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The CYCA board has decided it is time for a new, exciting phase of growth for the club, which will soon be under new leadership. It has been agreed that as such, Mark Woolf has concluded his engagement as chief executive officer of the CYCA.

Mark joined the CYCA as chief executive officer in 2004, at a time when it was facing a number of challenges. Over the last 11 years, he has transformed the business of the club, notably attracting sponsors and overseeing the first three phases of infrastructure improvements. The club has just announced a record surplus and is fundamentally debt free – testimony to his strong stewardship.

The club has been truly fortunate to have had Mark lead it to such a strong position – we part on good terms and with heartfelt thanks.

Interviews will be conducted following the close of applications, with the top two candidates given the opportunity to present their ideas to the board. We anticipate announcing the new chief executive officer by the end of August. I would like to thank the board and staff for their time and efforts maintaining our club standards during the interim phase.

During the last term, the board concentrated on membership and to that end, our membership drive brought membership numbers to over 3,000 for the first time.

Moving into the new term, the board will be focusing on major facility upgrades at the CYCA and also at Constitution Dock in Hobart for the Rolex Sydney Hobart Yacht Race. The development of a 'Rolex Village' at Constitution Dock and at the CYCA will see us move into the future of maintaining and delivering a high quality sporting event.

This year's race south is shaping up to be another extravaganza with the Clipper fleet joining us for the second time and we have been told on good authority that *Comanche* will also be attending along with other international competitors, adding colour and spectacle to the event.

The development committee have been investigating the upgrade of existing premises with the view of making the club more appealing. At this time we would like to announce that Allen Jack and Cottier Architects have been appointed to develop an overall concept moving the CYCA into the future. In the interim,



various minor upgrades will be carried out including repainting the club house and upgrading the Youth Sailing Academy building. The aim of this project is to make both buildings more visually appealing and maintain consistency with the aesthetics of the facility.

The 2015 Land Rover Winter Series has been completed and once again lived up to its reputation of a great competitive racing series. Over 140 yachts took part in the series with the last race showing just how close competition was. Every Sunday yachts scattered Sydney Harbour providing a great visual and the opportunity for skippers to fine-tune crewing arrangements ahead of the Blue Water Pointscore Series.

The introduction of additional Ladies Day Pointscore Races has been well received, taking the pointscore to three race series. This has provided our female members at the CYCA with an opportunity to take the helm, also

SAVE THE DATE
The CYCA SOLAS Trusts Dinner is a great event that will be held on Friday October 23 at the club. The CYCA Sydney Hobart Yacht Race Safety of Life at Sea Trusts was established to assist immediate family of those lost at sea during Yachting Australia sanctioned events, provide assistance to search and rescue organisation and to foster research and training to improve procedures and equipment used at sea. We are very proud of this initiative and encourage you all to support such a worthy cause.

providing our female Youth Sailing Academy representatives with the chance to broaden their skill set.

I would like to extend our thanks to Land Rover Australia who joined us for the second year as the naming rights sponsor of both the Land Rover Winter Series and the Land Rover Sydney Gold Coast Yacht Race. We look forward to a continued long and successful relationship with Land Rover.

CYCA members and their guests were given the opportunity to experience the off-road capabilities of the Range Rover Evoque, Sport and Discovery on the Land Rover Twin Terrapod Experience in June. If you missed this experience, visit our Facebook page to view the footage at www.facebook.com/CruisingYachtClubOfAustralia.

I would also like to extend special thanks to the Race Officials, the Protest Panel and Breakfast Club, who volunteered to help make the Land Rover Winter Series the best Winter sailing experience possible.

On Saturday July 25, a strong fleet set sail for the 30th Land Rover Gold Coast Yacht Race, marking the beginning of the CYCA's most prestigious Blue Water Pointscore Series.

Southport Yacht Club commodore, Phil Short, has informed me that the Land Rover Sydney Gold Coast Yacht Race is a great event that creates a lot of excitement around the club. Southport Yacht Club have four yachts entered in this year's race with many of their young club sailors, Olympic and World Champions, moving into ocean racing with our race being their first step into that stage of their development.

The CYCA Youth Sailing Academy is progressing well, achieving fantastic results at a national level through strong competition results on the world stage. We have a team heading to the Governor's Cup at Balboa Yacht Club in California, which will be a great experience for participants and an opportunity for the CYCA to be represented on an international stage. We wish them the best of luck.

We have a very high standard of young sailors in the academy and the CYCA is proud of their achievements, which would not be possible without individual dedication. Acknowledgement must also go to sailing staff and the YSA, coaches, umpires and sponsors. Their commitment and ongoing support is pivotal to the longevity of the program.

Enjoy the club and your sailing.

JOHN CAMERON
Commodore CYCA

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Published on the eve of the Sydney International Boat Show, this Racing focused edition of *Offshore* has been designed with speed and performance sailing front of mind.

So, if you're on the lookout for the next big thing in race boat design be sure to read our Racing Yachts feature this issue, compiled by Kevin Green. Profiling some of most exciting new race boats for 2015, some recently launched and others soon to splash, it's a revealing insight into a new breed of racing yacht designs. Some are small (from 23 feet) whereas others are gargantuan (up to 88 feet). The common theme is the original thinking in performance yacht design that's emerging in ever-greater variety from the drawing boards of an eclectic swatch of designers, constructed by boatyards from all corners of the world.

The racing compass swings north at this time of year as we literally 'spring' into a new season of competitive sailing, starting out with Sydney's CYCA hosting the 30th Land Rover Sydney Gold Coast race, which saw an impressive fleet of 67 ocean racing yachts set sail from Sydney Harbour on July 25.

A significant ocean race in its own right, the Sydney Gold Coast event also doubles as a feeder for southern-based yachts en route to the ever popular Queensland regatta weeks off the far north coast. Joined by a flotilla of Queensland-based boats, many of the southerners continue their Queensland passage racing in the RQYS Club Marine Brisbane to Keppel Tropical Yacht Race, which crossed the Moreton Bay start line on July 30, heading to the race weeks of Airlie Beach (7-14 Aug), Hamilton Island (15-22 Aug) and Magnetic Island (27 Aug-1 Sept) all previewed this issue.

In the sport of international sailing, the spectacle that is the America's Cup continues unabated as the most controversial event on our watery world, with more tacks and gybes of politics and passion exhibited onshore in the lead up to each series than is played out on the racecourse every four years. Our homegrown Australian regatta director Iain Murray chats this issue with Jeni Bone on what's in store for



the 35th edition of the Cup to be raced in Bermuda in 2017.

Our Skipper interview for August is with Sydney sailor Wendy Tuck, the first Australian female skipper chosen to lead a crew in the upcoming 2015-2016 Clipper Round the World Race. Wendy talks with Stacey French about her passion for sailing and the "just do it" attitude that will see her take on the globe.

For yacht owners taking the plunge of venturing offshore for their first ocean passage, Renee Brack talks with some wise, experienced heads and considers everything you know and do on board is going to need a serious upgrade.

With the cold abating, the Sydney Boat Show (30 July to 3 Aug) will showcase an armada of sailing boats, yachts and equipment. We preview what's new to look out for on the marina at Cockle Bay and the vast exhibition halls at Glebe Island.

Finally, perhaps as a respite from this racy edition, for the traditionalists we review the Eagle 54 – a 'new classic' yacht, which is one of a handful of new yachts offering modern sailing technology and today's comforts, clothed in a suit of classic lines of more bygone times.

