They walked away from the first day in the lead. The team slumped on the second day making room

for another young team, Grant Hudson's *Fair Dinkum*.

They learned a valuable lesson on day one and then showed speed and maturity in the soft conditions on day two to hold first place. McGain was sitting just outside the top three.

On day three the racing conditions changed dramatically. The wind was up and so was the swell.

Hudson won race one and the boys were buzzing. "We had so much boat speed in that race," Hudson said. They were so close to bagging the big prize. But the wind kept building and trouble set in. Around them shredded sails, a broken mast and bruised crew forced several skippers to call it quits.

McGain stayed put. They rode fast the waves on the run and kept steady on the works. "On the runs it was about concentrating really and trying to remember to breathe," McGain said.

Bowman Stuart Clark proudly showed off his battered hands. "I trimmed hard all day," a delighted Clark added.

Behind by one point at the finish was *Fair Dinkum*. In third overall was Sydney team of Peter Merrington, Geoff Bonouvrie and Ian McKillop. ♣
www.mooloolabaetchells.com



The 2016 Australian Women's Keelboat Regatta conducted on Melbourne's Port Phillip was the 26th annual running of the nation's only all-women keelboat regatta.

Again conducted by the Royal Melbourne Yacht Squadron with assistance from Yachting Victoria, the regatta attracted a pool of 177 women sailors, representing seven states, sailing 26 keelboats of varying design and size.

Sailing in conditions that ranged from light winds on day two, to half a gale at the finish of day one, and consistently fresh winds and choppy seas on day three, the women sailed mostly borrowed boats in two cruiser/racer divisions with three scoring systems for each, AMS, IRC and EHC, and an SB20 one-design class.

Sandringham Yacht Club's Steph Strong set the pace in race two, sailing



AUSTRALIAN WOMEN'S KEELBOAT REGATTA

Sailing success

Women sailors from around the nation gathered on Melbourne's Port Phillip for the 26th annual Australian Women's Keelboat Regatta, reports PETER CAMPBELL.

the Archambault 31, *More Noise* to line honours and handicap wins under AMS and IRC scoring. Under the performance handicap EHC, her handicap caught up with her and she placed 8th, the winner being *Scarlett Runner*, skippered by Kirsty Harris from Sandringham Yacht Club.

Taking up the challenge in the afternoon race, Colleen Darcey from Hobart's Derwent Sailing Squadron went one better with a treble win, taking out all three categories, AMS, IRC and EHC, on corrected time with the Archambault 35, *Absolut*.

As Darcey, a previous winner of the AWKR, commented: 'The breeze went up in air' on day two, with *More Noise* outsailing the Tasmanian crew in the light breeze. *More Noise* won both races under AMS and IRC scoring.

With handicaps adjusted for the EHC scoring, *More Noise* still managed a win in race three, but it was an outsider in *Phantom* (Antonia Fong) who took the honours.

Day three of the regatta produced fresh winds for the final races, with keen competition in Division 1 between the top three boats, *More Noise*, *Absolut* and *Scarlett Runner*.

Tasmania's *Absolut* outsailed *More Noise* on the day with a third and first



under AMS but *Scarlett Runner* came roaring home with two wins under IRC, also winning race 5 under EHC, with a 5th in the final race.

With the breeze freshening in wintery weather, the Tasmanians showed their heavy weather sailing skills, sailing *Absolut* to a first in AMS, second in IRC and third in EHC, won by *Scarlett Runner*.



Overall, *More Noise* won Division 1 under AMS and IRC scoring. Under AMS *Absolut* was two back, with *Scarlett Runner* third. Under IRC, *More Noise* won on a countback from *Scarlett Runner*, with *Absolut* just point back in third place overall.

Scarlett Runner had a great final day, the EHC Division from *Absolut* and *Serious Yahoo* (Dee Mason) from Royal Geelong Yacht Club.

The small S80 class was dominated by Britta Baade from the Royal Yacht Club of Victoria, sailing *Up 'n Go*, winning all but one of the six races. Runner-up was *Mood Indigo* (Sabina Rosser, RMYS) and *Outlaw* (Jenny Simondson) from Hobson's Bay Yacht Club.

Among the special trophies awarded were: best owner/skipper, Lucy Townsend sailing *Thunderdownunder* from Royal Geelong Yacht Club, and best novice skipper, Karen Koedyk sailing *Rock 'n Roll* from RMYS. ⚓

LADIES FIRST
The nation's only all-women regatta, the Australian Women's Keelboat Regatta, attracted 177 female sailors from seven states sailing 26 yachts.



NEWPORT BERMUDA RACE

Comanche soars

Forecasts for the Newport Bermuda Race turned at the last minute, setting the scene for what became ideal conditions with thrilling outcomes, writes JOHN ROUSMANIERE.

A day before the June 17 start, 184 boats were entered in the Newport Bermuda Race, which runs almost entirely out of sight of land out into the Atlantic Ocean. Gloomy forecasts for harsh weather, alas, trimmed the fleet by 50 boats. And yet it turned out that the weathermen were far off. Crews reported mostly easy sailing under clear skies and a perfect full moon at night, with just enough hard going to remind them that they were sailing across the Gulf Stream. "This is the kind of sailing we all dream of when at work," one sailor reported.

The race's two biggest stories involved speed and youth. The 100-foot professionally-crewed sloop *Comanche* did the 635-mile course faster than any boat in the race's 110-year history, averaging 18 knots to finish in 34 hours, 42 minutes, breaking the old course record by

nearly five hours.

The second boat to finish, the 41-footer *High Noon*, was less than one-half *Comanche*'s length and sailed mostly by amateurs – seven of whom were ages 15 to 18 (two girls and five boys) in the Young American Junior Big Boat Sailing Team. Said team leader Peter Becker, "The kids are

SAILING SILVERWARE
Comanche broke the Newport Bermuda race record with flying colours by nearly five hours. Jim Clark and Kristy-Hinze Clark receive their honours.



resonating with this. They love big boats. It's challenging, it's social, and it's really inspiring. You get out there and you see the stars overhead and you think, 'the land is really far away.'"

High Noon ended up third on corrected time in the St. David's Lighthouse Division, the race's largest. St. David's winner *Warrior Won* nipped out *High Noon* and other boats with aggressive light-air downwind tactics near Bermuda.

As usual, the Newport Bermuda Race's international race course attracted an international fleet. The entry list in early June included 21 boats from outside the US and sailors from 23 countries, including 23 Australians.

This year the race had its first-ever Chinese entry, *Spirit of Noahs*, representing Noahs Sailing Club in Shanghai. Team Noahs competed in the 2015 Rolex Sydney Hobart Yacht Race in their TP 52. ⚓

www.bermudarace.com



VOILES LATINES
À SAINT-TROPEZ

Ode to simpler days

The recent Voiles de Saint Tropez regatta celebrated history and tradition in the way of the simple lateen sail, writes JAMES NICHOLLS.

IV. DEATH BY WATER

*Phlebas the Phoenician,
a fortnight dead.*

*Forgot the cry of gulls,
and the deep seas swell
And the profit and loss.*

*A current under sea
Picked his bones in whispers.
As he rose and fell*

*He passed the stages of his age
and youth*

*Entering the whirlpool.
Gentile or Jew*

*O you who turn the wheel and look
to windward.*

*Consider Phlebas, who was once
handsome and tall as you.*

THE WASTE LAND, T.S. ELIOT, 1922

The great seafarers from Phoenicia (what is now Syria, Lebanon and part of Israel), and Rome would have sailed the ancient Mediterranean Sea using Lateen sails.

For hundreds of years the lateen sail, the most simple of all rigs that allows one to go to windward, was used by sailors and fishermen in Italy, Sardinia, Corsica, the Balearics, Cyprus, North Africa, Barcelona and Southern France to cross the water that was to them literally their centre of the universe.

Today, traditionalists and enthusiasts still turn up in great numbers to festivals that honour the

lateen sailing boats, such as Les Voiles Latines held on the Pentecost weekend in Saint-Tropez. The distinctive triangular cotton sail can be seen on vessels of all shapes and sizes congregating from across the Med.

As always with this kind of event there was plenty of conviviality and friendship on display from the participants, with lots of off water activity also taking place in the wonderful port town.

Saint-Tropez architecturally has stood the test of time with little recognisable modern development (despite the ravages of the jet set post Brigitte Bardot), so it was very appropriate to see the historic design of the 'Latin' sail set on its yard at an acute angle to the relatively short mast here in one of its traditional homes in the blue waters of the Gulf.

Time may pass, but as Eliot told us in his modern epic poem, *The Waste Land*, some things stay the same and are immutable. ⚓

SHORT & SWEET
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conviviality and
friendship abounded
including off
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GIRAGLIA ROLEX CUP

The Med heats up

A record fleet raced in the 64th Giraglia Rolex Cup with TIP the overall winner.

The 2016 Giraglia Rolex Cup will be archived as one of the most challenging to date.

Starting light with a tactically demanding middle, it ended with a flourish; at times an alarming one. For many yachts the final leg from the Giraglia to Genoa will last long in the memory, as a bruising south-westerly wind built rapidly to 30-plus knots and whipped up the seas. Lasting from late on Thursday night to Friday morning, this wind added serious gasoline to the efforts of the slower yachts to overall the fastest in the race for the corrected time, and overall, win. When Gilles Pages and the French crew of Tip crossed the finish at in the early hours of Friday morning, they moved to the top of the podium. On Saturday morning Tip was confirmed as the worthy winner of the 64th Giraglia Rolex Cup.

"We knew the weather forecast was favourable to a small boat before the start," said a delighted Pages, who raced his Sunfast 36 with a crew of six other Corinthian sailors. "We managed the first part of the race very well, and rounded the Giraglia in good shape. We knew the second part would be difficult with the building wind, but the crew were not tired and the boat was comfortable in the conditions. My crew is experienced. We have been successful this season, and last year won our class here, so we were well-prepared." In recognition of his success, Pages was awarded the Rolex Challenge Trophy and a Rolex Submariner timepiece.

The 2016 race will be noted too for a record total fleet of 268 entrants and its eclectic composition. Yachts represented 18 nations, ranged in size from 6.5 metres to 30.5 metres,

comprised solo crews and those of 20 or more, and included yachts from the early 1900s and those launched this year. And, as always, it will be revered for its generous dose of camaraderie, for its unfailing ability to live up to the philosophy of its founding fathers.

Carlo Croce, the president of both World Sailing and the Yacht Club Italiano, and son of one of the founders has a strong sense of what makes the Giraglia Rolex Cup such a fascinating contest: "The attraction comes from a central spirit which has set it apart from other races since the beginning. Top professionals racing against Corinthians. Different types of boat and each with a chance to win. This motivates people to be part of this mythical race."

Croce is proud too that the race is unafraid to expand its horizons, particularly in recent years with the addition of double-handed entrants, single-handers and this year Mini 650s.

This year the solo class was 11 strong. Denis Bouan from Marseille racing Broceliande typifies the latest breed of yachtsman breathing passion into the 'old lady of the Mediterranean'. "Solo sailing is a great personal challenge in every respect," he explains. "You have to deal with everything on your own. You can ask for help but no one answers.

"It is great to see all these different boats, even if I am not able to look around too much because I have a lot to get ready! It's really nice to be part of such a huge fleet." Bouan would finish fourth in class.

At the opposite end of the size and personnel scale is Sir Lindsay Owen-Jones' *Magic Carpet Cubed*, 100-foot of sleek sail power. Crewed by 22, including Volvo Ocean Race winner Ian Walker and Marcel Van Triest, one of the world's most sought-after navigators. Being defending champion has given Owen-Jones immense pleasure: "This is the historic race of the Mediterranean. It is a mythical race. It's the race we want

RECORD BREAKER
268 entrants represented 18 nations and ranged in size from 6.5 to 30.5 metres, with the bulk made up of yachts in the 30 to 50 feet category.

2016 Giraglia Rolex Cup

Provisional Results

Giraglia Rolex Cup Offshore Race
(Saint-Tropez – Giraglia – Genoa)

IRC Overall:

1. *Tip* (FRA), Gilles Pages (winner Rolex Challenge Trophy and Rolex Submariner)
2. *Give Me Five 5* (FRA), Adrien Follin
3. *Epsilon* (FRA), Jean Rameil

ORC Class:

1. *Scricca* (ITA), Leonardo Servi (winner Trofeo Challenge Nucci Novi)

Line honours:

Magic Carpet Cubed (GBR)
(26 hours, 48 minutes and 56 seconds)
(winner Rolex Trophy, René Levainville Trophy and Rolex Yacht-Master)

Current Course Record:

Esimit Europa 2 (SLO): 14 hours, 56 minutes and 16 seconds set in 2012

to do every year, and do well. It is really difficult to win, and it was something we had tried to do for many years."

For a moment it seemed we might have a repeat of 2015. The first boat to finish, it would be a nine-hour wait from the arrival of *Magic Carpet Cubed* for someone to topple her from the top of the podium. A reflective Owen-Jones remained extremely satisfied with his crew's efforts feeling that they had dealt well with everything in their control: "Marcel (Van Triest) and Ian (Walker) made all the right choices. Every single move we made happened to take us to where there was wind, maximizing the speed of the boat."

Late on Thursday night it was clear that the advantage in the wind conditions would lie with the slower boats. The building south-westerly that dominated the Ligurian Sea reached the Giraglia-Genoa area of the course after sunset and would serve to propel those boats still on that leg with greater efficiency than the winds serving larger, faster rivals.

The 15-metre *Rule Mariska* was one of the yachts to benefit. Built in 1908, 45 years before the Giraglia Rolex Cup was founded, she is constructed from mahogany, iroko and teak planking, sports a low freeboard and an extreme rake; hugely different to today's designs. "It is one of the most beautiful races in the Mediterranean. It completely fits the spirit of our crew," commented owner Christian Niels, notwithstanding some concerns about the forecast. "The race will be very challenging for us. After Cap Corse they have announced 30 to 35 knots. Big waves can put the mast at risk."

At the finish, relief as well as elation was palpable: "After the Giraglia the wind increased suddenly to a challenging 30 to 40 knots. It became difficult to handle the boat, and we finished with just the jib. It was absolutely fantastic to race against the modern yachts and well-prepared competitors. For sure we are coming again!" *Mariska* finished first in her class.

Of course, it is the foot soldiers of the fleet, the yachts between 30 and 50 feet that make up the core of participation. Yachts like Giancarlo Chislanzoni's *Chestress 3* which compete year after year, drawn by a passion for their sport and the special spirit that imbues this event. Their feeling for the race is infectious: "It's truly unique. The spirit is the combination of breadth and size of the fleet, the diversity of teams with professionals, Corinthians, different nationalities. It is also about the intimacy. The melting pot. It is tremendous. The race itself is very special, it requires a combination of skills and tactics. The scenery is wonderful. This year the clouds coming off the mountains of Corsica were like wild horses tumbling to sea. It is never the same."

The 2016 Giraglia Rolex Cup was organized by the Yacht Club Italiano, the Société Nautique de Saint-Tropez, the Yacht Club Sanremo and the Cercle Nautique et Touristique du Lacydon. Rolex has been a partner of the event since 1998. ⚓

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Giraglia Rolex Cup Inshore Series (Saint-Tropez):

IRC 0 *Wallyno*, Benoit de Froidmont
IRC A *Team Vision Future*, Jean Jacques Chaubard
IRC B *Easy*, Jean Marie Vidal
ORC 0 *Southern Star*, Luigi Cimolai
ORC A *Samantaga*, Philippe Moortgat
ORC B *Aria di Burrasca*, Franco Salmoiraghi

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LIGHT & SHADOW

Carlo Borlenghi

Left: Sundown on the first day of racing. The middle of the race was demanding tactically for race crews. Right, from top: The fleet head out for the race start; Superb celebrations followed the end of a trialling yet rewarding race.



BIRDS OF PARADISE
Carlo Borlenghi

Bottom: The fleet pass the Mediterranean's famous Giraglia rock. Below: The last leg pushed crews to their limits in 30-plus knots.





DUSK TILL DAWN
Carlo Borlenghi

Looking through the Giraglia rock on day one.
Above: Competitors make their way to Genoa, Italy past a stunning backdrop.





Jim Delegat is so serious about his Rolex Sydney Hobart aspirations he moved *Giacomo* lock stock and barrel to Sydney on 26 June, with the intention of racing the Cruising Yacht Club of Australia's Blue Water Pointscore Series in his efforts to rid himself of ghosts past.

The New Zealander had his hands full, coming off a quadrella in the ANZ Sail Fiji Race, then readying his VOR 70 for its Sydney departure, all while taking care of the family's flourishing winemaking business. It was, and remains, a crazy time, but Delegat is loving every minute.

Don't let the Kiwi's genial demeanour fool you either. He is deadly serious about winning our famous 628-nautical mile race to Hobart – and beating his fellow VOR 70 owners into the bargain. He is as passionate about ocean racing and victories in it as he is about wine making. And Delegat has made sure he has the right boat and crew for the job.

He comes armed with several of the most experienced yachtsmen in

KIWI DELEGATION

JIM DELEGAT'S *GIACOMO* IS HEATING UP WITH THE ROLEX SYDNEY HOBART YACHT RACE FIRMLY IN ITS SIGHTS, AND THINGS ARE LOOKING GOOD, WRITES DI PEARSON.

the business, along with his two sons Nikolas, who turns 20 in November and James, who will be 18 in early December. Both have joined their father for the entire calendar of events and Rolex Sydney Hobart, while wife, Kate, intends on sailing the shorter races.

Both sons were blooded into the sport during their early school days, and at 18, Nikolas was aboard *Giacomo* for the 2014 Sydney Hobart.

LIGHTNING QUICK
Delegat purchased the 2011-12 Volvo Ocean Race winner, *Groupama* and renamed it *Giacomo*. Here it competes in the 2014 Rolex Sydney Hobart Yacht Race.

James, a trimmer and bowman, is a product of the Royal New Zealand Youth Training Programme and crewed *Giacomo* for her two deliveries from Tasmania to Auckland.

"The plan is to take part in most of the CYCA offshore series (Blue Water Pointscore and Ocean Pointscore), including the forthcoming Sydney Hobart. We're pretty excited to be coming. We're looking forward to racing against *Black Jack* again and the great array of other fast yachts you have," Delegat said before the boat left for Sydney.