ANTHONY TWIBILL
Publisher / Editor

offshore YACHTING

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DAVID BROGAN / SAILPIX.COM AU



LAND ROVER WINTER SERIES POINTSCORE

Winter Series wraps up

The Land Rover Winter Series was a great success with strong results.

After a successful season, the Land Rover Winter Series Pointscore winners have been decided for another year at the CYCA.

In Division A1, *Duende* (Damien Parkes) claimed victory in the Winter Series Pointscore ahead of *Victoire* (Darryl Hodgkinson) and *Celestial* (Sam Haynes). *Kerisma* (Matt Wilkinson, Andrew Wylie and Dion Morrison) took care of business in Division A2, four points clear of *PlayStation 4* (Dean Harrigan) with *Wax Lyrical* (Les Goodridge) finishing in third.

Philip Grove's Sydney 39 Cr *Huntress* had a consistent series to win Division B with *Buildrite/G&R Isuzu* (Lark Missiris) in second and *Calibre* (Richard Williams) rounding off the top three.

In Division C, *Cyrene 3* (Michael Selby) capped off a solid series with four individual race wins to take out the pointscore with *Quetzalcoatl* (Anthony Bruce, James Lee Warner and Antony Sweetapple) claiming second on count-back over *Online* (Stephen Trevillion).

Division D was decided by one point with John Amos' *Soundtrack* taking

honours over *One More-No More* (Ian Guanaria) with *Sommerbreeze* (Hans Sommer) finishing third.

Tim Ryan's *James* claimed Division E bragging rights over *Crusader* (Jonathan Green) who on count back finished ahead of *Skeeter* (Sandor Tornai).

Winning the first two races of the season, *Double Trouble* (Steve Wyatt) capped off his winning form claiming Division F victory from *Outlandish* (Sean Barrett) with *Selkie* (Anthony Booth) finishing third. *Sea Rug Hoo Ha* (Peter Howes) took out Division G ahead of *Starpac* (Lia Darby) and *Noakes White* (Peter Langman).

Winning seven races, *L'Attitude* (Jon Short, Rob Hunt and Miles Bastick) cruised to victory in Division J1 followed by *Reve* (Kevin Whelan) and *Trim* (Shaaron Walsh). *Baltic Lady* (Niel Burling) claimed victory in Division J2 with *Stormy Petrel* (Kevin O'Shea) coming in second on count-back over Pat and Roberta Easton's *In Cahoots*.

Division K honours was decided on count-back with *Hubcapp II* (Herman Heiligers) taking top spot over *Applejack* (Derek McDonnell) and *Broulee* (Karen Hawkett and Brett Pearce). ⚓

FURTHER RESULTS
In the spinnaker ladies pointscore Division 1, *Wax Lyrical* skippered by Dinah Eagle claimed victory with *Clewless?* skippered by Susan Hardy taking out Division 2. *Holy Cow!* Skippered by Kim Clinton won Division 1 in the non spinnaker ladies pointscore with *Hubcap II* skippered by Anna Wilkens taking out Division 2.

NEWS IN BRIEF

J70 Worlds Success

CYCA members place 18th in the J70 Worlds.

Competing in La Rochelle France, CYCA member Tim Ryan and his crew finished 18th in a fleet of 78 at the J70 Worlds. Ryan's crew included fellow CYCA members Steve McConaghy and Narelle Barnes with Adrian Kelly rounding off the only Australian team competing at the championship.

Quiet Little Drink

Integral to the CYCA, Quiet Little Drink returns 11 September.

When: Friday 11 September, 2015
Where: Freya and Morna Rooms, Cruising Yacht Club of Australia
Cost: \$30.00 per person
Supporting the Youth Sailing Academy, A Quiet Little Drink will recognise 2014 Rolex Sydney Hobart competitors who notched up their 25th appearance and YSA students who made their debut appearance in the prestigious event.

CYCA SOLAS Trusts Dinner

Come along and support the SOLAS Trusts this October.

When: Friday 23 October, 2015
Where: Freya and Morna Rooms, Cruising Yacht Club of Australia
Cost: \$125 per person
The CYCA SOLAS Trusts Dinner is an elegant evening that raises money for the CYCA SOLAS Trusts Fund. Since the Trusts inception over \$800,000 has distributed to search and rescue organisations across Australia. Visit: www.cyca.com.au
Like: www.facebook.com/CruisingYachtClubOfAustralia



OCEANS OF HOPE

Sailing comeback

After being diagnosed with Multiple Sclerosis, Cruising Yacht Club of Australia member, Greg Pugh, found a new reason to sail that has reignited his passion for the sport. By STACEY FRENCH.

Life often gets in the way of doing the things we love, including sailing. An extraordinary person regaining this love of sailing is Cruising Yacht Club of Australia member, Greg Pugh.

Greg is a 50-year-old sailor from Newcastle who one year ago stepped back onto the carousel of sailing after being diagnosed with Multiple Sclerosis (MS) in December 2008.

"The family and I were in Queensland on holidays and I couldn't read a couple of boards properly, I figured I just needed to have a check-up when I got home and get some glasses," Greg explained. "I got glasses but then referred to doctors for further tests, MRI scans and eventually a neurologist appointment that confirmed I had a brain tumour and MS."

Fortunately the brain tumour was benign but MS was confirmed. "The scariest part was holding out both my arms, closing my eyes and when the doctor asked me to touch my left finger on my nose, I couldn't do it and I still can't."

From a young age Greg was on the water and like many young sailors he started out on dinghies before finding his niche aboard 18-foot skiffs. Then came long hours at work and a family, and life got in the way of sailing.

When Greg was diagnosed with MS, he struggled to adapt to life with a walking stick and the prospect of never being able to work again. "I was sitting in the pub a year ago, feeling sorry

for myself and I saw this thing on Facebook called Oceans of Hope. I did a bit of research and applied. Everything has just happened from that point."

Oceans of Hope is a 67-foot yacht that is undertaking the first global circumnavigation with a working crew of people living with MS, which aims to change perceptions by showing what is possible when people with a chronic disease are empowered to conquer their individual challenges.

Greg was put in contact with Sailors with Disabilities (SWD) at the CYCA to prepare for the voyage and found himself racing in the 2014 Land Rover Winter Series. Things snowballed positively and he was soon aboard *Wat Eva* in the 70th edition of the Rolex Sydney Hobart Yacht Race.

"It was an amazing experience, I loved it. You're out there in the elements and I remember being off the coast of Tasmania and asked how close are we? It is all just incredible."

"Then being on *Oceans of Hope* was just incredible too. I boarded in Samoa and we sailed to Tonga and then on to New Zealand."

Docking safe and sound at the CYCA, Greg was greeted by his three kids. "Sailing for the last year has totally changed my life. I was just going through the motions, looking after my kids, thinking that was it, and then this opportunity popped up and now, look where I am."

Greg assists MS Australia with public speaking, sharing his journey and overcoming adversity. ⚓

CYCA SOLAS TRUSTS

Gift of giving

Marine Rescue NSW Receives CYCA SOLAS Trusts Funding.

CYCA SOLAS Trusts has funded a hand-held FLIR thermal vision binocular that will enhance search and rescue operations. New thermal vision equipment to the value of \$11,585 will boost capacity and increase safety and aid in rescue missions for recreation and commercial boaters on the South Coast.

The Cruising Yacht Club of Australia Safety of Life at Sea (SOLAS) Trusts, funded the purchase of a hand-held thermal vision binocular and hard carry-case for Marine Rescue New South Wales (MRNSW), Moriarty's Wall fraction.

MRNSW deputy unit commander, Bruce Bodsworth, said the equipment will provide volunteers with an additional resource to carry out their duties.

"The hand-held FLIR Thermal Vision will enhance our search and rescue up to ten times our own vision, making persons in the water, especially at night, easier to locate," Bodsworth said.

"The right and left sided handles allow for either hand to steady the binoculars, while of course in rough conditions, one hand must be on a rail for personal safety.

"Just one life saved by the BHM QD65 will pay for its way, and kudos to CYCA SOLAS for the donation to purchase such a major piece of our life saving equipment."

CYCA SOLAS Trusts chairman, Matt Allen, said the funding supports the core trusts of the organisation in providing assistance to search and rescue organisations in every state and territory in Australia.

"This much needed safety equipment is vital for recreational and commercial boaters who may need assistance in the area," Allen said.

"Many of our members pass through the operational boundaries of the network, whether racing or cruising, and the Trustees of the CYCA SOLAS Trusts view the investment support provided as a natural fit to the objectives of the trusts."





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ELLIOTT 7

Toga sponsors CYCA

Toga has joined the Cruising Yacht Club of Australia as a Youth Sailing Elliott 7 boat sponsor with an agreement in place for the next four years that will assist with sailor development and opportunity at the CYCA.

Toga Development and Construction has joined the Cruising Yacht Club of Australia's Youth Sailing Academy as a sponsor of one of the Elliott 7.0 training vessels until 2019.

A successful developer of quality residential apartments, Toga is also a leading hotel operator across Australia, New Zealand and Europe.

Toga has an excellent track record of successfully delivering multiuse residential projects that attract new residents and investors to key areas around Sydney, capitalising on existing amenities as well as encouraging retailers and restaurateurs to invest in the area.

Toga general manager, Carl Duggan said that this sponsorship arrangement was orchestrated by Toga chairman, Ervin Vidor AM who has been a CYCA member for 40 years.

"The support for this program was initiated by our chairman who is an avid sailor," Duggan said. "Toga has sponsored the Youth Sailing Academy previously for ten years and we are excited to continue that support. Toga recognises the YSA as a great coaching ground for nurturing Australia's developing sailing talent.

"In addition to the YSA, Toga are also

sponsoring Optimus sailing dinghies at Georges River Sailing Club to encourage children to have a chance to start sailing at an entry-level class."

Commodore John Cameron thanked Toga Group for their support of youth sailing. "The Cruising Yacht Club of Australia prides itself on providing one of the leading youth sailing academies in Australia. Elliott boat sponsorship is vital to the ongoing maintenance of the training fleet and provides support for the many programs and regattas that the CYCA's Youth Sailing Academy conducts."

"Alumni from the YSA have gone on to compete in Olympic class events, the America's Cup and other national squads," the commodore added. "We are delighted to have Toga on board supporting the YSA in developing sailors and providing a quality program that delivers world-class events."

Currently, the Cruising Yacht Club of Australia has various sponsorship opportunities available for the Youth Sailing Academy and the CYCA. Interested parties should contact Stacey French, communications officer, on stacey.french@cyca.com.au or 8292 7800 for further information. ⚓



Chas from Tas

CHAS FROM TAS the book finally comes to fruition. By DI PEARSON.

Known to yachting tragiacs around the globe as 'Chas from Tas', Charles Blundell has been telling CYCA members for years that he had a book in the offing – and Chas has silenced his critics, as the book, simply titled *Chas from Tas*, will finally be released in October.

Compiled by Chas and a determined Juliet Prentice, whose father owned the famous English yachts *Battle Cry*, the book chronicles Chas' life between 1969 and the early eighties. Chas, who is a regular visitor to the CYCA, said it had taken about seven years to write, although he had been talking about it for nearly double that time. No doubt it will be a good read.

Chas, born in Devon (UK) before immigrating to Tasmania with his family, went to school in Hobart, where he learned an appreciation for the sea. A fascinating life on the water for over 40 years, working across ocean mining, exploration vessels, submarines, delivering yachts and racing them worldwide, is reflected in his weather-beaten face.

With over 500,000 nautical miles under his belt, Chas has some fabulous yarns to tell; encounters with pirates, his numerous Sydney Hobarts, Admiral's and Kenwood Cups and more. Most famously, Chas was aboard *Drum*, owned by Duran Duran front man Simon Le Bon, when it lost its keel and capsized in horrendous weather during the 1985 Fastnet Race.

There were many illustrious names aboard *Drum* for that race, including Skip Novak, Bruno Peyron and Le Bon, who was to tell me on a trip to Sydney a couple of years ago of Chas using his know-how and common boat sense to help prevent a catastrophe. Chas also caught up with Le Bon when he was in Sydney and previously joined the rest of the crew for a reunion in 2005. ⚓

You can register your interest for 'Chas from Tas' at: <http://filamentpublishing.us1.list-manage1.com/subscribe?u=26db1294411fc8848bc3be6e7&id=4240e84a2e> Or pre-order the book at: <http://www.filamentpublishing.com/shop/>

WITH THANKS
Toga general manager, Carl Duggan with Cruising Yacht Club of Australia commodore, John Cameron.



Harry Price (middle) will skipper the CYCA team with Angus Williams and Tara Blanc-Ramos

YOUTH SAILING ACADEMY

Price's sailing ambition

Youth sailor, Harry Price, is going from strength to strength in the CYCA's Youth Sailing Academy. By STACEY FRENCH.

The Cruising Yacht Club of Australia's Youth Sailing Academy provides young and aspiring sailors with the opportunity to excel on the water, but converting a passionate rugby boy and avid skier to a career in sailing and now, a CYCA Governor's Cup representative, is quite an achievement.

"When I was younger I wanted to be a ski racer or become a professional rugby player," says Harry Price. And that is where it all began for Price, who at the age of 12, first started sailing after many years of being a spectator of the sport.

"My sister (Olivia Price) is now an Olympic silver medallist and when we were growing up I would just go out on the boat with Mum and Dad to watch," Price reflects. "I was more interested in the power boats flying past so I didn't get involved with sailing until I went to high school."

Attending Scots College and throwing himself into the Sailing Program, Price signed up to the YSA in 2011.

"The YSA is really good because it is cool to be around like-minded sailors from different backgrounds and come together as one with no barriers or gaps. We all just get along and enjoy sailing," said Price who, alongside Murray Jones and Ben Robinson, claimed the Australian Youth Match Racing Championship in May.

"Mooloolaba was challenging because we were sailing in a small area and we were lucky to get some breeze, but we managed."

Alongside his YSA commitments, obligations to coaching at Scots College and Australian Sailing Youth Bridging Squad requirements, he is preparing for the 49er Junior World Championship in August of which the Governor's Cup will be a fundamental preparation event.

Alongside Price, Angus Williams and Tara Blanc-Ramos will represent the CYCA

at the 2015 Governor's Cup at Balboa Yacht Club, California. "We don't really have any expectations, we are a new team with different dynamics," he said, who will now focus on building the new team. The key to a good team, according to Price, is trust.

Spending every day of the sailing season at the CYCA or coaching at Scots College, he has an eagerness to be on the water as much as possible to focus on the technicalities of sailing, which are attributes that YSA coach, Jay Griffin, said contributed to his selection in the team.

"Harry has been doing really well over the last 12 months; it is a big achievement to be selected in this team as the Governor's Cup is one of the most prestigious international regattas for youth sailors," Griffin said.