Delegat first took sailing lessons as an adult, "So as to keep up with my children," he says.

"That said, living in Auckland, I have spent most of my leisure time on the water on other peoples' yachts sailing inshore."

His ocean racing debut aboard Karl Kwok's *Beau Geste* in the 2012 Auckland Noumea Race was not a pleasant introduction. It ended badly when the Farr 80 sustained a large crack mid-hull that threatened to sink the yacht well off Norfolk

Island with no other land in site. Islanders came to their rescue. But it did nothing to dampen the New Zealander's enthusiasm.

"Ocean racing was a completely new experience, albeit being a long-held ambition," says Delegat, who went on to purchase the 2011-2012 Volvo Ocean Race (VOR) winner *Groupama 4*, which he renamed *Giacomo* in honour of his grandfather.

Giacomo is a state-of-the-art canting yacht with dagger boards and the latest in rigging, built for the fresh reaching and running conditions the VOR is renowned for.

Modifications were made to suit all-round conditions. *Giacomo* is still lightning quick off the wind though, as demonstrated in Sydney at the CYCA's Trophy Series in 2013. In a colourful downwind start, *Giacomo* out-paced *Wild Oats XI*, until they turned the corner for the beat to Botany Bay.

She took on *Black Jack* in the 2013 Hobart, leading her rival until the last 12 odd hours, but in the end, the Queenslander beat her over the line by a couple of minutes. *Giacomo* beat her overall by 14 places though, and Delegat would love to be named overall winner of one of the world's toughest ocean races.

Giacomo arrived back to our shores for the 2014 Hobart race, but disaster struck when she was dismantled off the Tasmanian coast, so close to the finish, her crew devastated.

To Delegat's deep satisfaction, *Giacomo* and her crew have pulled off some major victories since the new rig has been installed. They won the 2014 Auckland to Fiji race overall, ironically after an intense match race to the end with Kwok's Botin 80, *Beau Geste*, which took line honours from *Giacomo*.

Next came monohull line honours and overall IRC victory in the 2015 Coastal Classic, line honours in the Gold Cup Passage Series and another line honours in the Night Race to Kawai Island.

The best was yet to come, when in red-hot form, *Giacomo* took the quadrella of race record and monohull line, IRC and PHS honours in the 1150 nautical mile 2016 Sail Fiji Race from Auckland to Fiji in early in June. She finished in the blistering time of 2 days 22 hours 53 minutes 19 seconds, wiping 22 hours of the old record.

And while yachting may be Jim Delegat's passion, the Delegat Group Limited's wine making company is his heart and soul. It is a global super premium wine company, listed on the

FREE REIN
Jim Delegat looking confident on *Giacomo* prior to racing the CYCA Trophy Series.

New Zealand share exchange, with the majority owned by the Delegat family.

"We are considered pioneers in the New Zealand wine industry," Delegat reveals of the business founded by his parents in 1947 after they emigrated from Croatia to New Zealand.

"Our goal is to establish Delegat as a leading global super premium wine company," adds the executive chairman of the Group. Delegat's sister Rose is a non-executive director.

The Delegat Group produces and markets its rising star, Oyster Bay Wines, globally. Its popularity knows no bounds. In recent years, Aussies have drunk more Oyster Bay Sauvignon Blanc than any other white wine on the market, according to Dave Jordan, a New Zealand viticulturist who tracks the company.

And they are well on the way with their local Oyster Bay wines and the Barossa Valley Estate. Delegat





“Sailing is a passion. Ocean racing is a high stakes adventure sport in a team environment on a yacht such as *Giacomo*. I found the VOR 70 caught my imagination – inspired me. When this winning boat came up for sale, I made my mind up in an hour”

JIM DELEGAT



RACING REWARDS

Top: Well used to raising a cup or two, Jim Delegat holds the coveted Tattersall's Cup in good company with other Sydney Hobart skippers, Roger Hickman of *Wild Rose*, Matt Allen of *Ichiban*, and to his right, Tony Kirby of *Patrice Six* and Jens Kellinghusen of *Varuna*. Directly above: Jim Delegat with some of his popular Oyster Bay wines.

owns wineries and vineyards in the premium vineyard regions of Marlborough at home, and the Barossa Valley in South Australia, and employs 400 people globally, inclusive of Australians.

Sales exceed two million cases annually with revenues exceeding \$280 million. Today's main growth driver is North America, where Oyster Bay is the number one New Zealand wine in several states.

The Delegat Group bought the assets of Australia's Barossa Valley Estate out of receivership in 2013, just two months after buying up the assets of the troubled Hawke's Bay-based Matariki Wines and Stony Bay Wines.

Delegat has played a tremendous role in the New Zealand wine industry and in the establishment of Hawke's Bay and Marlborough as two of New Zealand's most recognised wine regions. It took the Best Growth Strategy gong at the 2014 Deloitte Top-200 Business awards.

Delegat is one of only a handful of second-generation family wine producers in New Zealand and

arguably the most successful. He served on the Board of the Wine Institute of New Zealand for over 13 years and is a member of the Institute of Directors.

The company is suitably headquartered on Auckland's Viaduct Harbour, where luxury and super yachts are moored and have mingled with both the America's Cup and the Volvo Ocean Race yachts when they have called the venue home.

A somewhat private person who has been pushed into the limelight due to successes in business and yacht racing, Delegat says, "I have spent my whole life in the wine industry.

"It's something that we (the Delegat family) know a lot about and are comfortable in. It continues to provide challenges and opportunities for growth and development on the international stage," he says.

The man, whose philosophy is: 'It's not how far you've come, but how far you're prepared to go', sees a correlation between winemaking and yacht racing.

"They both require a winning strategy and a clear understanding of the desired outcome," he affirms.

"In the case of *Giacomo*, it is to sail safely whilst maximising the sustainable performance of the boat. We decided early on to race IRC, so the whole programme is tuned to that.

"We have a very well set up boat and a completely new sail wardrobe. Our focus is on people and performance, which is paying dividends for us. The more time we can spend on the water together, the faster the boat goes, so we see each race as a practice race, built on our previous experience.

"We see it as key to having just the right number of crew and a mix of professionals and seasoned sailors working together," concludes Delegat, whose number one man is Steve Cotton, the experienced boat captain and tactician. Two highly regarded Aussies are also on the boat, navigator Tom Addis, and Mitch White.

What is it Delegat most loves about yacht racing?

"Sailing is a passion. Ocean racing is a high stakes adventure sport in a team environment on a yacht such as *Giacomo*. I found the VOR 70 caught my imagination – inspired me. When this winning boat came up for sale, I made my mind up in an hour," he proclaims.

His ultimate goal in yachting, the Kiwi skipper says, "Is to achieve fulfilment by being an integral member of a high performing team that executes successfully on the water." ⚓

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Starting in 1968, the Sydney International Boat Show has been the prime meeting point for the recreational marine industry and avid boaties of all preferences.

The event is the perfect place to showcase new products and services, and the boating public has made the annual pilgrimage knowing that it's the epicentre of boating boasting the latest on offer in Australia.

The 2016 Sydney International Boat Show will run 28 July to 1 August split over the two locations, with the large on-water vessels concentrated on Darling Harbour only a walk from the CBD, and the undercover displays housed at the unique Sydney Exhibition Centre at Glebe Island.

Connecting the two is a complementary ferry service that also gives show visitors a bonus voyage across Sydney Harbour.

The event is well known for delivering a comprehensive variety of products, across all boating sectors. The show attracts a large number of guests from across the country as well as overseas.

Combine this with the organiser's wishes to ensure the show takes its visitors on a journey of education and

CENTRE STAGE

AT THE PICTURESQUE DARLING HARBOUR AND GLEBE ISLAND, THE SYDNEY INTERNATIONAL BOAT SHOW WILL AGAIN PULL OUT ALL STOPS FOR VISITORS, WRITES JENI BONE.

entertainment, and visitors to the show are assured a great day out for the entire family.

Sailors are always well catered for. According to event organisers, 2015 Show Visitor Research shows that 24.1 percent of the audience don't own a boat, 56.2 percent own a power boat and 23.5 percent own a sail boat. Breaking down that sail statistic further, of those sail boat owners, 33.3 percent owned a sail boat greater than 12-metres long, 47.1 percent owned one 8 to 12-metres long, 15.2 percent were 4 to 8-metres long and

4.4 percent owned one less than 4-metres long.

This year, the world's most prestigious and revered sailing marques will marshal on the waters of Cockle Bay, Darling Harbour.

In its usual position at the entrance to the Marina, Team Windcraft will present the Moody 54DS plus a good range of Hanse yachts, including the 505, 455, 415 and the 385, and Dehler 38 and 46—some 13 or so boats in total. "The Dehler 38 and 46 debuted last year and both have been very successful," said Ric Hawkins, Solaris and Dehler Brand Manager at Windcraft. "Both of these are the new carbon competition models, which is very exciting. They are cruiser racers which perform well with the carbon rigs. Most of our clients are husband and wife buyers who enjoy performance cruising. Three of them will be racing with friends at Audi Hamilton Island Race Week."

Sydney is a vital show for the company, he added. "It brings many people to Sydney to see the newest range of yachts and it does result in a lot of activity, both sales and leads. We have a couple of special offers across the range, so people will have to come down and see us to find out more."

TARGET MARKET

The world's most prestigious sailing marques are readying for the event this year where last year's show statistics indicated that one quarter of the attendees were sail boat owners.

The Moody 54 which will be on show, called *Moody Buoy*, will be lining up for the Rolex Sydney Hobart Race, again after good results in 2014. "People are in awe of their combination of space, comfort and luxury, as well as the smooth handling. I was onboard *Moody Buoy* in 2014 and it was the most joyous offshore experience ever. It was like sailing in a five-star hotel to Hobart!"

Flagstaff Marine will have eight Beneteau yachts on show at SIBS this year, including four new models.

The first of the new Beneteau Oceanis 41.1 was specified with performance in mind. On show will be the three-cabin single head version with fully opening double cabin forward with a huge forward-facing bed and interior trim of light oak. Other features include large forward owners' double berth, drop down transom that converts into a large aft swimming platform and performance pack with high spec Elvstrom sails, German mainsheet, adjustable backstay, adjustable jib cars and white composite sports steering wheels.

Also new to Australia, the new flagship cruiser, the Oceanis 60 is positioned as having "all the characteristics of a masterpiece". It looks majestic, its cockpit is exceptional and comfort on board is second to none, on a voyage or at anchor.

Features include the largest cockpit of this generation and large rear deck which extends the outdoor living space. Owners can choose from three or four cabin versions.

The Sense 50 with its combination of excellent sailing performance, easy handling under power and boasting luxurious accommodation, is bound to be popular at this year's show.

Winner of Cruising World Best Full-Size Cruiser in 2011, it stands apart with features such as a deep, wide-open cockpit with twin wheels and helm seats that hinge up and out, seating area that functions like a sun deck at anchor, and the large companionway and full beam saloon for smooth transition between the cockpit and the interior. The comfortably large master cabin is forward and its head includes a separate shower compartment.

Another award-winning yacht, the Oceanis 35 will be on display and is perennially popular for its versatility, available in Daysailer, Weekender or Cruiser mode, built specifically for an owner's needs.

"Connecting the two locations – Darling Harbour and Glebe Island – is a free ferry service that also gives show visitors a bonus voyage across Sydney Harbour"

Then there's the Oceanis 38 which offers ocean-going capacity, with the ability to set up for solo, couple or group sailing, again with three design options: Daysailer, Weekender and Cruiser.

And one of the world's most popular cruising yachts, the Oceanis 48 combines beautiful French aesthetic with serious cruising ability, magnificent finish and refined quality.

Joining the Flagstaff Marine team promoting Beneteau will be Gianguido Girotti, the Global Product Manager for Beneteau sailing yachts. He has played a significant role in the development of the new range of Oceanis Yachts, including the much-anticipated Oceanis Yacht 62 which will launch in Cannes in September. He has also worked on the evolution of the Sense range.

Gianguido will be available for interviews and can share information on these boats, as well as Beneteau's upcoming design, developments and vision.

According to Director Graham Raspas, Sydney is a prime focus for the company as the biggest boat show in Australia and New Zealand. "Importantly for us, it allows us to display our boats on the water so guests can get a sense of how the boats sit. Since this is such an important

event, 2016 will be our largest display in many years. We'll have eight Beneteau boats, four of which have never been seen in Australia before: the Oceanis 41.1 and Oceanis 60, and in power, the Gran Turismo 40 and Swift Trawler 30.

"It's also a great opportunity for us to collaborate. The Beneteau stand that Flagstaff Marine lead is presented by the Pacific Network of Beneteau dealers. Beneteau is represented by dealers from Australia, New Zealand, Noumea and the factory in France."

Multihull Solutions will introduce the Fountaine Pajot Lucia 40, which launched in France in June 2015, replacing the enormously successful Lipari 41 and Mahe 36. The design of the Lucia 40 has drawn inspiration from the shipyard's famous Helia 44 and Saba 50, offering superb luminosity and a spacious cockpit that comfortably accommodates eight people at its dining table. The Lucia 40 has already become one of Fountaine Pajot's most successful models, having sold more than 50 units since launching.

Multihull Central will exhibit the Seawind 1160 Lite and 1250 as well as the Outremer 45, first seen in Australia in May at Sanctuary Cove and destined to be a popular attraction in Sydney.



AUSTRALIAN DEBUTS



DRAWN TO DOWN UNDER
The Beneteau Oceanis 60 (above); and Beneteau Oceanis 41.1 (left) have never been seen in Australian waters before.

DUFOUR DEBUTS

This will be the largest collection of Dufour Yachts ever seen in Australia, including the 310, 350, 382, 412 and 460. Three of these models, 350, 412 and 460 will be making their debut. Also making its debut is the Elan S4.



X Yachts Australia plans to host the world debut of the McConaghy MC31, which according to Andrew Parkes, owner of X-Yachts is expected to create a buzz among racing fanatics. "It's an incredible, new international one-design racing yacht that will have wide appeal," he said. "The campaigning costs for a 30-foot boat are far more reasonable than a boat in the 40-foot range. There are five boats in Australia already, and boats sold in Sweden, Hong Kong and the US, with strong interest as well from Japan. We are going to have our first round of class racing next summer, which will include the Festival of Sails in Geelong, the Sydney Harbour Regatta and Sail Port Stephens."

Christophe Vanek, managing director at Queensland Yacht Charters said they are very excited to be able to present the first Bali 4.0 to arrive in Australia, delivered from France in time for the show. "It's a brand new vessel going into charter in The Whitsundays in September and

available for sale through Dream Yacht Sales."

The company will be running two tantalising competitions through Dream Yacht Charter, with a week's sailing holiday in New Caledonia and a week's holiday on the new Bali 4.0 in The Whitsundays up for grabs.

"To enter, people should come to our stand on the marina, take a look over the boats and enter your business card to be in with a chance."

For Queensland Yacht Charters, Sydney is a significant form of marketing and promotion. "It's the biggest boat show in Australia and very important for driving business to The Whitsundays, bare boat charter as well as the Bali brand, which we represent. Both our businesses are intertwined. We need to have boats in our charter business, so it works very well."

Performance Cruising Yachts will be showcasing six yachts on water at this year's show. This will be the largest collection of Dufour Yachts ever seen in Australia, including the 310, 350, 382, 412 and 460. Three of these models, 350, 412 and 460 will be making their debut. Also making its debut is the Elan S4.



Matt Hayes, director at Performance Cruising Yachts said there is a "huge amount of interest in all four yachts making their debut".

"The queen of our fleet is the new Dufour 460 which has had remarkable success in Europe. It's a real game-changer, with its unique galley layout, midships, and unique integrated hotplate, grill and sink in the cockpit – very lifestyle oriented. Dufours are known for their performance and contemporary looks, with Italian design and French craftsmanship. They are one of the big players in Europe now and doing extremely well."

The Elan too will be popular at SIBS. "The Elan S4 fits a nice segment of the market, a performance cruising boat, a sexy looking yacht! Both Dufour and Elan are enjoying great popularity. We are continually ordering stock boats and they sell ahead of their arrival."

SIBS is a very important show for Performance, Hayes added. "It's our biggest marketing event of the year, and a lot of blood, sweat and tears go into preparing for it. We will again have our unique stand layout which allows visitors to see the profile of the yachts and walk around each one of them."

It's the biggest boat show in Australia and very important for driving business.



BEST EVER
Above: Bavaria Australia will have its largest display to date, showing 10 yachts in total, including two world premieres and two Australian premieres. Left: X-Yachts Australia plans to host the world debut of the McConaghy MC31.

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ELAN S4



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Location: 2016 Sydney Exhibition Centre at Glebe Island and Cockle Bay Marina, Darling Harbour, Sydney, Australia

Hours: 10am-6pm Thursday, Sunday and Monday. 10am-7pm Friday and Saturday.

Bavaria Australia will have its largest display to date, showing 10 yachts in total, including two world premieres and two Australian premieres.

Bavaria will host the world debut of the Cruiser 34, three-cabin version and Bavaria/Nautitech Open 46 Catamaran, four-cabin version, as well as the Australian launch of the Cruiser 41 and the Cruiser 46 Style. The other sailing cat on display will be the Bavaria/Nautitech Open 40 Catamaran, unanimously hailed 2016 Best Multihull Cruiser by Cruising World.

And from the power side, Bavaria will host the unveiling of the 330 Hardtop sport and 360 Hardtop Sport.

Mechelle Walker, group marketing manager, said the Bavaria brand appeals to a wide range of owners. "There are yachts in the range that appeal to all kinds of yacht buyers – from entertaining and family cruising to regattas. The Style range is akin to a luxury apartment on the water, with all the mod-cons you'd expect."

The Sydney Boat Show is the major event of the year for Bavaria. Significantly, clients from SIBS have a preference for European delivery. "Owners simply choose where they want their yacht delivered, their favourite cruising destination, pack their bags and step on their new yacht. It's a fabulous option!" www.sydneyboatshow.com.au

STYLE SETTER

Above: Bavaria will host the world debut of the Cruiser 34 three-cabin version (above) and Bavaria/Nautitech Open 46 Catamaran, four-cabin version (right).