Also selected in the team, Blanc-Ramos is the first female to represent the CYCA since Jackie Bonnitche in 2004.

"Tara is the best bow person in the YSA squad at present," Griffin commented. "She has not only been match racing with the YSA but she has been sailing in the Land Rover Winter Series developing her skills, which are equally transferable across all yachts."

Williams has sailed with Price before and will provide essential strategy and tactics during the event according to Griffin.

"Angus will be on main and trimming. He is observant and has great attention to detail, so having him bring that to the team will be a great addition," Griffin said.

The CYCA team will be competitive with Griffin gunning for a top four finish.

"It is a difficult regatta with light weather but all three sailors are naturals and will adapt, the biggest thing will be beating the locals," ended Griffin. ⚓

RACE REPORT

Jones victorious

Murray Jones with Ben Robinson, Brett Dixon and Felix Devario, have continued their strong sailing season to claim the Captain John Piper Regatta.

In a tough race, Murray Jones and his team have come out victorious in the Captain John Piper Regatta. In a dying breeze, Jones and his team went through the round robin fixture dropping just one match against Emma May, who they came up against in the first semi-final. Jones was too strong taking out both matches and advancing to the grand final.

In the other semi-final, Caitlyn Tames prevailed over Lauren Gallaway 2-0.

With cut-off time looming, teams pushed to get through the extended program with all semi-final flights shortened to two with the petit final and grand final challenging competitors to the best of three flights.

It came down to picking shifts and staying out of the holes in the breeze in the grand final with Jones taking the first race by a good distance. The second race was closer with Jones maintaining form to win the regatta.

Jones was pleased with the result and is confident that his team can continue to do well in the upcoming regattas.

"We are lucky to have these advanced Squad Regattas because they are great practice for the upcoming national and international sailing season," said Jones.

The 2015 Captain John Piper Regatta was sailed on two Saturdays on Sydney Harbour in picture perfect conditions with the finals being contested in eight to 10 knot west, south westerlies.

With only two more scheduled training sessions until the end of the Advanced Squad season, the squad will look to focus on state and national championships in August and September.

Advanced Squad teams will remain in place for additional training in the lead up to the Club Marine NSW Youth Match Racing Championship, which will be hosted by the CYCA.

The Captain John Piper Regatta is sponsored by Dean Harrigan, which provides the Advanced Squad with adequate preparations for upcoming regattas.

The Race Committee was assisted by Darryl McManus and Stephen and Rosemary Merrington. The YSA receives great support for its local match racing umpires during the Advanced Squad Season, which was this season taken on by Erica Kirby, Marcus Bidey and Gary Manuel.





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CYCA Ladies Night

The CYCA Associates Committee organised another fabulous end-of-week Ladies Night, which took place on Friday, June 5. The evening was filled with lots of chatting, plenty of laughter, and of course, the champagne and wine was flowing. Tasty canapés, lucky door prizes and most importantly, great company, made for a successful evening. There is already talk of the next Associates Committee function, which will no doubt be well attended and supported by current and future CYCA members.





**20 Years Plus
Members Night**

Held on June 12, the evening was opened by CYCA commodore, John Cameron who welcomed existing 20-year-plus members, new 20-year members, past commodores, current board of directors, 50-year members and Life Members. Jeanette York was the toast of the evening after being awarded a Medal of the Order of Australia (OAM) earlier in the week, while Lindsay May joined David Champतालoup on stage for further discussion on the 1983 Admirals Cup. The evening reflected on past members and their contributions to the CYCA and the sport of sailing.



1. CYCA members were treated to sailing yarns and tall tales of their many hours at sea as David Champतालoup guided guests through a time loop of memories. **2.** Ann Cramer, Ian Ebenzer, Denise Wilson, Daniel and Nadine Wilson. **3.** Bill and Margart Psaltis and Midge Geddes. **4.** Kaye and John Brooks, Sue Bailey and Michael Williams. **5.** John Markos, Janna Tess and Michael Champतालoup. **6.** John Markos, Michael and Janette York and Gail Bearman. **7.** Warwick Sherman, Judy Burrell, Lindsay May and Tania Mace. **8.** Peter and Veronique Mosedale, Paul and Beverley Mulherin. **9.** John and Roslyn Cameron. **10.** Scott McEwan, Cate Hogan, Carolyn Roberts and John Walton.



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IT WAS JOHN F. KENNEDY WHO AT THE DINNER FOR THE AMERICA'S CUP CREWS ON 14 SEPTEMBER 1962, DESCRIBED THE ALLURE OF THE SEA AS BIOLOGICAL, FOR WE ALL HAVE "SALT IN OUR BLOOD, IN OUR SWEAT, IN OUR TEARS." IAIN MURRAY, AMERICA'S CUP REGATTA DIRECTOR SOME HALF CENTURY LATER, WOULD NOT DISAGREE. IN FACT, AS JENI BONE DISCOVERS, MURRAY WOULD PROBABLY ECHO THE YOUNG PRESIDENT'S QUOTE THAT "CHANGE IS THE LAW OF LIFE. AND THOSE WHO LOOK ONLY TO THE PAST OR PRESENT ARE CERTAIN TO MISS THE FUTURE."

TIME AND TIDE

It's a safe bet to say that Iain Murray retains his role as America's Cup regatta director due to his ability to get on with stakeholders and get on with the job.

Responding to the recent scathing criticism from 2007 AC Hall of Fame inductee, Bruno Troublé, which has circled the globe increasing in pitch, Murray barely musters a chuckle.

A veteran of the 1983 America's Cup Challenge on Syd Fischer's *Advance*, 1987 America's Cup regatta, Olympian, winner of a record six consecutive 18-foot skiff world titles from 1977 to 1982 and World Etchells champ in 1984, among many other accolades, Murray's job these days is to "administer the on-water racing component, preside over the measurement committee and umpires, and communicate with competitors."

"We're just a small group. I run the races, bring the assets and tools together for the running of the America's Cup," he said in characteristic understatement.

In April, Troublé – an Olympic sailor and creator of the Louis Vuitton Cup, the highly successful America's Cup Challenger Series – unleashed a stinging rebuke to the current administration, labelling them "witches and sorcerers," conjuring nothing more than "a one-design cat contest with no style and anonymous people beyond sailing circles."

With a succulently apt name, Troublé went on to deem them "hopeless guards of the Myth" who "managed to kill the style and elegance of the America's Cup," turning it into nothing short of "a vulgar beach event smelling of sunscreen and French fries."

So, nothing like taking the bull by the horns, and on that note, we began our interview.



GOING STRONG
The Auld Mug has lost none of its lustre for America's Cup regatta director, Iain Murray.

"Look, Bruno has his own unique style and personality. Louis Vuitton extending its sponsorship of the America's Cup puts paid to that argument," said a bemused Murray referring to LV signing on as the title partner of the America's Cup World Series, the America's Cup Qualifiers and Challenger Playoffs as well as the presenting partner of the 35th America's Cup Match.

"The America's Cup has moved on since the elitist days of racing out at sea, where nobody could see it. It's had to become a more mainstream sport for its own survival. Times have changed."

The prime example is the recent recruitment of Ky Hurst, the incarnation of the super-athlete. Joining the stellar ranks of medal-winning Olympians and veterans of the Volvo Ocean Race, Hurst is a champion swimmer, Ironman and Surf Life Saving record-holder. He competed in the 2008 Shanghai Olympic Games in the 10-kilometre marathon swimming event, finishing in 11th place and qualified for the Australian team for the 2012 London Olympic Games.