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Exhibiting in the Halls this year, Doyle Sails Australia is strengthening its position as the largest sailmaking group in the country. Doyle Sydney has added specialised staff to its roster with Hobart winner and professional yachtsman, Scott Francis leading the race boat area of the business and Julie Burke joining the team and leading the cover and trimming department. Mark Rimmington has also joined the Doyle Melbourne team. The former Flying Fifteen world champion brings 40 years of experience with him and will be heavily involved in the One Design side of the business. At SIBS this year the Doyle group will be displaying a Leisure furl in-boom furling system and also Seldon headsail and spinnaker furlers. Show discounts will be on offer on furler and sail packages purchased at the show.
www.doyleaustralia.com

THE LATEST IN SAFETY
Exhibiting with Road Tech Marine, Survitec will showcase a few products that relate directly to the offshore and weekend sailor, including the Ergofit 290Extreme lifejacket. Designed exclusively in collaboration with Abu Dhabi Ocean Racing, based on the highly successful Crewsaver ErgoFit lifejacket collection, the ErgoFit Extreme maintains all the high specification safety features of the ErgoFit 290N whilst providing essential performance attributes for the serious ocean racer. It is ISO 12402-2 (275N) approved but with superior buoyancy (290N) to float you higher in the water. The Dual buckle system and side waist adjusters are uniquely designed to ensure swift donning. A built in inflatable chin support tilts your neck back and keeps your airways clear. Then there's a pull cord for manual inflation if required.
survitecgroup.com



Raymarine will be exhibiting both on the Marina and in the Halls again this year. The full Raymarine portfolio will be on show at both venues and the multi-function displays will showcase the latest release of Raymarine's Lighthouse II operating system. The new Lighthouse II Release 17 software update will deliver some exciting feature enhancements for a variety of boaters. Included among these feature enhancements is the new Weather app. The new GRIB View home screen app brings global weather forecasts to your Raymarine Multifunction Display. Subscribe to their High Resolution global weather forecasts and downloaded over WiFi to receive Wind Speed and Direction, Pressure, Precipitation, Air Temperature, Wave height and Sea Surface temperature.
www.raymarine.com.au



The Crewfit 180 Pro, part of the new Crewfit range is the first lifejacket of its kind to offer safe, stylish, comfortable and affordable solutions to the everyday recreational boater. Key Features include ISO 12402-3 (150N) approved but with superior buoyancy (180N) to float you higher in the water, indicator window showing the status of the inflator, Peninsular Chin support, to keep your airway well clear of the water whatever the conditions and attachment point for S20 AIS unit so that it activates automatically on inflation. survitecgroup.com

Navico the stalwart electronics exhibitor will present several new products under the B&G brand, including the Zeus 2, a Multi-touch chartplotter dedicated to sailing with sailing specific features such as Sailsteer, Laylines and Sailing Time. Then there's the Vulcan, compact 5" or 7" multi-touch chartplotters that can integrate with your onboard instruments; Triton instruments and Pilots that bring the outstanding performance



synonymous with B&G to the cruising yachtsman and club racer in an easy to use, great value, package; B&G's H5000 instrument and autopilot systems which combine unique sailing features with race-proven technology in a straightforward package. Developed for blue water cruisers and racing yachts alike, the H5000 range brings powerful system options to complement and enhance your sailing passion.

In the Simrad range, there will be the NSS Evo2 that offers touchscreen multi-function displays in 7", 9", 12" and 16" screens, with built in chirp-enabled broadband sounder and StructureScan HD, embedded 10hz GPS receiver and full autopilot integration capability.

NSO Evo2 System & Marine Monitors will be on display. The advanced NSO evo2 brings together the quintessential elements of today's premier marine electronics: high-power processing for



lightning fast charting, sonar, radar and entertainment, stunning dual widescreen displays for uncompromising style, a masterfully designed user interface for intuitive multi-touch control, and limitless compatibility for unrivalled integration.

Then there's the newest addition to the Simrad line-up, the Go Series which comprises 5" and 7" standalone touch screen multi-function units in a compact form.

www.navico.com

After the launch of the rescueMe MOB1 at last year's Sydney Boat Show the Ocean Signal team will present the new AIS Alarm Box capable of receiving alerts from AIS and SART devices.

AIS and SART devices are great if there is someone at the chart plotter/radio to get those emergency messages. If not, a rescueME AIS Alarm Box is ideal to audibly alert the crew. Fitted in line with your AIS receiver it will allow the alerts from AIS and SART devices to be relayed to other parts of the vessel.

If you have crew sleeping in cabins, or people working away from the helm, then the rescueMe Alarm Box fitted in those areas will audibly alert the crew in the event of a MOB or SART activation, potentially saving lives.

www.allsat.com.au



RESCUEME MOB1

This little device has been designed to integrate easily into even the most compact life jackets, ready for automatic activation in the event of a man overboard situation. Once the rescueME MOB1 is activated, it transmits an alert to all AIS receivers and AIS-enabled plotters in the vicinity (around five miles). The integrated 66-channel GPS ensures accurate position data is sent back to the boat and any other vessels assisting in the recovery for a minimum of 24 hours. The plotter will show a red circle plus longitude, latitude, and distance and bearing to the person in distress. In addition, the DSC VHF alarm will also be triggered. The integrated strobe light with moulded lens ensures the survivor can be seen easily in poor light conditions.

Weighing just 90g and operating within a temperature range of -20°C and +55°C, the rescueMe MOB1 has a comprehensive self-test facility and features a seven-year battery life. www.allsat.com.au

Ocean Signal is also introducing the world's most compact electronic distress flare, the new rescueME EDF1. The lightweight and rugged rescueME EDF1 is 40 percent smaller than similar devices and ideal for a grab bag or life raft, offering a safe and long-lasting solution to visual signalling in an emergency.

Developed as a practical and cost effective alternative to the single use pyrotechnic flare, the unit can be used repeatedly in any of its four modes, ensuring continued visibility is maintained over a longer period. The rescueME EDF1 is safe to store and operate, with no concerns associated with disposal. With up to six hours operation time the light output is a beam of over 30° throughout the full 360° azimuth, providing in excess of six times more light coverage than other electronic flares. Light is also distributed throughout the hemisphere above the unit to ensure visibility from the air.

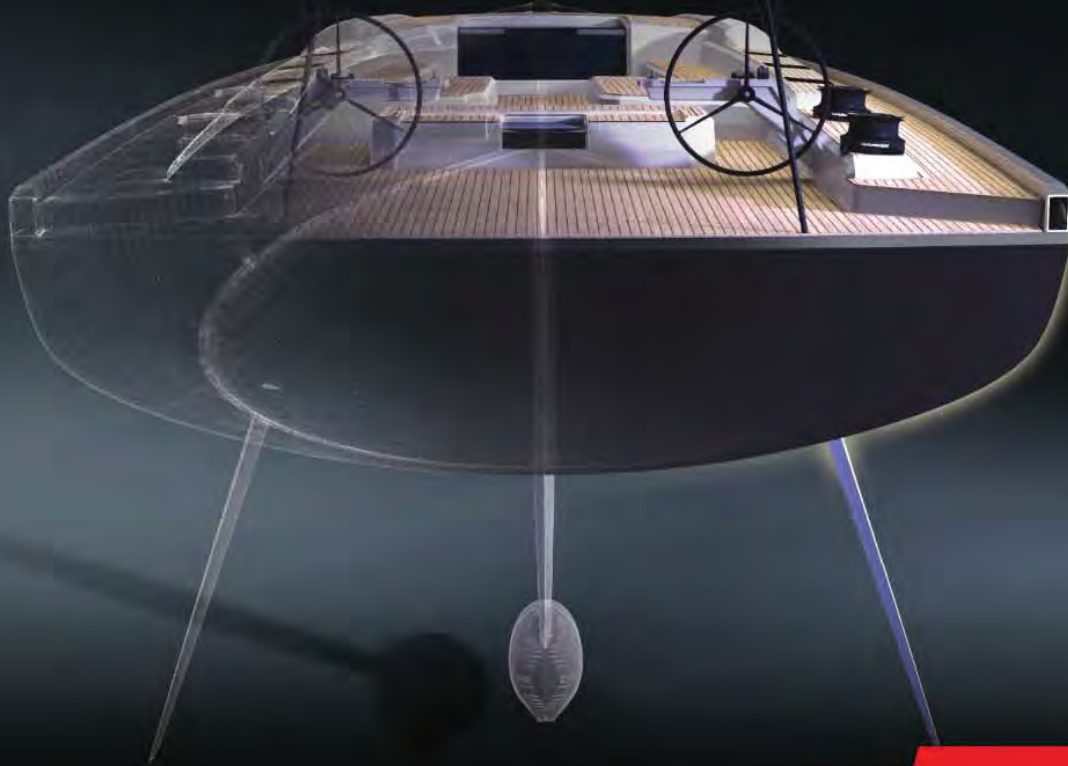
www.allsat.com.au



New this year is the Navisafe range of portable navigation lights. Whenever you operate a vessel on the water from sunset to sunrise or when there is poor visibility, whether at anchor or underway, correct lights are required by local authorities and/or international law. Whether you are paddling, rowing, sailing or motoring, on a lake, river or offshore you need to ensure you are seen. Navisafe makes a range of portable navigation lights for vessels of up to 50-metres. There are two main products in the range – the Navilight 360° 2NM, which is an all-round white light, and the Tricolor 2NM, a red, green and white lantern. www.navisafe.com

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Playing our games on an even playing field suits most of us and so it could be said for yachting where class racing really pushes crews to perform. Some of my happiest racing days have been among the Sydney 38s and I've always loved those Farr 40s, not forgetting the sizzling MC38s. Three very different boats of course, so combining the coastal capabilities of the Sydney 38 with the downwind abilities of the Farr 40 and the windward/leeward MC38s is a segue to the growing Fast 40+ class, which is broad enough to stimulate designers to sharpen their pens. New designs include Shaun Carkeek's 40MK3, which has come straight out of Premier Composites and onto the top podium at the IRC Nationals in the UK. The Fast 40+ Class represents the modern day One Ton race yacht, which translates into light displacement yachts, with IRC TCCs of between 1.210 and 1.270. This narrow band of high performance is designed to deliver fast, close, inshore racing and has now been included in the prestigious One Ton Cup. The One Ton Cup is one of yacht racing's oldest regattas – the trophy was created by the Paris Yacht Club in 1899 and has been won by several illustrious sailors including our very own Mr Syd Fischer.

So for those wishing to return the Cup to Australia, there's a plenty of yachts to aid your campaign such as the new Farr designed Fast 40+ or the McConaghy built Ker 40+. Jason Ker's boat is more than 10 percent lighter than earlier versions such as

CLASS ACTS

CLASS RACING MAY VERY WELL BE HEADING BACK TO THE EXCITING DAYS OF THE FARR 40S THANKS TO THIS ARMADA OF HOT MID-SIZED GRAND PRIX BOATS, WRITES KEVIN GREEN.

Ed Psaltis's *Midnight Rambler* and significantly optimised in terms of hull shape – fast starts and taking command in the first upwind leg to then give you the choice of tacks at the leeward mark is the essence of Fast 40+ Class racing. Farr's 801 may have the legs though, weighing in at only 4,150 kilograms, the hull is made of pre-preg carbon with nomex core. This high spec is penalised in the Fast 40+ Class but the design office reckons the trade off is worth it. Several European designers have told me their envy of what the MC38s have achieved here in Australia and these of course are capable weapons for Fast 40+ Class racing.

Now for something completely different, to paraphrase Monty Python, how about the world's first production 40-foot canting keeler? Step forward the Melges 40. It's a strict, one-design weapon for windward/leeward, in-shore and coastal racing and you will definitely

have to know which strings to pull to keep this 3.2-tonne baby upright whilst doing 17.15 knots downwind in 20 knots true. Looking like a mini *Comanche* that's suffering from small man syndrome, the 2017 Melges 40 require eight professional crew and one brave owner driver, according to the draft class rules, which design house Botin and Partners has closely adhered to.

Moving up a notch, the perennial TP52 continues being developed within the box rule, which itself has had about half a dozen iterations to enliven the class's Med and US Super Series. The build of the new Botin TP52 *Interlodge V* for 2017 continues the growth in this evergreen class. Despite a dozen or so designers throughout the lifetime of the class – and I've been lucky to race on a few different builds myself – the Botin designs have dominated for the last eight years. To find the secret of their success I spoke with Adolfo Carrau, a partner at Botin who heads their VPP program. "The box rule is tight but it still has allowed us to design different hull shapes so there's still a lot of innovation; and the 2017 boat will be under seven tonnes for the first time," said Carrau. For Aussie fans, he tipped me off that three or four of the 2016 Super Series boats could be up for sale this year. Alternatively, how about a TP52 killer, in the shape of the new Farr designed Infinity 53 that sprouts foils and movable ballast. It looks to have all the makings of a turbo charged Cookson 50 and it should nearly be as light as the current generation of TP52s if McConaghy build it to spec.

Moving up again brings me to the outrageous Open 60 Class, which is always moving crazily forward, or in some direction. "The Open 60 class is about 10 years ahead of other monohull classes," said Carrau. So, it was interesting to see how the foilers went during their pre Vendee Globe and it wasn't quite a demolition derby so foils are definitely here to stay, as can be seen on the *Gitana Open 60*. For something less radical but still quick there's a long legged Reichel Pugh, ideal for gracing the Caribbean and Med circuits or the snappy Southern Wind 82. Sydney's Marcus Blackmore has gone from being a Hooligan TP52 sailor to commanding this elegant Farr-designed Southern Wind 82. "My desire was to build a yacht with a sexy body and a highly competitive soul," explained Blackmore about his high performance cruiser *Ammonite*.

SERIOUS INTENT
Fast yet beautiful, the Southern Wind 82 *Ammonite* is a first-class luxury craft designed for racing performance.



CARKEEK 40 MK3
LOA: 12.6 metres
LWL: 11.45 metres
Beam: 3.8 metres
Draft: 3.0 metres
Displacement (empty): 3,950 kilograms
Ballast: 2,000 kilograms
Sail area upwind: 109m²
Sail area downwind: 249m²
IRC TCC: 1.270
Design: Shaun Carkeek
Builder: Premier Composites
Price: POA

build these mid-size grand prix race boats and the Farr Fast 40+ (TCC 1.270) is the latest to join the fray with the formal formulation of the class parameters. Design 801 of Farr's Fast 40+, as per class parameters, has to be within the 12.6-metre hull length but variance is allowed in displacement, sail area and ballast weight. Hull shape is dictated by the fact that races are 80 percent wind/leeward one-hour events, so start line acceleration and high pointing are key design areas. The 4,150 kilogram hull is made of pre-preg Carbon with Nomex core. The Nomex core is penalised but Farr reckoned there was more to be gained in this lighter build. Hull shape has reverse sheer and beam is carried aft to maximise buoyancy as crew move back when reaching or running; and the main sections are rounded. Given it's primarily an upwind boat the bowline has a fine entry to combat short chop often found inshore.

With similarities to the MC38, that can race in this class, the Farr 40+ deck is dominated by a deep cockpit to give race crew maximum space and lower the centre of gravity, while area has been maximised by not having a main hatch. Behind the tiller steering, which controls the high aspect single rudder, is a single pedestal with two sets of winches on the gunwales. Primary winches for the non-overlapping headsails are in the pit, where the main hatch

A highly optimised grand prix boat that is a popular size for both inshore and offshore racing.

CARKEEK 40 MK3

Shaun Carkeek's MK3 version of his successful 40-foot grand prix racer is freshly out of the Premier Composites yard in Dubai and straight onto the podium in the IRC Nationals on the Solent (24 June) with several wins in the Fast 40+ regatta for Peter Morton's *Girls on Film*. Its lowest placing was third in the Fast 40+ Class, so comfortably won the event for an understandably chuffed Peter Morton. "Spooky, which was the predecessor to this was a very successful boat and when we looked at all the numbers on *Rebellion* [C40MK2] and thought we really should have a good boat [with the MK3]," said Morton. He said that the MK3 was particularly strong upwind yet also competitive in light conditions while also adding that there's an ongoing development program with the North Sails. "Shaun Carkeek and I did some extending on the boat with the scoop at the back and changing the rig a bit," added Morton.

With a TCC of 1.270 the new C40MK3 is at the upper limit of the Class rules. Thirteen of the fastest mid-size grand prize boats are racing in this growing class, with regulations on minimum TCC (1.210) and general specifications that include a maximum LOA of 13.3 metres, draft of 3.15 and 11 crew with a maximum weight of 950 kilograms. It's also strictly owner driver and up to five ISAF Cat 3 'pros' on board are permitted.

The layout of the MK3 is fairly similar to the earlier boat where

cockpit space is maximised and there's tiller or twin wheels while sail controls can include a central MX Pedestal winch. Below decks, there's up to eight bunks and modularised compartments for storage, sink, racing stove, galley and toilet. Also, several lightweight modular options are available along with customised graphics to personalise your own boat. There's several build standards, in accordance with budgets: Race (E-Glass/foam or Grand Prix (Carbon/foam) and Grand Prix Custom (Pre-preg/Nomex). The rig is high-modulus carbon with rod shrouds and EC6 rigging is optional along with an hydraulic forestay to adjust rake. The sailplan has a square-topped main and the whole lot fits into a 40-foot shipping container thanks to a lifting cassette keel system and optional two-piece mast. www.pct.ae

FARR FAST 40+

The Fast 40+ class rule is proving fertile ground for development and optimisation, with 13 teams now competing in the UK, including Kiwi outfit 42 South. The Fast 40+ class was officially formed in late 2015 by a group of English owners of similar sized raceboats with the aim of generating close inshore racing across a range of grand prix style boats but not restricted by one design or even a box rule. This wide remit - but within IRC TCCs of between 1.210 to 1.270 - has spurred on designers to

A highly optimised grand prix race boat for inshore that refines the standard for the new Fast 40+ class rules.



usually is. Instead, the foredeck houses the large main hatch, which of course also allows quick hoists of top down furling running sails or asymmetricals: aided by an inbuilt roller. Drops are also sped up by a pedestal driven take-down system. In addition to an outboard lead for the jib downwind, a spinnaker staysail is set from a furler recessed in the deck aft of the tack trough. The spinnaker is set on a retracting bowsprit which remains retracted at the start to aid in manoeuvring and to allow design 801 to start with the jib luff a quarter boat length ahead of her competitors for a substantial advantage. The sailplan is for a big-topped mainsail and masthead kites on the carbon rig. It is supported by adjustable hydraulic twin backstays with a mast deflector – rather than two conventional running backstays that would be penalised (IRC rates each pair of running backstays, but a backstay terminated above the mainsail hoist is counted as a “free” topmast backstay). The headstay is also hydraulically controlled and weight aloft is minimised by using carbon standing rigging. Beam is carried forward to maintain the highest possible crew outboard hiking weight while also allowing the crew weight to maintain ideal fore/aft trim when sailing upwind. Similar to the MC38, the fixed propeller and shaft is retractable to minimise drag.

www.farrdesign.com



INFINITY 53

The Farr-designed Infinity 53 is a TP52 killer with foils. A high power-to-weight ratio, with a displacement of only 7,300 kilograms and movable ballast is powerful recipe. That's light, and only the 2016/17 TP52s are tipping the scales below 7,000 kilograms so this McConaghy-built canting keeler may take on the mantle of the all conquering Farr Cookson 50. Remember *Victoire's* overall win in the 2013 Rolex Sydney Hobart with a very chuffed Darryl Hodgkinson leading home a chasing fleet of TP52s? So upgrading that 2003 design with the latest tech – a DSS transverse and retracting foil that provides stability at speed and lifts the yacht to reduce displacement – should make this a real performer offshore. Upwind, the forward canard and high aspect single rudder is intended to give linear stability and the canting keel maximises sail loads. However a twin rudder option is available but the cost is weight. The keel cants to 37 degrees, actuated by a single custom-designed ram and programmable logic controller (PLC), so has a wide arc to support the sailplan.