At 34, Hurst has his gaze firmly set on America's Cup glory, taking the first step and signing with defender,



HOT SEAT
From top: Louis Vuitton have extended their sponsorship of the coveted cup; Murray has been in the "hot seat" of the America's Cup for over six years now; Media production for the AC34 received five Emmy Award nominations.

Oracle Team USA, moving to Bermuda in September to commence training.

Technology too has upped the ante, both that of the ferocious 50-foot foiling cats, which Murray says will be faster than the previous 70-footers, and the broadcast coverage.

For the AC34 in San Francisco, onboard cameras, athletes' mics, surround-sound and POV cameras were complemented by digital overlays in real-time, adding to the immersion, viewer involvement and excitement, well-versed or first-timers to the panoply and spectacle of America's Cup racing.

Those times Murray refers to were the "good old days" as far back as 1987 when audience numbers for the America's Cup were in steady decline, when less popular sports had to buy broadcast time to secure TV coverage.

"The Networks would ask: 'how much are you going to pay us?' It was a make or break time for the America's Cup. Given the competition with other sports, we had to get on with it or perish."

As Murray explained, "Russell (Coutts), Larry (Ellison) and co set about to popularise the sport, make it more athletic, clean all the old guys out and attract a new breed of super athlete.

"Today's America's Cup involves the cream of world sailing, high-tech one-design boats and the pinnacle of competition. These new boats will sail at 50 knots! The highest levels of fitness are required."



In 2013, AC LiveLine, the groundbreaking graphics technology that allowed information to be embedded in the broadcast, showed the flow of wind across the giant wingsails that powered the America's Cup boats at speeds of up to 50 miles per hour, adding another dimension of information for viewers to aid in understanding the race tactics.

"It was absolutely imperative to narrate in a simple way, the rules of a complex sport. I think the AC34 achieved all that."

So did the public, pundits, media and critics. Media production for AC34 received five Emmy Award nominations, including a nomination for Outstanding Live Sports Special.

"When we started planning for the 34th America's Cup in 2010, one of the initial priorities was to create an exciting television experience for viewers," said Stan Honey, director of technology for the America's Cup.

"These nominations from the media production of the America's Cup in 2013 are a clear signal that the America's Cup is now being recognised as a compelling television sport."

For Murray, it represented a resounding endorsement for the new formula.

"It was unheard of for Sailing to ever win an Emmy," he said. "The international entries, high-profile teams, identities, and newcomers to the sport like the teams from China and Japan, make it compelling. It has become a real David and Goliath battle of skills and will and nature."

"As an entertainment package, the America's Cup ticks all the boxes."

While the AC34 was a time of schism and change, the next edition, scheduled for June 2017 in Bermuda, will be about consolidation.

"2013 was a plunge into the unknown," Murray admitted. "In AC34 we saw the emergence of new technology – boats foiling, winged sails, that incredible finale nobody could have seen coming. Now is the time for fine-tuning and stabilising, turning people on to the sport, a new generation of fans, and building for the future," he said, confident that Bermuda will attract its share of spectators.

"San Francisco had a massive population to draw from, that's true. We won't see people in droves heading to Bermuda, but it will give people a reason to travel, and Bermuda is beautiful."

And while Murray acknowledges that "some of the heat has gone

THE SHOW GOES ON
The next edition of the America's Cup will be held in June 2017 in Bermuda, which Murray says will be about consolidating the changes that occurred to the previous edition, the AC34.



"The America's Cup has survived wars, depressions, lots of strife and contentious issues"



by skipping a year because of the Rio Olympics in 2016," the World Series begins next month and he is confident that it will stoke the flames in the lead up to the AC35.

June is the ideal time of year in Bermuda when racing conditions are close to perfection. Historical wind data indicates there should be racing conditions 90 percent of the time. Conditions are varied, increasing the challenge for designers and sailors.

Along with being a "beautiful backdrop," Bermuda pitched an extremely competitive commercial package for the travelling circus that is the America's Cup. "I think they'll do a great job," said Murray. "Broadcast-wise, Bermuda is regionally well-placed and time-wise too. The venue is excellent and they have pulled out all stops to provide the infrastructure required."

Entries to date comprise six teams, and there are rumblings from other camps that are spreading ripples of anticipation from as far afield as China.

The six boats are Oracle Team USA, France, Japan, Sweden, New Zealand and England, with Aussie skippers, crew, coaches and management heavily loaded on most boats, particularly Oracle and Sweden.

There is no official deadline, confirmed Murray. "There's still time for entries. It's up to the ACEA to approve late entries and qualifiers will be confirmed in 2017. I wouldn't be surprised if there were a few late entries – a long stretch two, but there's definitely another team in

the making – an Asian team with previous experience. They have all the equipment.”

It's very quiet on the Australian front, Murray confirmed. "It's a big ask. I am sure Australians need to see stability in the event. The Oatleys pulling out didn't make things any easier."

The loss of the Hamilton Island entry was a blow, he conceded. "But Hamilton Island may not have been lost if the rules had been in place earlier. The irony is, everything that the Oatleys wanted is now in place."

It's probably a bit more complicated than just a case of venue and rule definition. Bob Oatley is the driving force behind the Hamilton Island entry as the patriarch of the family. "He is probably waiting, like everybody is, to see how AC35 goes."

What about the Myth?

Is it in danger?

"The America's Cup has survived wars, depressions, lots of strife and contentious issues. It's the oldest contested international sporting trophy."

Why do billionaires so covet the Cup? "It's difficult to win, simple as that. For people who have a passion for the ocean and sailing, the America's Cup is the top echelon of achievement in the sport. Why does Ellison want to own a basketball team? Because people like him, like building things that win. They like testing their hand and when they win, it's a feather in their cap that only a few can claim."

After six or so years in the hot seat,

HEART OF THE ACTION
Right: "It is a treat to be involved at the pointy end of the sport," says Murray.
Below: Larry Ellison of Team Oracle USA brandishes the cup.



for Murray, the allure of the Auld Mug has lost none of its lustre.

"It is a treat to be involved at the pointy end of the sport. I love the evolution as boats go faster and faster. The competition, the teams and technology. As the boats get smaller and lighter, they achieve record speeds, which makes for thrilling racing."

What about the danger? "Yes, there is danger. We all have a lot of respect for the danger involved in these boats and this type of sailing. It is an issue. There is potential for error. We manage it as best we can. We learned a lot in AC34. I think we did well and implemented a lot more safety mechanisms."

As for a future beyond AC35, Murray is sublimely philosophical.

"We'll see. I am at the whim of the teams. Whether they ask me back is up to them." ⚓

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AS THE FIRST AUSTRALIAN FEMALE SKIPPER TO LEAD A CREW IN THE CLIPPER ROUND THE WORLD YACHT RACE, WENDY TUCK WILL BE TAKING ON THE CHALLENGE IN FULL FORCE, DISCOVERS STACEY FRENCH.

THE RACE IS ON
Growing up in Sydney, Tuck loved competitive sports, and when she later bought a boat with her husband, she discovered her love for match racing.





Leg four of the Clipper Round the World Yacht Race will signify the homecoming of a popular Cruising Yacht Club of Australia sailor, Wendy Tuck.

"Wendo," as she is known around the sailing fraternity, hails from the western suburbs of Sydney. She was the surfer kid with an appreciation for the ocean. "I was always sporty as a kid and would have a go at anything. I loved anything that was a competition and I am very competitive," Tuck says of her early years. "I was lucky to be surrounded by a family who encouraged me to do stuff and they were always 100 percent behind me."

It is that support network and competitive nature that has defined her sailing career to the point where this August Tuck will be the first Australian female to skipper a Clipper Round the World team.

"What is the next crazy thing I can do?" was the question Tuck asked herself before signing up for the gruelling skipper interview processes with the Clipper fleet. "It was a natural progression for me I guess," Tuck laughed. "I don't think my family understand the enormity of it all sometimes. They don't fully get it because none of them sail, but they still back me."

Prior to her engagements in the UK with Clipper, Tuck was a regular on *UBS Wild Thing* for Harbour and offshore events. The Inglis/Murray 50 owner, Geoff Lavis, commends Tuck for her achievements and aspirations on the world stage.

"We all think she is crazy for doing this Clipper thing, but she really wanted to do it and she definitely deserved to get the gig," Lavis said. "She is a good, knowledgeable and a very strong sailor who has been an integral part of our trimming team. She started doing deliveries for me and I think she learnt a lot from that. The more she did the better and more organised she got," Lavis reflected.

"She is always fun to have on board, everyone loves her and she always made a great lunch at the start of the Sydney Gold Coast race."

With eight Rolex Sydney Hobart Yacht Races under her belt, Tuck is the team member every yacht would be lucky to have, and she wants more. "I definitely want to do 10 races and get my name on the board," a determined Tuck says, referring to the CYCA Tasmanian Huon Pine crafted ladies 10 board.

With high aspirations, Tuck has no intention of cutting back on her sailing, which has evolved rapidly



since discovering the world of match racing.

"In my 20's I went backpacking around the world and when I got married we bought a boat, just for something to do. Then I started racing and I thought, 'I love match racing,' so I just kept doing it."

And so she just does it. No fuss. No excuses.

When quizzed about being a female sailor, Tuck was the first to point out that regardless of gender, the ocean does not discriminate.

"I have always been really sporty and never noticed gender barriers," Tuck has observed. "I guess it is getting easier for females to be involved. At the end of the day, we can be the strongest women in the world but men are always going to be stronger. It's just the way it is. But we can work out other talents that are vitally as important on a boat," she says.

Working to those strengths, Tuck thrives in a team environment mastering the skills of sailing on the largest playground on earth. "I love the ocean," Tuck states. "It is what keeps me going. It can be rough, flat or whatever, Mother Nature in all her forms always keeps you guessing.

When I'm racing, I know that someone is always trying harder or going faster and that is what I concentrate on when I'm sailing, making my boat go faster."

Going faster is the aim of the game and with the evolution of technology Tuck believes human knowledge should never be discounted. "Sure technology has made life easy, but you can't become complacent, you have to know the basics and always be able to go back to them. We need to look after ourselves if something goes wrong."

Fellow CYCA member and *Salona*, *Last Tango* and *Zoro* owner, Phillip King, said that Tuck's attitude towards safe sailing is what makes her such a successful sailor. "Her main attribute is that she is always on the lookout for safe sailing and keeping the crew safe," King said.

Tuck and King have been sailing together for 15 years, having met sailing on *UBS Wild Thing*.

"She tempers common sense with her competitive nature. She won't push a boat until it breaks. She will sail it within its limits," said King. "I did not hesitate when I appointed her Skipper on *Last Tango* because she had proven her worth and looked after everyone on board."

"Don't be afraid of what you really want to do – just do it"

Wendy Tuck

Her professional approach and attitude to sailing has played a pivotal part in her career on the water, teaching others and skippering charter boats in North Queensland, the Gold Coast and in her home town, Sydney.

Working with an entirely new crew with various skill levels during the Clipper journey is a challenge that Tuck takes in her stride. "The enthusiasm that my Clipper crew have is awesome. They are a cool bunch of people and it is amazing what they are about to do."

With 22 crew members for each of the eight legs of the race and 56 over the duration of the 11-month sailing journey, Tuck is looking forward to sailing back into her home town of Sydney the most.

When the Clipper crews dock at the CYCA this December, there is no doubt that Tuck's supporters will be lining the Harbour to welcome her home. The same supporters will cheer her on at the start of her ninth Rolex Sydney Hobart on December 26 with some of those supporters on board other yachts vying for race glory. "Don't be afraid of what you really want to do – just do it," is Tuck's motto. ⚓

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GET SET
Tuck says that although her family are not sailors, they encouraged her to do what she was interested in and stood behind her.

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

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Strong win

Strong comes of age taking her first major title at the Marinepool Etechells Australasian Championships that ran 4 to 7 June 2015.

Jeanne-Claude Strong and her team of Neville Wittey, Marcus Burke and Tiana Wittey have been crowned winners of the Marinepool 19th Etechells Australasian Championship being conducted by Mooloolaba Yacht Club.

This is the first time a woman has won a major Etechells class title in Australia, and it is the first time Strong has won a major event. This is an excellent result for a class that has been in recent years pro-active in encouraging women to join the class in helming or crewing positions.

"I still find it hard to believe," Strong said after returning to the dock and hearing the news of the overall results.

"I made the decision last year when we started to improve our results that we would make the most of it. How many years have I got left in good quality racing? We have done more physical gym training and a lot of on-water training with everyone else. We have put a lot of hours in on the water," the 61-year-old Strong added. Her team has been together for about five years and they have also competed in a lot of Etechells events both in Australia and overseas.

Strong finished race one in second place after working their way through the big ocean swell and gusty wind, at times up to 26 knots. But in the second race things seemed not to go their way as they finished in a nail-biting 19th place. "We just didn't pick the shifts. Our start wasn't too bad and we had clear air. We went right and had a good lift towards the flatter water, which we did on race one and it seemed to work. But it didn't work the second time," Strong added.

At the start of the day, Cameron Miles and his crew, James Mayo and Grant Cowle, were in first place with a two-point lead on Strong. But by the end of the day, the reverse had happened. While Miles went into the final day confident the stronger conditions were where he raced best, a handful of poor tactical decisions brought him down just when it counted the most.

"We got a bad start in the first race and that let us down. We couldn't tack so we got buried and had to fight back," Miles said. They finished 15th in that race.

"In the second race we sailed quite well until the last run really. We were in third spot and we hoped we could

hold that spot and get Clarke (David Clarke), but dropped a couple right down the bottom. We let *Land Rat* and Chewy through. It was just bad sailing.

"All credit to Nev (Wittey) and Jeanne-Claude. They sailed very, very well. I was surprised to see them up there when it got windy, but certainly wasn't surprised to see them up there in general.

"I think we could have done better in that breeze. I expected us to do better, but it didn't work out that way," a bitterly disappointed Miles added after finishing the second race in fifth place.

Hong Kong's Mark Thornburrow must have been saying at the end of Race 7, 'if only.' Thornburrow and his team of tactician and gold medallist Olympian Malcolm Page, Simon Cooke and Michael Huang, delivered a second day of perfect racing with a sixth and then a first. They went the right way and they went fast.

"It was really picking the shifts and good boat speed. Malcolm was fantastic on the tactics and boat handling," Thornburrow said. But, they had to count their poor first day results after breaking their jib halyard.

He was very, very surprised to have moved into third overall, just one point ahead of Brisbane Fleet's John Warlow. "Bloody hell," was his candid reply on being told the result. He assumed that since they were so far back on the results there was no chance they could make it up onto the podium. Cooke had the last word on the team's results since he was the one to climb the mast to repair the halyard. "To get to third, I think that was a good effort from us."