The hull has a full length hard chine to further add form stability on this 53-footer. The carbon hull has a fairly high ratio of beam to draft (similar to a TP52) and the chines create flare forward to both aid buoyancy and deflect spray. The deck beam is carried to the transom in order to maximise crew hiking moment when they shift aft in strong

winds, particularly when reaching and running. The mast is stepped well aft to take advantage of powerful reaching configurations, while still being effective for inshore use in both heavy and light airs often found in Asia. Running backstays and a large fixed bowsprit holds the sailplan. Keeping the IRC TCC within reach of Transpacs means sail area has to be moderated and tailored to owners' specific needs but as standard there's a square-head main, multiple solent/staysail options and a large foretriangle for genoas and Code Os.

The deck geometry has a low aspect cabin with fixed sprayhood designed to deflect green water. For handicap reasons systems are manual but can be powered. There's twin Harken pedestals, one placed aft of the traveller, which are used to power the mainsheet and primary winches as well as one of the pit winches. The winch package has carbon fibre Harken 65s all around, except for the primary winches, which are carbon fibre Harken 990s. In addition to being able to power any of the driven winches, the aft pedestal also drives a rotary pump to power the sailing hydraulics. This pump can also serve as a backup power source for canting the keel; most useful on a non-generator powered boat relying on batteries. The use of hydraulics for certain sailing functions is intended to reduce the amount of line in the cockpit and allows for very precise and easy adjustment.

The interior has five pipe berths

INFINITY 53
LOA: 16.15 metres
Beam: 4.40 metres
Displacement: 7,300 kilograms
Ballast: Bulb 3,000 kilograms
Draft: 3.65 metres
Sailplan:
I: 20.45 metres,
J: 6.56 metres,
P: 21.44 metres,
E: 7.06 metres,
STL: 9.41 metres
IRC Crew Number
Max: 16
Design: Farr
Builder:
McConaghy Boats
Price: 1,900,000 (fixed keel) and 1,200,000 (canting keel) Euros



FARR FAST 40+
LOA: 12.55-12.60 metres
Beam: 4.35 metres
Draft: 3.00 metres
Displacement: 4,150 kilograms
Ballast: Bulb 1,900 kilograms, machined lead, Keel Fin 600 kilograms, machined cast iron
Sail area: Mainsail 64m², Jib 45m², Spinnaker 193 m²
Engine: 20 HP diesel with retractable propeller shaft
Design: Farr

on either side of the yacht to allow the off-watch to distribute their weight effectively or to stack sails. The lightweight galley is just forward of the companionway, and designed to be used underway. The partially enclosed head is located just forward of the galley, beyond the mast bulkhead. Under the cockpit there is a dedicated navigation station, which rotates about the centreline to allow the navigator to always sit to windward. McConaghy China are building these hulls to ISO 12215 standards during 2016/17. www.mcconaghyboats.com

KER 40+ McCONAGHY

McConaghy has a Ker 40+ under construction at its China yard. Sold by McConaghy's Swedish dealer, Johan Delin, hull number 5 of this grand prix racer will race in Scandinavian waters and in the burgeoning Fast 40+ UK circuit. "The Fast 40+ class is creating plenty of interest from international teams, and is growing strongly," said Jono Morris, McConaghy joint CEO.

The Ker 40+ is also configurable for IRC and ORCi rules, while fitted with larger upwind sails it can also fit well into the HPR rule box. The hull form bears little relation to its predecessors, such as *Midnight Rambler*. Much lighter in displacement but with deeper draft,

the yacht has less power but much less drag. The keel fin is highly optimised, both structurally and hydro-dynamically, featuring a composite fairing over a structural casting. This more powerful version retains the notable structural integrity of the original boat but in a lighter package so can perform offshore.

The rounded computer optimised hull form continues with smooth aft sections from the original design but the overall shape has been significantly tweaked. Most importantly its much lighter, weighing in at 4,350 kilograms (compared with 4,800 kilograms for the original model) and has a deeper draft at 2.90 metres (2.60 metres originally) but at only 0.05 metres wider should improve upwind performance especially; due to less drag. The deck layout has the pedestal beside the tiller, with three sets of Harken sheet winches plus a coachroof halyard winch; all lines run directly to it. The mainsheet track is behind the helm and the sheet runs forward to mid-cockpit, thus allowing plenty of room for the running backstays to be adjusted. The carbon rig has fixed bowsprit for asymmetric spinnakers and the jib is controlled by athwartships tracks. The Ker 40+ is available in standard e-glass or optimised carbon grand prix versions. www.mcconaghyboats.com



KER 46+
LOA: 13.9 metres
Draft: 3.35 metres
Beam: 4.5 metres
Engine: 40hp
Yanmar shaft drive
Fuel: 70 litres
Water: 100 litres
Design: Jason Ker
Builder: McConaghy Boats
Price: POA

KER 46+

McConaghy has announced the first hull of the remodelled and multiple race winning Ker 46+ is under construction. This should be interesting news for Sydney racers, given the success of Tony Kirby's *Patrice*, which included strong Hobart results and outright wins in the Sydney Harbour Regatta. Having been fortunate to sail *Patrice* and the smaller Ker 40, I found the difference in power to be immense yet on the helm *Patrice* felt just like a 40-footer. The 46 has also had success in the fickle Asian conditions, with the new 2015 Ker 46 *Zannekin* winning the tough Audi China Coast Regatta last year, proving how this lightweight yet powerful design can perform across a wide variety of conditions. Lack of structure was an initial problem with the design, so the arrival of the remodelled Ker 46+ sounds like a mouth watering prospect for owners seriously chasing silverware in IRC and ORCi racing, such as buyer Shawn Kang who has named hull number one *Lighthorse* and will represent that lovely old establishment, the Royal Hong Kong Yacht Club; home of the best curries east of India.

"The yacht will have essentially the same deck as the first generation Ker 46, but the hull shape and appendages are all new. So more tooling! But that's what it takes to stay ahead of the game, and that's what we do," said Mark Evans, managing director of McConaghy China. The Ker 46+ is described as being "significantly lighter" than the previous generation that displaces 6,250 kilograms, and its powerful rounded hull form

A lighter and more powerful version of the successful offshore racer, the new Ker 40+ should appeal to grand prix sailors.



KER 40+
LOA: 12.20 metres
Beam: 4.20 metres
Draft: 2.90 metres
Displacement: 4,350 kilograms
Engine: 30hp
Sail Area: P 18.8 metres, E 5.35 metres, J 4.85 metres
Water: 100 litres
Fuel: 40 litres
Design: Ker Design
Builder: McConaghy Boats
Price: US\$454,500 (e-glass hull); US\$514,500 (grand prix)



MELGES 40 OD
LOA: 11.994 metres
LWL: 11.10 metres
Beam: 3.53 metres
Draft: 3.20 metres
Displacement: 3,250 kilograms (includes 1,100 kilogram keel and 100 kilogram fin)
Sail area: Mainsail 72.00m², Jib 49.00m², Gennaker 200.0m²
Crew: 9 (680 kilograms)
Engine: 20hp
Fuel Capacity: 40 litres
Design: Botin Partners
Builder: Premier Composites
Price: US\$650,000

MELGES 40

Now for something completely different, not seen on Monty Python or anywhere else for that matter: the world's first production 40-foot canting keeler. The Melges 40 is a strict, one-design weapon for windward/leeward, in-shore and coastal racing and you will definitely have to know which strings to pull to keep this 3.2-tonne baby upright when doing 17.15 knots downwind in 20 knots true. Looking like a mini *Comanche* that's suffering from small man syndrome these 2017 Melges 40 require eight professional crew and one brave owner driver, according to the draft class rules which design house Botin and Partners has closely adhered to.

"We expect to have around 10 on the water by next year with our build partner Premier Composites," Botin partner Adolfo Carrau told me over the phone from his office in Santander. Just like the V65, it's a technical boat with plenty of optimisation allowed within the supplied product, which includes a single canard forward and carbon fin. "The bulb is only 1.1 tonne so will cant quickly during inshore regattas," added Adolfo. The keel mechanism – and only hydraulic part of the Melges 40 – is from experienced engineering company Cariboni who supply gear

for the Open 60 and America's Cup Oracle Team. Only stored power is used on the 45-degree canting keel so the engine would be started between races or a fresh battery slotted in on this Category B (Coastal) design. The carbon hull has generous rocker for those start line tussles and modest beam for optimisation in windward/leewards yet has twin rudders controlled by a tiller for ultimate control at high speeds.

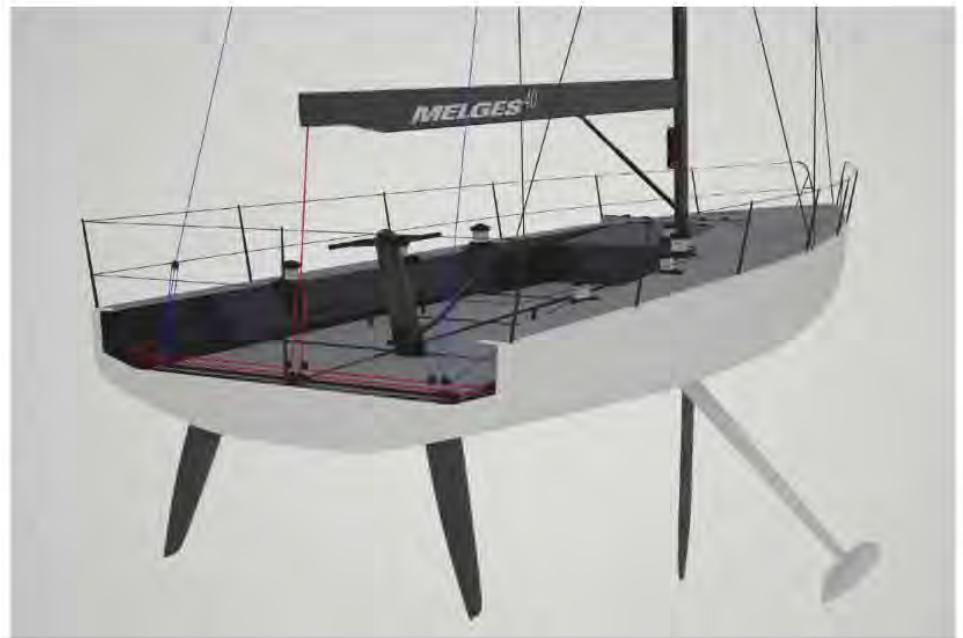
The deck stepped, two-piece carbon rig is set back, allowing the boom to reach the transom, so spreads the sail area right across the 40-foot hull, creating a large foretriangle, which is further enhanced by using a huge 3-metre retractable bowsprit that (may appeal to Sydney skiffies) for the 200-square-metre assy. Rig support is from twin running backstays and the transom mounted main track maximises twist on the big topped mainsail. Sail controls include an aft pedestal for maximum grunt and downwind weight distribution, plus two sets of primary/spinnaker winches forward, along with a halyard one near the mast foot. Horizontal cars control the jib and the canard slot is within reach of the pit. So stay tuned for the first outing of these pocket rockets, which will be in Dubai during February 2017.

www.melges40.com

A lightened and highly optimised IRC/ORCi racer that's now been fully revamped so makes the Ker 46+ a guaranteed weapon both inshore and offshore.

is optimised for fast upwind and reaching performance. Construction is from pre-preg carbon and various corecell foams throughout; a large weight saving, says Jason Ker, from the build method used on the infused Ker 46 design. The fin area has been increased, as per computer optimisation for variable conditions and weight taken out of it and the bulb, to match the lighter hull. Rig optimisation through the autoclave-built mast and a reduced aspect ratio is expected to give an improved ORCi rating, while the foretriangle has increased by lengthening the bowsprit. The proven deck layout has a deep cockpit with wheels far forward – which gave me the impression it was only a 40-footer – while behind is the main track and the pedestal; the latter designed for operation downwind in big breezes when crew weight is aft. Deck gear is Harken and mainsheet winches are just in front of the wheels with primaries further up; a setup that Tony Kirby told me he was happy with; "There is very little I'd change," he said.

www.mconaghyboats.com



The first production grand prix 40-foot canting keeler carries the Melges pedigree forward yet keeps costs realistic within a one design class.



This foiling Open 60 is at the cutting edge of monohull development so should be a favourite for the upcoming Vendée Globe.

OPEN 60 EDMOND DE ROTHSCHILD (AKA GITANA 16)

It's been said that the Open 60 Class is 10 years ahead of other monohull classes, so they're the ones to watch. Flashback to the 2015 Transat Bakerly where six of these powerful 60-footers raced across the Atlantic, single-handed and at break-neck speeds. The result was a win for the new tech foiling boats with *Banque Populaire* beating the non-foiling *Riou*. However the newest boat launched by the Multiplast yard for *Team Gitana*, *Edmond de Rothschild*, retired during a heavy storm but went on to take second place in the return leg, behind *Maitre CoQ* and ahead of Brit Alex Thompson's *Hugo Boss*. Speeds of 16 knots were averaged on this return leg. The other foiling boats failed with damage on the return leg. The big race for these guys is the start of the Vendée Globe on 6 November 2016, where *Gitana* skipper Sébastien Josse must fancy his chances. Despite some foil failures, skippers are sure it's the way forward. "The fact that a foiler won the IMOCA 60 class is

significant – it is the way of the future – there is no turning back from foils now," said Transat Bakerly event director Hervé Favre.

For this latest Open 60, *Team Gitana* formed an in-house design office with the project's naval architects – Guillaume Verdier and Daniele Capua at VPLP Yacht Design – and Yann Penfornis' team at Multiplast, which undertook 30,000 hours work. The foils are the boat's most noticeable feature. Once deployed, they decrease drag and increase the righting moment with about 2.5 tonnes of lift, which results in significant speed gains. Foils have enlivened these International Monohull Open Class Association (IMOCA) 60s that were first tried on the tiny Mini Transat 22 footers and now popularised on the America's Cup trimarans and catamarans. The dynamic effects of foiling are still being tested, which means these monsters aren't any less brutal for single-handers to operate.

"The boat will not necessarily sail more powerfully but instead move in a lighter way, with less wetted surface because it's buoyed by the new appendages," explained designer Vincent Lauriot-Prévoist. This added buoyancy affects polars and wind angles so yet more new ground has been covered, while their rotating masts are a challenge for instrumentation as well, with the likes of NKE and B&G supplying special sensors. In terms of performance, foils generally perform less well when sailing close to the wind (headwind, upwind, reaching), but off the wind gains of two knots or more are made, which is a lot on the 24,000-mile Vendée Globe. As such, the Mono 60 *Edmond de Rothschild* is geared up specifically for the Vendée Globe and she is optimised for competing in races where there is 80 to 90 percent downwind conditions and very little upwind.

www.imoca.org

IMOCA 60 CLASS

TEAM GITANA

LOA: 18.28 metres

Beam: 5.85 metres

Draft: 4.5 metres

Displacement:

8,000 – 9,000

kilograms

Sail area:

Upwind 290 m²

Sail area:

Downwind 490 m²

Design: Team

Gitana/ VPLP

Builder:

Multiplast France

Price: POA

SOUTHERN WIND 82 AMMONITE

Australian representation on the podiums of the Med circuit is the expectation for Sydney's Marcus Blackmore with this freshly launched high performance cruiser. "My desire was to build a yacht with a sexy body and a highly competitive soul," explained Blackmore about his new yacht *Ammonite*. The third hull from Southern Wind's 82-foot mini-series, which can be flush deck or have a raised saloon, as seen on *Ammonite*, will be aiming to replicate the success of SW82 FD *Grande Orazio*, which has captured top honours in some of the world's most important superyacht regattas. The Farr-designed carbon/epoxy hull, with Gurit structural engineering, has fairly deep rounded sections and a lifting keel with high aspect spade rudder, so is intended for an enjoyable life on and off the race track. Power comes from a high modulus carbon mast held up by EC6+ carbon rigging and running backstays. A fixed bowsprit flies the huge Code O needed for Med competition and hydraulic winches run all the running rigging; with all race-standard winches clustered around the twin wheels well aft, so clear of the main cockpit benches. The mainsheet and beam-wide track is controlled by a single centralised electric winch while ahead of it



Italian finesse combined with South African engineering mean Southern Wind-built yachts are regular podium performers, so this new Reichel Pugh design should be no exception.

SOUTHERN WIND AMMONITE

LOA: 24.86 metres
LWL: 21.52 metres
Beam: 5.91 metres
Draft: lifting keel 3.00-4.70 metres
Displacement (lightship): 41 tonnes
Sail Area: unknown
Engine: Steyr SE196 E35 190hp @3500rpm
Design: Farr/Nauta
Builder: Southern Wind Shipyard, South Africa
Price: POA

are sunpads. Other key cruising features include a dinghy garage and integrated anchor system as part of the bowsprit.