With the swell and pressure up, some of the top boats after Day two just couldn't hold onto the top pack — Warlow's results were a 17th and a third, Michael Coxon's were first and a 17th and Peter McNeill's were third and 23rd.

Defending Australasian champion, Matthew Chew, came out fighting for a second day delivering an eighth and then a fourth.

In seventh overall was David Clarke with a team of young sailors from the Cruising Yacht Club of Australia. They had been doing a great job of working their way up the results throughout the three-day regatta to finally nail a second in the last race.

Mooloolaba Yacht Club will be celebrating the 20th anniversary of the Etechells Australasian Championship in 2016. The dates of the regatta will be June 9th to 12th. www.mooloolabaetchells.com

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Close quarters

In its 161st edition, the New York Yacht Club Annual Regatta delivered winners in 19 classes including some defending champions.

The 161st edition of the three-day New York Yacht Club Annual Regatta presented by Rolex concluded after a day of around-the-island racing on Friday, June 12 and a weekend of around-the-marks competition from June 13 to 14.

For event chair, David Bush-Brown, there was satisfaction that the robust-as-ever regatta with 169 entries, had successfully upheld its keen sense of tradition, which for well over a century and a half has kept the New York Yacht Club at the forefront of sailing. "A lot of changes have happened to our sport and the regatta over 161 years," said Bush-Brown, "but one thing remains the same: spirit of competition and camaraderie."

That spirit was evident on Saturday night, June 13, when the Club hosted over 1,000 sailors for cocktails and dinner on the expansive grounds of its waterfront Harbour Court clubhouse.

Sunday's sailing, when it got going by mid-afternoon in an easterly of 10 to 14 knots, delivered even more colour than Friday and Saturday's held in relatively lighter air, and when all was said and done, winners in 19 classes were the most satisfied of all.

In particular, J/111 winner George Gamble (Pensacola, Florida.), steering *My Sharona*, hoped he saw his future for the J/111 World Championship scheduled for next

week in the same waters. "We raced against 19 J/111s this weekend and will compete against about 27 in the J/111 Worlds, so the Annual Regatta was a great event for the team," said Gamble. "It allowed for us to practice against a majority of the same players and get us better acquainted with the local conditions. The competition was off the charts, and there wasn't one boat that won a race more than once all weekend."

Gamble said his team's victory came down to a tiebreaker with *Lake Effect*. "The tiebreaker was who did better in the last race, which was us. Winning this regatta keeps team momentum going, which is really important, and we have a better feel for our speed and how we are against the other boats in different conditions, which is huge."

For Swan 42 class winner Paul Zabetakis (Stuart, Florida.) driving *Impetuous*, victory here in the nine-strong fleet meant his team is one step closer to representing the New York Yacht Club at the Rolex New York Yacht Club Invitational Cup in September. This was the first of two qualifying events (the other being the Swan 42 Nationals), and *Impetuous* had to work hard to keep *Apparition*, *Blazer* and *Mutiny*, who are also in contention for the club's berth, at bay.

"The Invitational Cup, which hosts yacht club teams from around

the world, has been getting more competitive," said Zabetakis, "so there is no question that the level of competition at the Annual Regatta makes you better for that event. We were also competing against *Daring*, which is the Canadian boat that has won the Invitational Cup the last two times, so it gave us some sense of how they're going to race."

Zabetakis explained that compared to Saturday's big swells, it was fairly flat on Rhode Island Sound on Sunday, more like what he expects to see at the Invitational Cup. *Impetuous* and *Apparition* tied on points in overall scoring, but since *Impetuous* won both its races Sunday, it broke the tie in its favour. *Blazer*, which finished third, was followed by *Daring* in fourth.

For the four boats preparing for this summer's Transatlantic Race – the custom 48 *Carina*, RP 56 *Siren*, Ker 50 *Snow Lion*, and Juan K-designed *Rambler 88* – satisfaction was the chance to hone crew skills one last time before undertaking the sure-to-be epic 2,800-nautical-mile journey that starts in Newport and ends in Plymouth, England. In the middle of the ocean, no one but the crew will hear *Rambler 88*'s low mechanical growl as she eases her sheets to gybe, but Sunday, when sailing's newest technological wonder stretched her powerful legs in the compact "stadium" setting of outer Newport Harbour, spectators on shore were within earshot and reacted with their own exclamations of gratification.

Dennis Williams (Hobe Sound, Florida), who skippered *Victory 83* to defend his 2014 class win in the 12 Metre Modern class, also sailed stadium-style on the Sunday and was one of nine America's Cup vessels of yesteryear that wowed those who watched with their graceful beauty.

When asked to explain what brings him back to the Annual Regatta each year, Williams said, "All you've got to do is look around. It's great competition, it's well organised, and the club does a great job, so it's fun to be part of it."

Other defending champions who claimed class victories were: Andrew and Linda Weiss (Mamaroneck, N.Y.) on the Sydney 43 *Christopher Dragon* in IRC 2; Bill Sweetser (Annapolis, Maryland) on the J/109 *Rush* in IRC 4; Kenn Fischburg (Norwich, Connecticut) on the J/111 *Wild Child* in PHRF 1 Spinnaker; and Charlie Ryan (Providence, Rhode Island) on the NY50 *Spartan* in CRF Non-Spinnaker. ⚓

www.nyyc.org

NEW YORK MINUTE
Spookie sails in tight quarters during the New York Yacht Club Annual Regatta in June.



Giraglia tests crews

A record-breaking 63rd edition of the Giraglia Rolex Cup concluded on Saturday 20 June.

The Giraglia Rolex Cup has run uninterrupted since 1953 when it was created to build sporting friendship between France and Italy. "During the final prizegiving in Monte Carlo last year, I referred to the Giraglia as being like the old lady of sailing. The race has a unique atmosphere and has seen everything over its 63-year history," explained Carlo Croce, president of both the Yacht Club Italiano and the International Sailing Federation (ISAF).

Even as the 243-nautical-mile offshore race from Saint-Tropez, France to Genoa, Italy started on 17 June, the event was creating a new milestone. The 240 starters represented a race record, surpassing the figure of 220 entrants set in 2010.

Yachts from 17 countries and territories competed in the offshore race – Austria, Belgium, the British Virgin Islands, France, Germany, Hong Kong, Hungary, Italy, Latvia, Malta, the Netherlands, Russia, Slovenia, Spain, Switzerland the United Kingdom and the United States: a demonstration of the race's burgeoning international reputation.

The list of international sailors included Australia's Adrienne Cahalan, a 23-time veteran of the Rolex Sydney to Hobart Yacht Race, competing in the Giraglia for the first time as navigator on the 100-foot

maxi *Esimit Europa 2*.

"How can you not enjoy a race that starts in Saint-Tropez, finishes in Genoa and includes some of the most beautiful parts of the Mediterranean!" explained Cahalan, who was to add another line honours title to her sailing achievements.

Contrary to early forecasts, the 2015 Giraglia Rolex Cup turned out to be a 'big boat' race. It was a light air edition, especially for the majority of the fleet who took 48-60 hours to complete the race. The frontrunners arrived after around 30 hours at sea, late afternoon the next day. Sir Lindsay Owen-Jones's *Magic Carpet Cubed* (GBR) finished second on the water finishing 65 minutes behind line honours winner *Esimit Europa 2*.

On arrival, Owen-Jones' thoughts were fixed on the disappointment of missing out on line honours. An impressive leg from the Giraglia rock to Genoa had allowed his crew to close the gap on *Esimit* but not sufficiently to be first over the line.