Vast interior volume has been a major selling point for other owners of this SW82 model, which has five cabins with the owner enjoying the lion's share of the bow and galley with SW traditional setup of crew quarters aft. Pharmaceutical mogul Blackmore and his wife have enjoyed individualising *Ammonite*'s Nauta-designed interior with uncluttered lines and textured natural finishes

and colours. Unusual details include representation of aboriginal fishing nets found washed up on the beaches of Northern Australia that reflect the owner's love for the seas of his homeland. A double VIP cabin, also forward, has an additional fold-away bunk and a day head plus additional midships guest cabin. The saloon has two coffee tables, one that converts into a dining table and the other flips open to reveal a custom made and purpose engineered wooden Scrabble table, where the owners, their family and guests can enjoy one of their favourite games. Stylish touches include semaphore flag shelves housed into the large navigation station, which show a stark contrast with the contemporary B&G electronics. Since the 7,000-mile delivery sail in March by his professional TP52 crew Blackmore has already experienced success with a fourth place at the recent Porto Cervo Loro Piana Superyacht Regatta. The Med circuit is next on the list and perhaps a Rolex Sydney-Hobart where *Ammonite* could do very well indeed.

www.sws-yachts.com

SOUTHERN WIND RP90

This high performance cruiser will launch from the prolific Southern Wind Shipyard in December 2016 and reflects a growing demand for 28-metre plus yachts in the category says the South African-based yard. Reichel Pugh's remit was for "a modern, bluewater cruiser with exceptional performance characteristics that provides all the comforts of a modern superyacht." This 90-footer will compete in the Mediterranean and the Caribbean regatta circuits but when there's down



This Australian-owned luxury mini-maxi will be campaigned hard both on and off the race track with the capabilities for both thanks to a sleek Farr-designed hull with lifting keel.

time the owner wants to cruise in places like the Tobago Keys – my own favourite spot – and other shallower locations, so a lifting keel is part of the prepreg carbon and nomex honeycomb hull that reduces the bulbed keel draft from 5.8 metres to 3.8 metres. Once snug among the Tobago shoals there's sumptuous comforts below deck in the Nauta designed five-cabin layout where the owner's suite has the bow section, which includes an ensuite studio and convertible settee. Nearby is another cabin and the raised saloon separates the aft galley with crew quarters.

The deck is characterised by plenty of hydraulic muscle to control the Southern Spars High Modulus carbon rig and removable bowsprit for those tight Porto Cervo berths. The sailplan has masthead downwind sails, with a cutter rig for balancing upwind power in cruise mode and the mainsail is square topped for maximum area in race mode. Power for all sail controls is via a customised hydraulic system so crew numbers can be minimised when needed or those light Med winds are anticipated. This means push-button control of the six cockpit winches and dual halyard ones near mast, allowing the lounge area around the main hatch to be uncluttered for guests. Mainsheet control is from a single centralised winch with track nearby the twin wheels, which again is good for short-handed cruise mode. Other deck gear includes custom made tracks and blocks using titanium and ceramic rollers for minimum friction. Cruising niceties include a Maxpower R300 thruster to manage this 4.7-tonne hull in tight spots. Tankage is also bluewater standard, for that Atlantic cruise between race seasons.

www.sus-yachts.com

TP 52 BOTIN

The build of this new Botin TP52 *Interlodge V* for 2017 continues the growth in this evergreen class. The TP52 has proven a popular and versatile race boat here in Australia with Hobart wins (Paul Clitheroe's *Balance* in 2016, which also previously won the race as Bob Steel's *Quest*) among the many accolades for the class. With large numbers of boats already in the USA and Europe, the 2016 Super Series boosts their numbers to 12 this year. The new yachts, built to the box rule that binds them to a key set of dimensions, leaves sufficient leeway to promote development. This has encouraged a steady evolution of



Development continues in the TP52 class where more sail area, optimised hulls and increasingly owner drivers are enjoying this regatta and offshore boat.

the TP52 so that it has progressively become faster and more exciting to sail with fewer crew and less sails, thereby keeping costs down.

Despite a dozen or so designers throughout the lifetime of the class – and I've been lucky to race on a few different builds myself – the Botin Partners designs have dominated for the last eight years and the new boat will also be built locally at the experienced Longitude Cero yard. *Azzurra* last year took the honours and this year so far its *Quantum Racing*. To find the secret of their success I spoke with Adolfo Carrau, a partner at Botin who heads their VPP program. "The box rule is tight but it still has allowed us to design different hull shapes so there's still a lot of innovation; and the 2017 boat will be under seven tonnes for the first time," said Carrau. Bulb weight has increased from 3.0 (2005) to 3.8 tonnes so the boats are stiffer with higher stability thanks to changes that also included ultra high modulus masts from 2015 onwards, explained Carrau. "But these newer boats are offshore capable, as since 2011 they comply with ISO CAT A structural rules, whereas before under the ABS rules they were a bit lighter and this meant the class got some bad publicity offshore," he said. Other offshore enhancements on Botin boats are

solid foam cores in the bow, rather than nomex. "The only thing needed for these newer boats is bringing all lines above the deck – for water tightness – to compete in events like the Sydney Hobart; but certainly no more structure," added Carrau.

The development of the class has been fascinating – with five rule upgrades in the last decade alone – with increasingly large asymetrics but the same basic hull design continues. The hulls continue to have no moving foils apart from the spade rudder while on deck the Bermuda rig with its runners is fairly basic but optimised for all wind angles. The trend, according to the TP52 class association is to "build as light as possible, as strong and stiff as possible, lower the vertical centre of gravity (VCG) as much as possible, minimise windage and come up with a well-balanced all-round design optimised for strong upwind performance." Lightening the hull without compromising the structure is the eternal dichotomy but these boats often perform in rough conditions, so yachts like the latest *Interlodge V*, *Austin* and *Gwen Fragomen* are expected to be sturdy enough to have a life out-with the Super Series, which is good news for Australian buyers, as Carrau tells me there will be three or four boats for

TP 52
INTERLODGE V
LOA: 15.85 metres
Draft: 3.5 metres
Beam: 4.42 metres
Displacement: 6,950 kilograms
Bulb weight: 3,800 kilograms
Mainsail Area: 98.0 m²
Spinnaker Area: 270.0 m²
Jib Area: 66.0 m²
Engine: Yanmar 75hp
Designer: Botin Partners
Builder: Longitude Cero (Spain)
Price: POA



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Best of both worlds

With its superb location in the heart of the Great Barrier Reef, renowned restaurants, wide range of accommodation and huge selection of activities, Hamilton Island is the ultimate tropical getaway, writes ROB MUNDLE. What better time to head north than joining the fun and festivities during Audi Hamilton Island Race Week.

**AUDI HAMILTON ISLAND
RACE WEEK**

If the 200-plus fleet entered for the Audi Hamilton Island Race Week 2016 is an indicator, this year's regatta will once again be something very special.

Australia's largest offshore sailing series has also now become a mecca for power boat enthusiasts, keen to join in the array of on-shore entertainment. Not only is there plenty of close quarters competitive racing to watch, what better way to follow it than from your boat.

Audi Race Week at Hamilton Island is internationally recognised as a

premier offshore regatta; an event that stands among the best in the world when it comes to excellent racing on courses that weave around pine-covered tropical islands, a unique onshore party environment, and exceptional camaraderie among the event's participants.

Some 200 yachts representing a diverse cross-section of the sport will line up over the week's racing calendar for what will be the 33rd staging of the high-profile series.

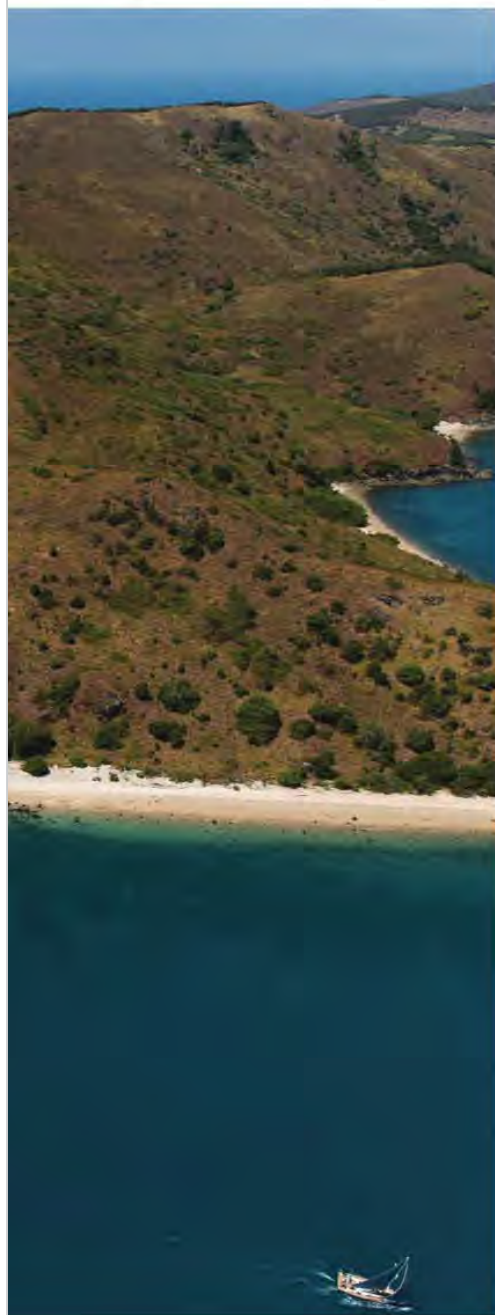
The fact that the regatta caters for a remarkably wide range of sailboats,

from maxis through to small trailable yachts and multihulls of all sizes, is already reflected in this year's entry list.

Bringing added status to Audi Hamilton Island Race Week 2016 is the decision by the sport's governing body, Australian Sailing, to once again host the Australian Yachting Championships for Grand Prix, Performance Handicap and Offshore Multihull yachts at the series.

The big boat division of the 2016 Australian Yachting Championship is shaping up as an all-out effort by local

**FOLLOWING THE
MIGRATION**
Race Week is set in
one of Australia's
most beautiful
cruising grounds.



Championship for multihulls. It will be the first time Australian Sailing has been the coordinator for a major championship for large multihulls.

"It is an honour for us; a fitting tribute to what is the 33rd staging of Audi Hamilton Island Race Week, that Australian Sailing has nominated the regatta as the venue for the staging of the Australian Multihull Championship," said Hamilton Island's CEO, Olympic and world championship winning sailor, Glenn Bourke.

"The event will sit well alongside the three major keelboat Australian championships that will also be decided at this year's regatta."

Glenn Bourke went on to say he was certain Race Week would once again deliver the highest standard of racing as well as the ultimate onshore party atmosphere for everyone who is on-island for the event.

Announcing multihulls would become part of the Australian Yachting Championship, Yachting Australia President, Matt Allen, said: "Multihull racing is a huge growth

area for the sport and we're pleased to introduce a Multihull Racing Class as part of our premier offshore championship.

"There's no better place than Hamilton Island to kick this off. Sailing in the Whitsundays always provides variable conditions, challenging courses and the opportunity for great racing, so I'm sure the multihulls will enjoy the experience," he predicted.

Many repeat Race Week attendees are on the growing Multihull Racing starter's list and excitingly the regatta has drawn the interest of

crews to prevent Karl Kwok's Team *Beau Geste* from Hong Kong pocketing a third consecutive title and back-to-back Hamilton Island series wins.

"Our team has always enjoyed Hamilton Island and we could not thank Bob, (former island owner and sailing patriarch Bob Oatley), enough for his contribution to the sport," Kwok said. "A big reason for going back to Hamilton is a thank you to Bob and a chance for us to show our respects," he added poignantly.

This year's regatta will also include the Australian Yachting



BIRDS OF A FEATHER
 Fantastic onshore action is promised every year alongside a week of racing.

New Zealand's *TeamVodafoneSailing* managing director Simon Hull to showcase their latest GC32 super-light foiling catamaran capable of speeds near to 40 knots when flying on its foils.

Tony Longhurst's purchase of an Extreme 40 called *The Boat Works* is another welcome anticipated newcomer, with his Boat Works crew planning to sear across the azure waters and see if they can keep the mast pointing skywards.

Race Week's highly regarded race director, Denis Thompson, advised that there will be a wide range of courses set to decide the multihull championship. He said the majority of races over the six days of competition are passage courses around some of the best known of the 74 islands in the Whitsunday group.

This year's on-shore schedule offers more fabulous events including renowned guest chef, Guillaume Brahimi, joining guests for a special dinner plus the return of some other Race Week favourites including the Piper Heidsieck Champagne Lunch, Dinner with Matt Moran, the Paspaley White Luncheon and Dinner plus many other daily events to keep your land stranded friends well refreshed and entertained. ↓

audihamiltonislandraceweek.com.au



Ports of call

Audi Hamilton Island Race Week is a fun and exciting week filled with both on-shore and race-based events. This year's schedule includes both ticketed and free events. Here's a guide to the land based party options.

Street Party and Fireworks

Soak up the street party atmosphere with live entertainment, and celebrate the launch of Race Week with fireworks over the marina. Dine at Eat Street food market before dancing the night away. The Choir Boys will be on-stage from 9.00pm. Location: Marina Tavern Forecourt, non-ticketed event and is available to everyone.

Marina Access

Hamilton Island marina is opened up during the day when the yachts are out racing, to cater for day visitors who want to bring their boats in and see the island, book into a function or have a day spa. Some overnight moorings in Dent Passage are kept for large motor yachts that want to bring owners and their guests ashore to attend an evening function or dinner.

Hamilton Island Golf Club

Take a 5-minute ferry ride over to neighbouring Dent Island, home to Hamilton Island's 18-hole championship golf course designed by Peter Thomson five times British Open winner. If you are not a golfer, enjoy lunch at the Clubhouse overlooking the ocean and the Whitsunday Islands.

One Tree Hill

The best place to be at sunset with nearly 360 degree views, enjoy a cocktail or a coffee at the One Tree Hill bar.

Piper-Heidsieck Champagne Bar at Bommie Deck

Enjoy a flute of Piper-Heidsieck Champagne on the terrace of the Hamilton Island Yacht Club as the day's racing ends and the fleet comes into the marina and the on-shore fun begins with live DJ entertainment each evening. Situated in the stunning Hamilton Island Yacht Club, the Bommie Restaurant is the island's signature restaurant, with a seafood menu and a deck bar that flows right out over the ocean.

Audi Outdoor Cinema

Head to the Barge Jetty for the ultimate Audi Outdoor Cinema experience. Relax into an evening of pure entertainment. Cash bar available for refreshments. Location: Barge Jetty, Hamilton Island Marina, price is a gold coin donation to SOLAS (Safety of Life at Sea). This is a non-ticketed event and is available to everyone.

Spa qualia

Situated in the centre of qualia resort, Spa qualia is a tranquil relaxation haven, and the perfect place in which to indulge and unwind. Spa qualia's menu is authentically Australian, with treatments that have been thoughtfully designed to rebalance the synergy between mind and body and to capture the essence of Australia and the Great Barrier Reef. Entry to Spa qualia is exclusively for qualia guests or by invitation only, and bookings are essential.

Hamilton Island Air Best of Both Worlds Tour

Includes an unforgettable flight over the Whitsundays, a visit to Reefworld – a permanently moored pontoon above colourful Hardy Reef – and an afternoon picnic on the pristine, world-famous Whitehaven Beach.

Most of the Whitsunday tour operators are based on Hamilton Island so you can sail to Whitehaven Beach, do dive tours to the outer Great Barrier Reef or take a day trip to neighbouring Daydream Island or Hayman Island.

For up-to-the-minute information

For every conceivable guest service download the Hamilton Island App.

For space on the marina

Call James Burrell, marina manager on 0411 708 162.



SOMETHING FOR EVERYONE

From the top: The picturesque port of Hamilton Island Yacht Club beckons; The multihull division is a growing part of the event; An array of extra cirricular activities are available ashore; *Wild Oats* is set to sail north to her winter home for the annual event.





AIRLIE BEACH
RACE WEEK

Airlie appeal

An action packed program for Airlie Beach Race Week is planned and has so far attracted entries from almost every state in Australia, and abroad, writes DI PEARSON.

Competitors are gearing up and looking forward to racing in the warm climes at Airlie Beach Race Week where the shore side entertainment is guaranteed to be as action packed as the racing.

Boosted numbers across the board will make for a stimulating program in 2016. The Cruising divisions are swelling in numbers for the 27th running of the increasingly popular Whitsunday Sailing Club hosted event. And why not – with so much to take in – on the water and onshore.

Race director, Denis Thompson, has again composed thoughtful and varied courses to keep all-comers on their toes and happy.

In the spinnaker divisions, 30 owners have already announced their intention to compete. The famous *Holy Cow!* owned by John and Kim Clinton, was the first entry received by Whitsunday Sailing Club for this year's Festival of Sailing.

The Clintons will have other regulars for company, including Geelong, Victoria's *Bundaberg*, the Adams Radford owned by John Kint and a famous blast from the past in *Hammer of Queensland*, the 29 year-old Kel Steinman pocket maxi originally owned by Arthur Bloore, but now campaigned by Michael Ireland.

Ireland says of the yacht, which was lengthened from 66 to 76 feet in 1992, "She has won a race at every

FUN ON & OFFSHORE
From top: Cruisers race against a dramatic backdrop at Airlie Beach Race Week last year; The fleet mill around the start line; Competitors enjoy a post-race party at the Whitsundays Sailing Club.

appearance at Airlie Beach Race Week, so look out!"

In the non-spinnaker division, female owners representing the host club are prominent. Helen Henderson has entered her Northshore 340, *Island Time* and Heather Sutton is bringing her Moody 45 DS, *La Quilta* to take on the opposition.

Onshore, the music line-up is a veritable feast, anything from Reggae (The Natural Culture) on the opening night to old favourites from the 80's and 90's (Jan Arns) the following night. On the third evening, Saturday 13 August, The Cadillacs will play 50s and 60s favourites.

Sunday night will feature Blues from the popular Mason Rack Band as competitors wind down and prepare for racing the following day. On Monday evening, Churisma will play Rock 'N Roll, Funk, Reggae, Rhythm and Blues and country rock favourites. On Tuesday night, solo artist, Chris Boroff, will deliver a mix of tunes.

On Wednesday night, Sun Salute will lift the roof off with a combination of reggae, neo soul, jazzy hip hop



and ragamuffin, and to close the event, The Hillbilly Goats, with their colourful costumes, stories and songs.

Competitors, family, friends and Airlie Beach locals are all invited to rock the nightly parties back at Whitsunday Sailing Club, so put the dates on your calendar.

Entry for Airlie Beach Race Week 2016 closes at 24.00 hours on Friday, 5 August, 2016. The race committee may accept late entries after this date subject to an additional late fee.

Entry and Notice of Race online. ⚓ www.abrw.com.au/sailing/entries



SB20s jumping off to the Worlds

Australia will be represented by three crews at the 2016 SB20 World championship in Portugal this August/September, writes PETER CAMPBELL.

With the World Championship for the SB20 sports boats to be sailed on Hobart's River Derwent in early 2018, the class is really jumping in Australia's most southern capital, with the fleet expected to exceed 40 boats this coming summer.

Two of the top performing SB20s skippers and crews from the joint Royal Yacht Club of Tasmania/Derwent Sailing Squadron fleet, Michael Cooper in *Export Roo* and Phil Reid with *Mind Games* will contest the 2016 Worlds this month off the historic Portuguese seaport of Cascais. Joining them will be Chris Dare from

AUSSIE STARS
Some Australian boats including *Export Roo* (above) will contest the 2016 SB20 Worlds off Cascais, Portugal.

Sandringham Yacht Club.

Missing this year's Worlds will be champion SB20 helmsman Glenn Bourke because of his commitments at Audi Hamilton Island Race Week, where he is CEO of the resort.

However, Royal Yacht Club of Tasmania director Michael Cooper has already shown his skills in international competition with the high performance SB20.

Sailing *Export Roo*, Cooper and his crew, RYCT Commodore Matthew Johnston and David Chapman, last year finished a close fifth in the 2015 Worlds on Lake Garda, Italy.

To get a taste of the sailing conditions off Cascais, Cooper sailed his European-based SB20, *Export Roo* to a close third overall in the Portuguese national championships. David Chapman was with him, but Commodore Johnston had business and club commitments, with an English sailor filling in for him. Johnston will be back aboard for the 2016 Worlds.

The Portuguese national

championship proved a significant lead-up to the 2016 Worlds, also at Cascais in August/September, with *Export Roo* missing second place overall on a countback to a prominent British crew, with first place going to the current French World champions.

And sailing with the second-placed British crew was Tasmanian Tim Burnell.

Export Roo's scorecard read 8-4-4-5-3-8-2-3-DNF. Apart from the final race, the Tasmanians were the only crew to finish in the top 10 in every other race. "We are very happy with our third," skipper Cooper said after the final race.

"We sailed well throughout and gave ourselves a chance to win on the last day... sailed offshore in 15 to 20 knots building to 25 knots."

Back on the Derwent, there are now 32 SB20s in the local Hobart fleet, with eight new boats on a ship en route from the UK.

Both the RYCT and DSS are running class racing for the SB20s in their Sunday winter series. ⚓



AT THE READY
Triple Lindy
competing at the
Rolex Swan Cup
Caribbean. Below:
Jim Delegat is
returning with
Giacomo.

Excitement builds

Internationals are among early Rolex Sydney Hobart Yacht Race entries, reports DI PEARSON.

From the moment the Cruising Yacht Club of Australia opened entry into the Rolex Sydney Hobart Yacht Race, owners were committing their support, among them three international entries, starting the ball rolling.

New Zealander Jim Delegat and his V70 *Giacomo* have been down the 628-nautical mile track twice before, and said: "The boat has arrived in Sydney and we will be spending the offshore season racing there as we prepare for the Sydney Hobart."

However, for Sweden's Jonas Grandr and his J/109 *Matador*, and American Joseph Mele with *Triple Lindy*, it will be a first when they contest the 72nd running of the race.

Mele, who named his Swan 44 *MKII* after Rodney Dangerfield's famous dive in the movie *Back to School*, is a vastly experienced yachtsman.

"In the past year we competed in the Marblehead to Halifax Race and Key West Race Week and finished second in class both times. At Charleston Race Week, we finished first in our class, but retired from the Newport to Bermuda Race after suffering severe damage to our upper mast. A new mast

is being fabricated now," Mele said from New York.

Mele has previously contended three other Newport Bermuda Races, four Marion Bermuda Races, the 2015 Caribbean Rolex Swan Cup and Les Voiles De St Barth and more. He said the boat would be shipped from the USA in early October by Sevenstar.

"My crew consists of three from the USA including me, six from Canada and one from the UK. None of us have raced in Australia before. I felt that after several ocean races together we were ready to undertake an exciting year of some of the best ocean races in the world. The entire crew jumped at the opportunity to do the Sydney Hobart Race as our first.

When the race is over, Mele says *Triple Lindy* will take advantage of all that Tasmania offers in the way of cruising before being shipped to Europe for the 2017 Rolex Fastnet and Rolex Middle Sea races.

"All of our families are very excited to be accompanying us Down Under. For most, it will be a first time in Australia," said Mele, who is hoping to do the New York Yacht Club proud.

The 2015 Rolex Sydney Hobart generated a record 27 international

entries and continues to captivate yacht owners around the world. Five months out from the start, the CYCA has already received 39 entries.

The race start of the Rolex Sydney Hobart Yacht Race will be broadcast live on the Seven Network throughout Australia.

Online entry and Notice of Race are available online. ⚓
<http://rolexsydneyhobart.com/competitors/notice-of-race-entry/>



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PITTWATER TO COFFS
HARBOUR YACHT RACE

Northern exposure

The 2017 Pittwater to Coffs Harbour Yacht Race will be re-routed to finish on Queensland's Gold Coast.

The East Coast Low that severely battered the New South Coast in early June is still having repercussions, with the 2017 Pittwater to Coffs Race being suspended, and the finish moved further north to the Gold Coast.

The images of six-metre waves smashing into the breakwall of the Coffs Harbour Marina were spectacular, but the forces they unleashed, combined with 50-knot winds, left the marina badly damaged.

The boardwalk was destroyed and three of five connecting arms buckled in the storm's fury, forcing many boat owners to relocate to marinas on the Gold Coast and Yamba.

Given the scope of repairs and the risk of the work not being finished in time for the fleet's arrival in early January, the Royal Prince Alfred Yacht Club has decided to rename the event the Club Marine Pittwater to Southport Yacht Race, with competing boats crossing a line off Southport's Main Beach.

The revised race will start from the traditional Coffs Race start line just north of Palm Beach Headland at 1pm on January 2, 2017 and cover a course length of 370 nautical miles, an extra 145 nautical miles. The same Category 2 safety requirements will apply and the club's simple online entry process will be in place for the longer coastal race.

Commodore of RPAYC Ian Audsley said, "We enjoy a partnership with Coffs Harbour Yacht Club and community spanning 35 years and

we reached out to them immediately after the worst of the storm to express our heartfelt concern. We recognise their disappointment with the board's decision, particularly after steps taken to initiate remediation of the marina, however we need to assure boat owners well in advance there are suitable facilities at the finish to accommodate them."

But Coffs Harbour Yacht Club Commodore John Wait, has reportedly admitted he was surprised when he received an email from the RPAYC informing him of the decision.

Commodore Wait told the Coffs Harbour Advocate he had assured the Sydney club that all damage at the marina would be repaired by the end of September, more than three months before the starter's cannon would be fired for the traditional New Year's race.

Since learning of the RPAYC's decision, the local club has looked at hosting an alternative race this summer.

"We've been in touch with a couple of Sydney clubs about holding a race between Christmas and New Year," Commodore Wait said.

The race's new finishing host, the Southport Yacht Club, has embraced the change to the RPAYC's race, and the two clubs are now working together on the detail. SYC recently made the difficult decision to cancel their Coffs Harbour to Southport yacht race. ⚓

www.rpayc.com.au

www.southportyachtclub.com.au



FESTIVAL OF SAILS

Grand Prix for Festival

The Festival of Sails in January 2017 will add a new Grand Prix Series to its format.

The 2017 Festival of Sails, presented by Rex Gorell Land Rover, is getting a remodel with the addition of a new Grand Prix Series to open the timetable and a mass Saturday finish of racing preceding a huge closing party for thousands of sailors and their supporters.

Expressions of interest for an invitation-only Grand Prix Series, from Tuesday 24 to Saturday 28 January are being sought by Festival of Sails organisers, the Royal Geelong Yacht Club.

The Grand Prix fleet would kick off the 174th edition of the Australia's largest and oldest yachting regatta. After two days of high calibre competition on Geelong's Corio Bay, the flotilla would join up with the larger Festival fleet for a leg of the historic passage race back to Geelong on Australia Day, Thursday 26 January, and series continuation.

In 2018 the Australian Yachting Championship will play out on Port Phillip, and RGYC will host a Grand Prix Series in the build-up is the perfect way to showcase the Victorian waters and give recognition to owners who invest in order to compete at the upper level of the seaboard circuit. A proposed hospitality component is likely to include concierge pick-up and black-tie function where Grand Prix Series owners can mingle.

Festival of Sails spokesperson and RGYC Vice Commodore Peter Alexander said, "We hope this invitation-only event will bring together the cream of Australian IRC yachts on some of the best racing waters. It's a great opportunity to showcase the bay and for interstate skippers to test the conditions prior to the national championship at Sandringham in 2018."

Geelong sailor Rob Hanna, past owner of the successful TP52 *Shogun V* now being campaigned by Sydney skipper Matt Allen and called *Ichi Ban*, is fulfilling an ambassadorial role with his home club and making contact with fellow skippers to gauge their interest.

"I think it's great that the Festival of Sails organisers have considered the concept and I hope it is a huge success," Hanna said from overseas.

"Geelong is a great place to sail and the facilities are very good. I wish them every success; the concept deserves our full support." ⚓
www.festivalofsails.com.au



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DREW JONES HAS WHAT MANY A SAILOR MAY CONSIDER AN ENVIABLE JOB AS THE SPECIAL AQUATIC EVENTS OFFICER OF NSW'S ROADS & MARITIME SERVICES; A ROLE IN WHICH HE OVERSEES THE MULTITUDE OF EVENTS SAILED AND REGALED EACH YEAR UPON THE WORLD'S GREATEST HARBOUR.

ANTHONY TWIBILL CHATS WITH DREW ABOUT THE WORK BEHIND THE SCENES TO BRING ABOUT THE SYDNEY HARBOUR SPECTACULARS FOR PARTICIPANTS AND THE PUBLIC TO ENJOY.



SYDNEY HARBOUR SPECTACLES



PARTY PLANNER
Drew Jones (far right) during the Rolex Sydney Hobart Yacht Race. In a job that is always changing, it's Jones' role to deliver safe and successful events.

Sydney's Harbour's natural amphitheatre has hosted many a spectacle of sails since Captain Arthur Philip's First Fleet arrived in 1788. What have been some of the greatest aquatic highlights seen on Sydney Harbour in current times?

Sydney Harbour certainly is ideal for aquatic events, although its proximity to the CBD and transport hubs creates many challenges. The harbour is busy in its own right without introducing large scale events, but that's where my job fits in. There are so many great events – both annual and one-off's – it's hard to pick an absolute favourite. As a sailor, anything with sails involved (the annual Big Boat Challenge, Extreme Sailing, Sydney Hobart race start, and the Olympics) are high on my list.

The first major event I was tasked with in my current role was the Royal Australian Navy International Fleet Review (IFR) in 2013. I recall at one of the first planning meetings there were photos from the Bicentennial events on Sydney Harbour being displayed and referenced to as the benchmark, the crowds were massive on every possible craft and right down to the waters' edge. Those photos brought back vivid personal memories of being a 25-year-old out on the harbour with a bunch of mates having the time of our lives.

Another standout event for me was the return of Jessica Watson from her circumnavigation. I was sent out to the Heads early that morning to make initial contact with her and

begin the escort into the harbour. I will never forget Jessica coming up on deck seeing us off her portside – the huge smile and excited waving. Over the next few hours as we got closer and then came up the harbour the flotilla grew to epic proportions all the way to the Man-O-War steps where she stepped ashore to the massive reception. The sheer number of vessels and keenness of the flotilla to get up close to Jessica was amazing and one of the hardest events to manage.

As Special Aquatic Events Officer for RMS what is your official role and mission for on water events in Sydney?

My role in a nutshell is to liaise between event organisers, government agencies and stakeholders to coordinate major and special events to facilitate a safe and successful event. I'm kind of like the harbour party planner. I play a lead role in determining exclusion zones and water traffic coordination whilst also preparing the operational guidelines and orders for the Maritime management of the event. In order to do this I first need to understand the event and the organiser's objectives and work out how the event is practically able to happen in the best possible way for everyone concerned. That includes minimising impact on ferries, shipping and other commercial and recreational vessel owners and operators who are not part of the event.

My mission is to make sure everyone gets home safely having witnessed or participated in a fantastic event and any foreseen risks to waterways users have been managed using best practice principles. The planning involves nearly every branch of Maritime in the process and although I am at the forefront, there is a large dedicated team making it all happen.

Planning for the major events starts well in advance with stakeholder meetings getting all the players together to discuss roles and responsibilities and any potential issues. Each event requires individual strategies based on the nature of the event. Some are relatively static like New Year's Eve, brief but moving like the start of the Sydney to Hobart yacht race or a combination of events as seen on Australia Day. Debriefs are held after each major event to discuss what worked and what could be improved upon. For the annual major events on the harbour I think the boating public overall has a pretty good idea of what



to expect and what is expected of them and I have to say that considering the density of boats of all shapes and sizes our spectator fleets are pretty well behaved, but there are always a few who stretch the friendship.

The IFR (International Fleet Review) as an event began in Jervis Bay before arriving in Sydney Harbour over a number of days with the Tallship, then the warship arrivals. The event crescendo was the ceremonial Fleet Review on the Saturday with the pyrotechnics and



SYDNEY SUPER ARENA
From the top: The first major event Drew was tasked with in his current role was the Royal Australian Navy International Fleet Review (IFR) in 2013; Act 8 of the Extreme Sailing Series in Sydney Harbour in 2015; The SOLAS Big Boat Challenge; a recent Tallships visit.



lightshow on the Saturday night. The logistics of having a large fleet of international warships in the harbour for a number of days in and coordinating spectator and exclusion areas was phenomenal. There are a lot of pieces in the jigsaw shall we say! Although largely an on-water event, the IFR also attracted huge crowds to Darling Harbour, Barangaroo and Garden Island for the Tallship and warship open days, so significant land based traffic and transport planning supported the water-based events.

The Baird NSW Government has upped the ante when it comes to competing for and securing event business for Sydney over recent years. Extreme Sailing is one great example and international regattas, such as the Farr 40 World Championships another. What is on the agenda that you can tell us of what's coming up (Extreme Sailing Series this December in the new GC32 foiling catamarans) and possible future events?

Sydney, in December especially, is a mecca for big sailing events with Extreme Sailing, the CYCA SOLAS Big Boat Challenge, and Sail Sydney culminating with the start of the Rolex Sydney Hobart Race. There is something for everyone – competitors, spectators or both. January also sees a range of championships at various venues around the harbour.

Extreme Sailing will be back for the third time and hopefully in future years but events like this really need the general public to show some support by coming along. Sailing is a hard sport to sell in terms of putting bums on seats or in hotel beds and any government support needs to show a return especially when competing with other sports which will fill a stadium relatively easily and require less infrastructure to do so. Extreme Sailing generates a lot of media coverage and showcases Sydney as the great sailing destination it is, but is expensive for the organisers and support agencies.

I would love nothing more than to see the America's Cup World Series and Volvo Ocean Race come to Sydney. If the route just announced for the 2017-18 Volvo Ocean Race remains for the subsequent event, Sydney is in a good position to put in a bid for a stopover.

Although not my role to attract events, I will do what I can to get supporters on board and develop plans if genuine proposals come along – talk to me.

Having sailed since a child where you were introduced to the competition and camaraderie of sailing in a club environment, you have gone on to cross oceans with your family and to become an accomplished bluewater sailor. Tell us of some of your sailing highlights?

I grew up in a family that always had a boat of some description and I'm still a member at the same club I joined as a junior. As a youngster I



messed about racing in Moths, Lasers and sailboards, crewing on quarter tonners and J24s before buying a half share in an Etchells. A few Coffs Harbour and Southport races were done before I jumped aboard an old ferro ketch in Darwin and cruised to Bali and Christmas Island. In 1996 I bought a steel Adams 40 and set off cruising with my wife in April 1997 going to New Caledonia, Vanuatu, the Louisiades and Solomon Islands then back into Cairns before making our way south to Sydney in March 1999.

I then obtained my Yacht master, Coxswain then Master 5 certificates and spent the next four years 'working' as a sailing instructor and charter skipper for a Sydney charter company. Here I met some amazing people, sailed extensively and got the opportunity to join the crew of *Spirit of Hong Kong* in the BT Global Challenge from Sydney to Southampton via Cape Town and La Rochelle in 2001. We covered roughly 15,000 miles with the longest passage being about 7,000 nautical miles and 37 days at sea.

In 2003 it was time to get a real job, as my wife put it, and I joined the Waterways Authority as a boating safety officer. After six months in Sydney I transferred to the South Coast for five years before returning to Sydney in late 2008. In 2013 during a corporate restructure my current position became available and here I am to this day.

In 2014 it was time to get a bigger boat for the family so my wife and I purchased a yacht in the Caribbean and with our three kids (aged 10, 8 and 6) and one crew we sailed her from St Martin to Panama before having her

"I would love nothing more than to see the America's Cup World Series and Volvo Ocean Race come to Sydney"

MAKING TRACKS
Jones is a sailor himself and has covered roughly 35,000 ocean miles and sailed into 18 countries, 14 as a skipper.

delivered to Tahiti. We then flew to Tahiti and spent eight weeks sailing back to Australia via the Pacific islands. As a rough guesstimate I think I've done about 35,000 ocean miles and sailed into 18 countries – 14 of them as the skipper.

From your travels, how do you rate Sydney and Australia as a destination for aquatic sports? What can sailing clubs, organisations such as Australian Sailing (previously Yachting Australia) and government do to foster better and more enjoyable use of our waterways for both active participation and spectator events?

I may be slightly biased but Sydney is a unique location. Sailing back into the harbour after a long passage is something special. No other major city has a beautiful clean harbour with bays and beaches to explore and enjoy. We have the harbour and coastal options for regattas with enough space to manage several courses concurrently as seen during the Olympics and more regularly for Sail Sydney or the Sydney Harbour Regatta. We have the race management talent and on top of this we have good all year round weather and pretty reliable sea breezes in summer.

Sydney certainly has the propensity to host major events and the relationship between Australian Sailing, member clubs and government over the past few years has been going from strength to strength with better processes and new ways to promote safe boating being explored. Moving forward the best way to keep improving the boating experience in general is to keep the communications open and not accept that the current way of doing things is necessarily the best way. Getting kids and other non-boaters involved will help to keep the sport alive and from my experience clubs are opening up in search of new members. There are some great new boats out there, which offer exciting options for every skill level from child to adult. We need to look at the future in order to compete with all the other sports and continue to attract new participants.

A big challenge on the harbour in particular is boat storage. Boats are getting faster, bigger, lasting longer and places to keep them are limited. On all waterways sailing needs to coexist with other boating activities, which also presents its own challenges. ⚓



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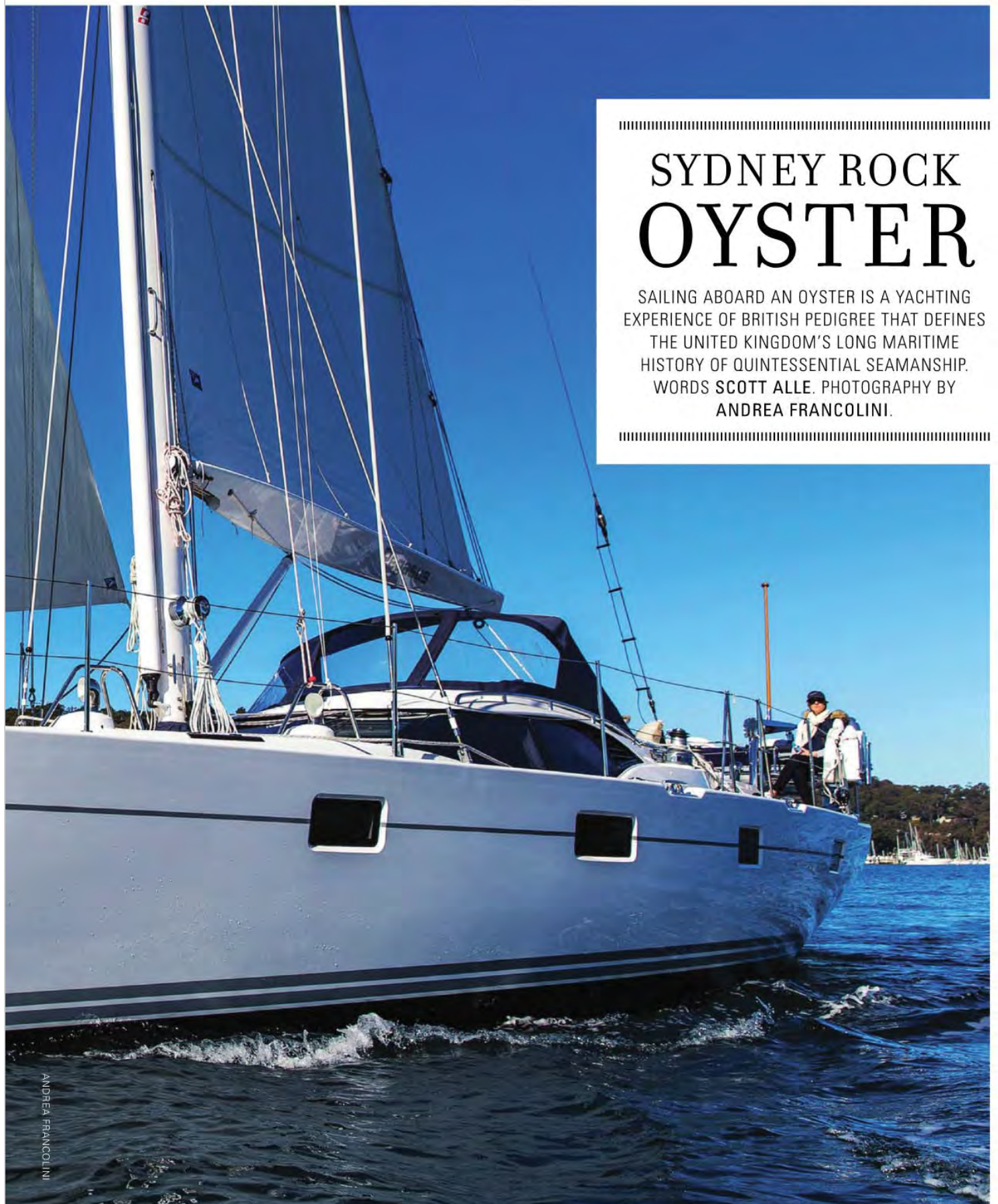
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Anyone contemplating a serious bluewater passage or offshore cruising adventure should be acquainted with Oyster Yachts, the renowned UK yacht builder.

Even those of us who've spent the vast majority of our ocean miles earnestly trying to morph into a deck fitting, that is, upstairs and on the rail, have dreamt of Oyster's legendary seaworthiness and comfort aboard.

You can superficially tell an Oyster apart from other cruising types by their elegant distinctive lines, purposeful deck hardware and rig, and usually immaculate condition. When you own an Oyster you look after it, not just because unlike most yachts they have decent resale values, but also because in the words of one circumnavigator "you want a boat tougher than you are."

There's no question Oysters, which range from 48 feet (14.8 metres) to a 118 foot (36 metre) 'entry level superyacht', are tougher than nearly all of us.

And that reputation for luxurious robustness is being tested in Australia's often unforgiving offshore conditions, with hull number eight of the Oyster 545 (16.43-metre) model recently delivered to a Pittwater-based owner, in Sydney's north.

A lot of the British marque's superior features, though, are where you can't see them. For instance, in the hull, which is hand-laid GRP, with Kevlar and carbon fibre laminates. The outer hull is laminated in vinylester resin, with cored topsides.



What that means, is, in combination with her powerful masthead two spreader rig, and a low centre of gravity bulb keel, the 545 is a very stiff boat. With a maximum beam well aft that translates into reaching speeds of 10 knots and better in 15 to 25 knots of breeze. On a recent shakedown race the big sloop clocked 11 knots

HELM STATION
The single helm pedestal houses a Raymarine Hybrid touch-screen displaying heading, speed and all relevant navigational data.

in a solid 18 knots of breeze – ideal passage-making numbers.

The decks are balsa cored, replaced by plywood in load bearing areas to provide additional strength. All load-bearing fittings have backing plates, and washers. You subtly notice the reassuring solidity and details built into all the hardware the moment you step on board. Even touches such as the leather-covered, stainless steel grab rail along the aft bimini, whereas on most boats you are holding on to the bimini frame itself.

It's the seamanship qualities, and 'go anywhere with confidence' ethos, that attracted Patrick Allaway, the owner of *Pegasus*, to the Oyster brand.

"Safety at sea, seaworthiness was number one," he explains. "We do want to do some bluewater cruising. We wanted a boat that was bullet-proof and strong and that had a sound reputation for being safe."

Other requirements high on the wish list, which the 545 capably addressed, were high standards of comfort and fit-out.

"We wanted all the comforts of a cruising boat, that was well-finished and had the facilities for our family and friends to be comfortable on the boat as well," Patrick says.

Those comforts are within easy reach when you settle into the welcoming deep centre cockpit with high-density foam seating cushions. The cockpit's high-gloss teak table has a pull out top panel, which reveals a built-in cool box, something every yacht should really have.

Centre cockpits are a long time Oyster feature. The raised coaming offers extra protection in big and confused seas, while providing a comfortable and snug respite during long watches. They also allow for an enormous aft owner's stateroom below decks.

Deck entertaining space is still generous though, thanks to a large sun pad directly aft of the cockpit, plus there's two push pit or princess seats aft, which have been extended into benches for more rear deck seating. There's also a double sun bed just forward of the mast for taking in the sights under sail.

The single helm pedestal houses a Raymarine Hybrid touch-screen displaying heading, speed and all relevant navigational data with the autopilot also from Raymarine. Controls for the Sleiþner bow-thruster and a single gear and throttle lever for the 110 hp Yanmar auxiliary are handily located on the top and side of the helm panel respectively.





Wide, uncluttered, teak-laid side decks allow crew to move to the foredeck without squeezing between shrouds and other fittings.

The 545 is easily controlled under sail with just minimal crew. Up front there's a 150 per cent Genoa from the Dolphin loft in the UK, which tacks quickly and is deployed and brought in via a Furlex electric furler. The fully battened main sits neatly on the optional "park avenue" boom with lazy jacks guiding the hoist and drop. I especially like the recessed light in the underside of the boom, no doubt a big plus in any night manoeuvres.

With a view to short-handed stints, Patrick opted for a comprehensive powered winch package from Lewmar. Both the primary and mainsheet winches are electric. Another electric winch at the base of the mast ensures a smooth, easy hoist of the Gennaker or asymmetric spinnaker, that's also handy for any rig work or checks.

Spinlock jammers efficiently control all halyards, which are led back to the cockpit, with both the main and Genoa halyards of 12-millimetre Dyneema.

The 545's standing rigging reflects Oyster's bluewater heritage. The



forestay is 14-millimetre Dyform, the rod backstay is hydraulically tensioned, and both are designed to cope with the loads experienced during ocean passages.

Knowledge and experience of getting around a boat in rough conditions is also reflected in the design of the companionway, a potentially hazardous transition in a nasty seaway. Oyster uses a hydraulic drop-down storm board system, alleviating the usual struggle to slot the things in, as it's controlled at the touch of a button. Curved stainless handrails and companionway steps with a non-slip tread deliver you intact to the spacious saloon.

The interior is trimmed in light oak panels of horizontal grain, creating a relaxed inviting space, complemented by a sumptuous L-shaped lounge finished in a light-hued Alcantara, an extremely durable, double-stitched suede. The plush custom-made seating contains two layers of dual-density foam, which provide the optimum comfort setting around an impressive dining table.

This piece of woodworking craft is of oak veneer with solid edging and a hinged extension to host a memorable soiree. A locking mechanism secures



hooked-up to USB ports or naturally by Wi-Fi.

The tried and tested passageway galley layout enables you to brace yourself while the boat heels when underway. The countertops are Avonite, a highly practical finish, while there's an electric oven and hotplates, an option instead of gas.

As a general rule Oysters are designed to have enough stowage and tank capacity to cruise for three months. That materialises into deep cabinet baskets with stainless latches to prevent contents escaping at sea. A well-sized, front opening refrigerator has large guardrails and further colder storage is available in the top opening insulated GRP freezer box.

Royal Doulton tableware custom-made for Oyster is provided for eight guests, safely tucked away in a purpose built cabinet, and there's polycarbonate wine glasses and highball tumblers as well.

The owner's stateroom is the nicest I've seen on a yacht, but then I'm usually attempting to wedge myself onto an acrylic weave pipe cot.

There would be no problem sleeping off-watch on the generous double berth, slight offset from the centreline. The mattress is superior quality composite foam, with zippered side openings, and profiled for ventilation.

The white oak joinery is beautifully finished, there's not a sharp edge anywhere, and all doors, drawers and lockers close with a soft seal.

A day settee to starboard has a large stowage locker under, with enough room for a make-up table/desk. The ensuite has a recessed washbasin with



COMFORT QUARTERS

Below: The saloon is cavernous, light and airy. Above: The high ceiling height and beam carried aft provides for a comfortable master stateroom. Right: The longitudinal galley arrangement is practical for long ocean passages.

it in heavy weather. Making good use of space aboard, a washing machine occupies the centrally located locker underneath the dining table. I'm unsure what the rationale is for the location, but why not, as my washing usually gets rinsed in a bucket at sea!

To starboard next to the companionway is the 545's communications and nav centre. An Apple Mac runs an enviable nautical IT and electronics package with an AG Nevo touch sensor monitor and 15-inch Raymarine screen.

There's standard global navigation software, along with an Inmarsat Fleet 150 satellite phone and data, VHS, AIS, digital radar and Navtex marine weather files. The chart table is big enough to accommodate fixes on a paper chart, a very wise activity when navigating unfamiliar coasts. Entertainment devices can be



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quality Hansgrohe fittings. There's a separate hinged door for the stall shower, which has plenty of shoulder turning room. The head itself is an electric Dometic Masterflush unit. One of three engine access panels is located nearby, it pulls out for easy access to the twin fuel filters and other critical systems.

The forward stateroom offers privacy for another couple or crew on-board for extended cruising. The double berth offers another supremely comfortable mattress, with a deep stowage drawer with locker beneath and a big hanging locker as well.

A third cabin has upper and lower bunks, which feel larger than usual, and has its own complement of drawers, including a vanity unit. A bathroom to port, with shower, can be accessed from either cabin.

Deck hatches, practically fitted with privacy blinds and mosquito screens, supply fresh air throughout the accommodation. When the hatches



are closed, a 7 kW Onan generator drives a Cruisair air-conditioning system, and the owner's cabin has its own dedicated unit.

Oyster's commitment to deliver owners every conceivable need while cruising can also be seen in the floor lockers, which are colour-coded and can be screwed down to preserve and protect their contents. A 750-litre water tank can be augmented by a water-maker capable of distilling 100 litres an hour. The 110hp Yanmar auxiliary barely sips from the generous fuel tank, allowing an 800-nautical mile cruising range under power alone.

When you have arrived safely and well-rested thanks to the Oyster 545's many creature comforts, then it's time to break out the water toys.

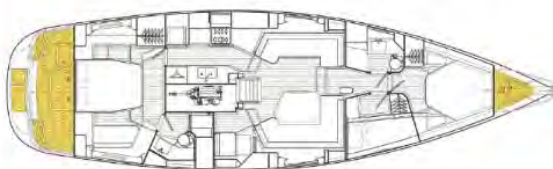
Patrick plans to take his surfboard on a trip to Fiji planned for next year, and there's a 3.4-metre Highfield RIB

with 20 hp Honda outboard, which is stowed on sturdy Simpson davits. You could easily throw on a stand-up paddleboard and dive gear given all the locker choices aboard.

Pegasus is due to make her first long offshore leg in September, the first entry in the leather-bound Oyster logbook. The boat will also be lining-up for the Pittwater to Southport race in early January, and Patrick intends to join a leg of Oyster's World Rally 2017-2018, which will traverse the Pacific from February to October next year.

He sums up how many of us feel when offshore. "Being out on the ocean, with a swell, with a breeze behind you, and no motor running, there's nothing better. It's my best way to relax. I love it."

And it's even better on an Oyster. The Oyster 545 will be on display at the Sydney International Boat Show. www.oysteryachts.com



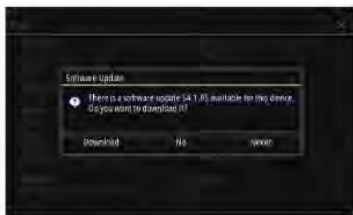
MODEL	Oyster 545
BUILDER	Oyster Yachts
COUNTRY OF BUILD	United Kingdom
YEAR OF BUILD	2016
DESIGNER	Rob Humphreys
LENGTH OVERALL	16.43 metres (53 feet 11 inches)
LENGTH OF HULL	16.12 metres (52 feet 11 inches)
WATERLINE LENGTH	14.10 metres (46 feet 3 inches)
BEAM	4.75 metres
DRAFT	Standard 2.40 metres
DISPLACEMENT	Standard 21,115 kilograms
BALLAST	8,160 kilograms
ENGINE	Yanmar 4JH4-HTE1 75 kW 100 hp
WATER	750 litres
FUEL	850 litres
SAIL AREA	154.09 metres with 150% foretriangle
PRICE	\$2 million as tested

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1. SELF DIAGNOSIS

B&G's Network Analyser and Service Assistant is now available in a free software release with new tools that are designed to ensure optimal marine-electronics performance for B&G displays. No matter how far a vessel is from land, as long as sailors can connect to a wireless network, this new update gives immediate access to the latest features and the best support and service.

www.bandg.com/support/downloads

2. REACHING OUT

Just because you are far from land, that doesn't mean you need to be disconnected. Glomex's WeBBoat 4G PLUS is a WiFi/4G coastal internet antenna that is based around a simple installation and good quality hardware and equipped with two powerful 4G antennas that receive the internet signal and create a secure personal WiFi network inside the vessel. Accessible simultaneously by 32 different devices.

www.amisales.com.au

3. THE TORCH BEARER

Economical and rechargeable, the P7R compact torch from Led Lenser comes with a new battery and charging system that boosts burn time without compromising on power, allowing for a lengthy 40 hours of burn time. Producing an enormous 1,000 lumens, the P7R will output a beam distance of 210 metres and yet remains a medium-sized flashlight that is super light, weighing only 210 grams. RRP: \$231

www.ledlenser.com.au

4. LIGHT & DARK SHOW

Raymarine has released its new CAM210 high-definition camera, a versatile new model that performs in both bright sunshine and total darkness thanks to highly efficient infrared LEDs. It offers a range of up to 20 metres, is designed for all above-deck applications and is 40 percent smaller than its predecessor.

www.raymarine.com.au

5. IN THE EVENT OF AN EMERGENCY

ACR Electronics has launched the new Pathfinder™ PRO SART, a search and rescue transponder that complies with IMO SOLAS regulations. Designed to assist in the rescue and recovery of life rafts and survival craft, it transmits a series of pulses which are displayed on a ship's radar screen, providing a bearing to the survival craft. When powered on, the SART, which is waterproof to a depth of 10 metres, remains in a standby mode until it is automatically activated.

www.acrartex.com

6. WHAT LIES BENEATH

Lumitec expands its underwater light line with the full-colour RGB SeaBlazeX Spectrum. With the same reliability, quality, and support that has made SeaBlaze a top seller, the Spectrum goes further, with nearly infinite colour output options and user-selectable modes, an easy surface-mount, a two-wire hookup and no external control boxes.

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1. NATURAL FORCES

Radha Pedersen's hand-crafted custom marine art allows you to admire your boat more often – in the miniature. Traditionally hand-carved from the finest timbers, these unique artworks are created with patience and passion by a fellow sailor. They can be created from photographs and shipped worldwide.

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2. FROM THE TOP DOWN

Musto are accustomed to providing kit for some of the world's best sailing teams, but their high-quality gear is just as available to any level of sailor for outerwear and undergarments. The brand's latest release is the Solent range for 2016 with its GORE-TEX® protection that is completely waterproof, breathable and windproof. The reinforced seat in the pants gives them added durability and you can access the pockets in your trousers beneath.

RRP \$369.95

www.musto.com.au

3. TIMING IS EVERYTHING

The Suunto Spartan Sport touch-screen watch for those who love the outdoors but don't necessarily need all of the bells and whistles. It looks great and is extremely difficult to damage thanks to mineral crystal glass and a stainless steel bezel, pushers and buckle. The Suunto Spartan Sport is packed with training insight for 80 different sports including sailing.

RRP From \$779.99

www.suunto.com

4. OCEAN CROSSING

The new Transocean range from Henri Lloyd is designed to help you cross oceans. The men's jacket has a hi-vis, offshore hood pod with adjustable storm guard and one-handed shockcord adjusters, plus the ever-useful photo luminescent reflective patches.

RRP \$749

www.henrilloyd.com.au

5. A MAN'S BEST FRIEND

Avid sailor Paul Sperry's original boat shoe design was created to be a truly non-slip shoe for the boat and was, in fact, inspired by his dog's paw, which, with its tiny lines and cracks in every direction, Sperry noticed stopped the dog from slipping when he was out on the boat's deck. The latest release from the Sperry brand, "Jaws," continues this inspiration and is printed with a fun pattern inspired by the film.

RRP \$174

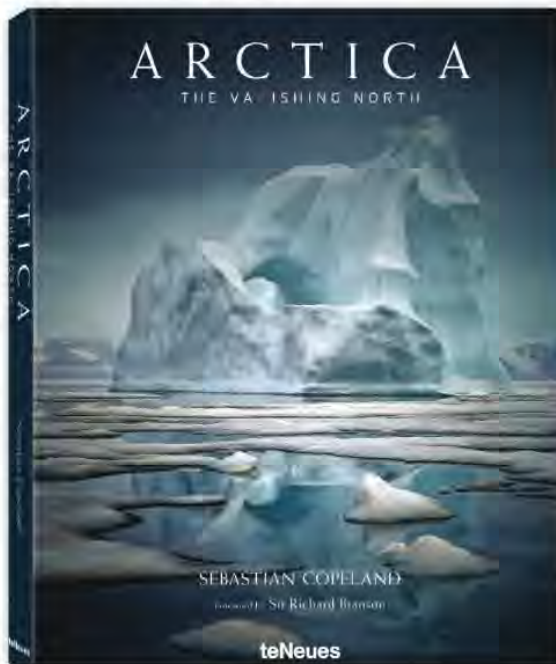
www.asos.com/au

6. FEEL THE HEAT

For those offshore races in the cooler months, Volt Heat use cutting-edge heat technology to warm you from the inside out. Their Tactical – 7v™ Heated Base Layer provides soothing heat on high for two-plus hours and up to 8 hours on the lowest setting. Made in micro polyester/spandex material with a brushed fleece lining it has a large four-panel heating system centered in the back of the garment.

RRP US \$129.95

www.voltheat.com



ARCTICA The Vanishing North

Author: Sebastian Copeland
 Publisher: teNeues
 302 pages
 Price: \$240.00

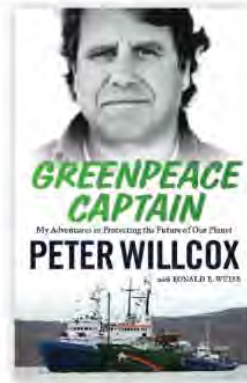
Photographer Sebastian Copeland begins the journey into the pages of this huge and spectacular visual display by quoting adventurer and writer, Mark Twain: "Travel is fatal to prejudice, bigotry and narrow-mindedness." And from here we disappear into the mysteries of ice and snow in Copeland's stunning new photographic book, *Arctica: The Vanishing North*.

Beginning with a forward by Sir Richard Branson, Copeland begins this book saying "Welcome to the ice!" What follows is 300-plus pages of breathtaking images from a landscape that is rarely trodden and travelled. Copeland gives the amazing sense of truly finding oneself at the edge of the world as this polar explorer and award-winning photographer traverses the North Pole.

Silvery blue waterscapes, glorious, lonely mountains and the creatures for whom this landscape is completely natural, take over the panoramic pages of this coffee table book.

As a dedicated environmental activist however, Copeland's goal in the release of the book is to pay homage to this landscape and in turn draw awareness to the environmental jeopardy it is in – and you can't help but be drawn in by such rugged and untamed vistas, with, as Copeland rightly names it – "otherworldly beauty."

A stunning book that is, even for the most intrepid travellers and sailors, a landscape that is truly exotic and rare. www.peribo.com.au

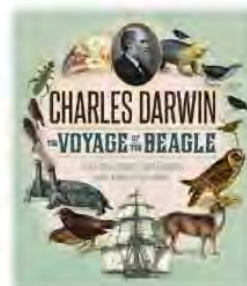


GREENPEACE CAPTAIN My Adventures In Protecting The Future of Our Planet

Author: Peter Willcox
 Publisher: Penguin Random House
 323 pages
 Price: \$34.99

The senior captain for Greenpeace International opens up about his treacherous adventures and greatest triumphs in *Greenpeace Captain*. Reflecting on his childhood, Willcox explains how it shaped him into becoming the captain of the famous Greenpeace ship, *Rainbow Warrior*.

In his career that has spanned more than 30 years, Willcox has taken serious risks, making an action-packed and serious read of highs and lows, as he has all the while put the protection of the marine environment at the forefront. www.penguinrandomhouse.com.au



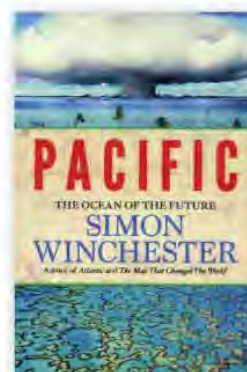
CHARLES DARWIN The Voyage of the Beagle

Author: Charles Darwin
 Publisher: Zenith Press
 480 pages
 Price: \$49.99

175 years after its first publication (as *Journal and Remarks*), comes the illustrated edition of Charles Darwin's travel memoir and field journal, *The Voyage of the Beagle*.

With excerpts from both Darwin's original journal and his famous *Origin of Species* as well as writings from the captain of *H.M.S. Beagle*, Robert Fitzroy, this is an all-round great read.

Illustrations, photographs and maps mean the book reveals even more of the epic journey south. www.booktopia.com.au



PACIFIC The Ocean of the Future

Author: Simon Winchester
 Publisher: William Collins
 492 pages
 Price: \$32.95

Right on our doorstep, the vast Pacific Ocean looms, with its danger, beauty – and possibilities.

Author Simon Winchester travels the circumference of this gigantic body of water for his latest book, exploring the home of tsunamis but also its history, paradisaical beauty and rich cultures.

He argues that this is the ocean of the future when it comes to economics, politics and the military. www.boatbooks-aust.com.au



It heralded great advancements in women's sailing, not only at the Olympics, but also in the Paralympics, and in a broader range of world championships for one-design classes and in keelboats. The performances of those young women have, without question, encouraged many more women in the sport, from sailboards through to ocean racing.

I covered the 1988 Seoul Olympics, with the sailing off the historic South Korean seaport of Pusan, for Australian daily newspapers and for the *London Daily Telegraph* and had great pleasure in seeing women, especially our own, make their Olympic debut in the 470.

Representing Australia were Sydney sailors Nicky Bethwaite and Karyn Gojnich who in difficult, often heavy weather conditions, sailed extremely well in a fleet from 21 nations. Their sixth place overall made them the stars of the Australian sailing team.

While women have also been eligible to sail at the Olympics, and some did aboard large metre class boats at pre-World War II Games, there had never been a class really suitable for them.

The 470 proved an ideal boat and is still an Olympic class for women, and men too. In fact, since Bethwaite and Gojnich joined the pioneering women sailors on the murky waters off Pusan, Australian women have won two gold medals in the class.

At the magnificent Sydney 2000 Olympic Games, Jenny Armstrong and Belinda Stowell became the first Australian women to win a medal in sailing when they clinched gold in the

GOLDEN GIRLS

THE 2016 RIO OLYMPIC GAMES WILL MARK 28 YEARS SINCE A SEPARATE SAILING EVENT WAS ALLOCATED EXCLUSIVELY FOR WOMEN. THIS MOMENTOUS CHANGE IN INTERNATIONAL SAILING HAPPENED AT THE SEOUL OLYMPICS IN 1988 WHEN A WOMEN'S 470 DOUBLE-HANDED CLASS WAS INTRODUCED, WRITES PETER CAMPBELL.

last race on Sydney Harbour.

At Beijing four years later, Australia won gold again in the women's 470s class, with Tessa Parkinson and Elise Rechichi victorious.

Nicky Bethwaite and Karyn Kojnich went on to compete in the Yngling class, a small three-person keelboat with Kristen Kosmala on the bow, at the Athens Games and qualified for Beijing. Unfortunately, Nicky broke both arms in a mountain biking accident and was replaced in the team.

However, both women have continued a life-long enthusiasm for sailing, Karyn in Ynglings and as a coach of up-and-coming young sailors, Nicky mostly sailing on keelboats.

Australia has chosen a team of 11 sailors for Rio this month, four of them women, and with high hopes of repeating the outstanding

performance of sailing at the London 2012 Olympics.

At the London Olympics, sailed off Weymouth, the gold medals went to Australians in the men's 470, men's Laser and the men's 49er skiffs, but who will forget the nail-biting television coverage of the gold medal final in the Elliott 6 women's match-racing, with the Australian women just beaten for gold.

The Elliott 6 match racing for women has been dropped from the Rio Olympics, but Australia will be strongly represented in the 470 women's class by Jaime Ryan and Carrie Smith and by Ashley Stoddart in the Laser Radial class.

Lisa Damanin will be out on the wire for Jason Waterhouse in the Nacra 17 catamaran class, with excellent prospects of a podium finish.

The Paralympics will follow on from the Olympics at Rio and another woman will represent Australia at these Games, that remarkable athlete Leisl Tesch, sailing as crew in the high performance Skud 18.

Good sailing to all members of the Australian team at Rio, to the women in particular whose participation in Olympic sailing has come such a long way, and with its gold and silver medals, since Nicky Bethwaite and Karyn Gojnich competed in the inaugural women's 470 class at the Seoul Olympics back in 1988.

Overall, the Australian team is an excellent one with two crews, Matthew Belcher and Will Ryan (men's 470) and Nathan Outteridge and Iain Jensen (49er) defending their gold medal victories at London four years ago.

A notable event in women's sailing this year has been the 26th edition of the Australian Women's Keelboat Regatta, again conducted in early June by the Royal Melbourne Yacht Squadron on Port Phillip.

Australia's only all-women keelboat regatta, it attracted more than 170 competitors from throughout Australia, sailing 26 yachts of varying design and size. Some were very experienced keelboat sailors, others relative novices.

Competition between the top crews was intense in two cruiser/racer divisions racing under AMS, IRC and EHC ratings, and an S80 one-design class with a high quality of boat handling skills on the leading boats.

Sailing continues to attract women of all ages, particularly in the junior dinghy classes, thanks to Australian Sailing's outstanding Tackers program and the dedication of parents everywhere. ⚓

FLYING HIGH
In training for the
2016 Rio Olympics.

RACE & REGATTA DATES

KEEP TRACK OF THIS SEASON'S IMPORTANT EVENTS.

AUSTRALIA	DATE	CLUB	INTERNATIONAL	DATE	COUNTRY
AUGUST			AUGUST		
Club Marine Brisbane to Keppel Tropical Yacht Race	5 Aug	ROYS	J/111 World Championship	1 Aug	USA
Club Marine Youth Match Racing Championship	6-7 Aug	CYCA	470 Masters Cup	1 Aug	Italy
CYCA Trivia Night	10 Aug	CYCA	35th Copa del Rey MAPFRE	3-6 Aug	Spain
Airlie Beach Race Week	12-19 Aug	WSC	Rio 2016 Summer Olympics	5-21 Aug	Brazil
CYCA Spring Series	14 Aug – 4 Sep	CYCA	Buzzards Bay Regatta	5-7 Aug	USA
Brisbane Boat Show	19-21 Aug	BBS	Red Bull Foiling Generation, Cadiz	5-7 Aug	Spain
Audi Hamilton Island Race Week	20-27 Aug	HIYCS	AAM Cowes Week	6-13 Aug	UK
SEPTEMBER			H-boat World Championship	6 Aug	Finland
Magnetic Island Race Week	1-6 Sep	QLD	European Championship	10 Aug	Denmark
Lion Island Race	3 Sep	SASC	Oakcliff International	11 Aug	USA
Marinassess Womens Match Racing Regatta	10-11 Sep	CYCA	Hanse Sail Rostok	11-14 Aug	Germany
Grant Thornton Short Haul Race	11 Sep	SYD	Western Circuit Sailing Regatta	13-20 Aug	Singapore
CYCA Trivia Night	14 Sep	CYCA	Cork International Regatta	14 Aug	Canada
Blue Water Pointscore Series briefing	14 Sep	CYCA	29er North American Championship	14 Aug	Canada
Blue Water Pointscore – Flinders Islet Race	17 Sep	CYCA	Russian Open Match Race Champs	17 Aug	Russia
Grant Thornton Short Ocean Race	24 Sep	CYCA	Red Bull Foiling Generation, Knokke	19-21 Aug	Belgium
OCTOBER			International 14 World Champs	22 Aug	France
IRC Teams Regatta	1-2 Oct	RPAYC	Baltic Match Race	26 Aug	Estonia
Ocean Pointscore – Lion Island Race	8 Oct	CYCA	SB20 World Championship	29 Aug	Portugal
Grant Thornton Short Haul Race	8 Oct	CYCA	Korea Cup International Yacht Race	30 Aug	Korea
CYCA Trash & Treasure Market Day	9 Oct	CYCA	49er & 49erFX Junior World Champs	31 Aug	Netherlands
Blue Water Pointscore – Newcastle Bass Island Race	14 Oct	CYCA	SEPTEMBER		
Grant Thornton Short Haul Night Race	14 Oct	CYCA	Extreme Sailing Series, Act 5	1 Sep	Russia
Australian Youth Match Racing Champs	19-23 Oct	CYCA	Maxi Yacht Rolex Cup	4-10 Sep	Porto Cervo, Italy
Grant Thornton Short Ocean Race – Gascoigne Cup	22 Oct	RSYS	Rolex New York Yacht Club Invitational Cup	9-16 Sep	Newport, USA
Balmain Regatta	23 Oct	BSC	J70 Eurocup	9 Sep	Italy
Giant Steps for Autism Sailing Regatta	28 Oct	MHYC	RYA National Match Racing Womens Champs	10 Sep	UK
Ocean Pointscore Race – Botany Bay Race	29 Oct	CYCA	Rolex Swan Cup	11-18 Sep	Italy
Balmain Regatta	30 Oct	BSC	Rolex Big Boat Series	15-18 Sep	San Francisco, USA
NOVEMBER			ISAF Sailing World Cup, Qingdao	19-25 Sep	China
Grant Thornton Short Ocean Race – Morna Cup	5 Nov	RSYS	Extreme Sailing Series, Act 6	22 Sep	Turkey
Grant Thornton Short Haul Race – Sydney to Pittwater	5 Nov	CYCA	Les Voiles de St Tropez	23 Sep – 2 Oct	France
Grant Thornton Short Haul Race – Pittwater to Sydney	6 Nov	CYCA	J/70 World Championship	24 Sep	USA
Rotary Charity Regatta	11 Nov	CYCA	OCTOBER		
Ocean Pointscore Race – Port Hacking Race	12 Nov	CYCA	New Zealand Match Racing Champs	6 Oct	New Zealand
Blue Water Pointscore – Cabbage Tree Island Yacht Race	18 Nov	CYCA	International Finn Regatta	7 Oct	Italy
ASX Thomas Reuters Charity Foundation Regatta	18 Nov	MHYC	Laser Europa Cup	7 Oct	Monaco
Blue Water Pointscore Race – Halvorsen Bros Trophy	18 Nov	CYCA	Antibes Cup Feminine	8 Oct	France
Short Haul Night Harbour Race	18 Nov	CYCA	Extreme Sailing Series, Act 7	6-9 Oct	Portugal
DECEMBER			Sailing World Cup, Qingdao	10 Oct	China
Blue Water Pointscore – Bird Island Yacht Race	3 Dec	CYCA	Red Bull Foiling Generation, Newport	13-15 Oct	USA
Extreme Sailing Series, Act 8	8-11 Dec	Sydney	GC32 Racing Tour – Marseille One Design	13-16 Oct	France
72nd Rolex Sydney Hobart Yacht Race	26 Dec	CYCA	Red Bull Foiling Generation, World Final	20-22 Oct	USA
			Open New Caledonia Match Race	21 Oct	New Caledonia
			Rolex Middle Sea Race	22 Oct	Malta

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

BUIZEN 52 - 'INFINITY' - \$ 1.85M



'Infinity' is a true 21st century pilot house cruising yacht. A masterpiece of design and construction capability that is arguably the best of Australian-built yachting.

The pilot house helm station is set forward of the raised saloon with all controls including electronic throttle, bow thruster, full instrumentation combined with superb vision from the skipper's luxury arm chair. The decadent galley is also set forward, and on the same level as the luxurious owner's state room.

Additional accommodation is provided in two aft cabins. The port side cabin is fitted with a double bed and nav/office, while the starboard cabin has a double and an en-suite/guest bathroom.

'Infinity' is Buizen 52 #2, fitted with almost every option, the result of more than 18,000 man hours in design and construction. She will appeal equally to those who like to cruise under sail, as well as those who prefer power, a virtual hybrid luxury motor sail with substantial and impressive range; a feature that is a must on any vessel aspiring to be rated as a genuine passage maker.

'Infinity' has shown her amazing capacity on the water in recent competitive divisional racing such as Hamilton and Magnetic island race week. With her extra tall carbon rig and carbon furling furl boom, composite construction saving 2 tonnes, Hood performance sails topped with one of the largest B&G networks seen on a boat of this size, 'Infinity' is a pocket super yacht that would be a dream cruise or race anywhere.

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