As the fading breeze on the notorious approach to Genoa destroyed the chances of overall victory for the much-fancied Maxi 72s, *Magic Carpet* installed herself as leader on handicap. The fleet further behind would suffer the same fate and it quickly became apparent that Owen-Jones had guided his Wally

Cento to an unprecedented and unexpected success: within a day the disappointment of losing out on line honours was replaced by the joy of overall victory. "We are delighted with this victory. This is a lovely, fun race to do, the crew all love it. It's full of unknowns," said Owen-Jones.

Since her first appearance at the race in 2010, *Esimit Europa 2* (SLO) has dominated line honours as the fastest boat in all five editions in which she has contested.

Igor Simcic's 100-foot maxi is the current race record holder having finished in a blistering time of 14 hours, 56 minutes and 16 seconds in 2012. In 2015, she secured a fifth line honours victory in six years (having not contested the 2013 edition, claimed by *Magic Carpet Cubed*). *Esimit* sailed a near flawless race having led from the beginning in Saint-Tropez.

"It was a tough race," confirmed skipper Jochen Schümann. "We had a very good strategy and weather model, which matched the conditions quite well. The first part to the Giraglia rock was very good for us, we had a very good lead over *Magic Carpet*. At the rock we got stuck and struggled for a while when there was no wind and they closed in until we stretched more towards the end of the race."

Five maxi 72s made up the fleet and with their IRC handicap so similar they were effectively sailing one-design. For a period it seemed whoever emerged from this group of boats would become the handicap winner. As light faded on the evening of the second day, and with the maxi 72s approaching Genoa, so did their hopes of overall victory. The wind shut down, with the leading yacht *Robertissima III* (ITA) forced to park. *Caol Ila R* (USA), *Momo* (IVB) and *Jethou* (GBR) looked to have had their moment but it was George Sakellaris's *Shockwave* (USA), which ghosted through to win the race within a race.

Italian yachtsman Pierpaolo Ballerini added his name to the Giraglia Rolex Cup record books becoming the first ever solo sailor to complete the race. Sailing the 33-foot *Azurre*, Ballerini completed the race in a little over 50 hours.

At the final prizegiving the crews of *Esimit Europa 2* and *Magic Carpet Cubed* collected Rolex timepieces, and the latter the Giraglia Rolex Cup trophy, for their exploits on the water. The 64th edition of the Giraglia Rolex Cup will take place in June, 2016 and it would be no surprise if the record number of entrants was surpassed yet again. ⚓ www.yachtclubitaliano.it/en

"How can you not enjoy a race that starts in Saint-Tropez, finishes in Genoa and includes some of the most beautiful parts of the Med!"

Adrienne Cahalan

THE GOOD AND THE GREAT
The fleet heads out for the 243-nautical-mile route of the Giraglia Rolex Cup, sailing from Saint-Tropez in France.

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Kiwis sweep MC38 Regatta

The Kiwis have broken the stalemate, with *MENACE* taking out the MC38 Winter Regatta on Sydney Harbour.

The Kiwis prevailed in round three of the MC38 Australian Season Championship, the Winter Regatta staged by Middle Harbour Yacht Club in lighter, showery conditions at the four way junction just inside the sandstone cliffs of Sydney Heads.

John Bacon's *Dark Star*, winner of the Autumn Regatta, and Howard Spencer's *Menace*, winner of the opening Summer Regatta, were in a Trans-Tasman stalemate going into the final race on Sunday 21 June 2015. Then *Menace* blew the start. The race committee, led by PRO Steve Tucker, called them back and at that point the regatta was *Dark Star*'s for the taking.

Bacon and tactician Cameron Miles blanketed the New Zealanders who figured they had nothing to lose and went for the split from *Dark Star* at the last gate. The Kiwis' numbers came up and they got inside the Royal Prince Alfred boat at the final top mark to take out the series by two points.

Menace's mainsheet trimmer Alistair Gair said it was a regatta of two halves for the Royal Akarana Yacht Club team. "*Dark Star* sailed beautifully yesterday, and we pulled it together today. The biggest thing for us was getting out of the blocks well... excluding the last race. Will [Tiller] did really well on tactics, he held it together nicely. Today could have been

lucky the call went our way."

Miles agreed *Dark Star*'s crew struggled in the cold six to eight knot sou-wester. "One minute you were tipping over and the next your jib was inside out. It was very hard for the steerer. We had our chances in that final race and we missed out. You can come from behind in those conditions... it's such close racing in this class," Miles said, shaking his head.

Leslie Green's *Ginger*, the current class national champion, had a much better day and finished third on the podium. The older owner found the slop at Sydney Heads hard going and *Ginger*'s tangle with a starboard tacker in the CYCA's winter fleet was ill-timed, but overall results capped off by a win in race seven added up to a better day for the CYCA crew.

America's Cup sailor and six-time Olympian Colin Beashel stepped in for regular David Chapman to call tactics for the winter series, his first time on an MC38. On the McConaghy built class he reckons, "It's good fun to sail a boat that's exciting. It's like a big sports boat and I have wanted to get back into that style of racing."



TEST MATCH
Above: *Menace* was the winner of the MC38 Winter Regatta; *Menace* and *Ghost Rider* mid-duel at the Regatta. Opposite page: Day five of the Samui Regatta in Thailand.

quite dicey if you were caught on the wrong side. All-in-all we are pretty happy; it was a nice way to finish."

On the head start they gave *Dark Star* at the start of the last race he added, "We got a little buried at the start, we did well to get back in it. We figured we had nothing to lose opting to split,

The class association's next calendar entry is the MC38 Spring Regatta in October however owners have requested president John Bacon and technical adviser Richard Slater look into creating an additional regatta between June and mid-October. ⚓ www.mhyc.com.au



Samui showdown

The 2015 Samui Regatta was tightly contested over five days from 23 to 30 May in Koh Samui, Thailand. It all came down to a light-wind showdown on the final day with WINDSIKHER II claiming the IRC Zero title while Australian entries, JESSANDRA II were crowned IRC One champions and EL COYOTE IRC Two champions.

With up to two races planned (and hoped for), it was not to be as the breeze was just enough to move the fleet around one windward/leeward before race officer, Ross Chisholm, was forced to call it a day. It wasn't perhaps "all guns blazing," but it was certainly tense out there with IRC Zero and IRC One to be decided by the single race.

Taking a two point lead into the final day, *Windsikher II* (SIN) needed to keep *Oi!* behind them (on corrected time) if they were to take the title.

A final line honours for *Jelik* (HKG) could not be converted into a handicap win and they had to settle for fourth in the race behind fellow Hong Kong competitor, *FreeFire*.

Just one minute was the separation between first and second and despite their poor start back in the second row, *Windsikher II* sailed a great comeback to cross the line just a few seconds behind *Oi!* which was enough to secure the race win on corrected time and with it, the IRC Zero Samui Regatta 2015 title.

It was all to play for in IRC One

with defending champions, *Foxy Lady VI* (SIN), having a slight edge over *Jessandra II* (AUS) and *EFG Mandrake* (HKG) heading into the final day.

After a slight delay to the start, the class got underway in a five-knot tactical battle of wits, and patience.

The largest boat in the class, *Uranus*, sailed by the Royal Malaysian Navy, made the most of their waterline keeping the DK47 moving around the course to take line honours.

The margin on-the-water wasn't enough however to convert to a win, but they held onto second place on corrected time.

Crossing the line in second, *Blue Note* (SIN) had their best performance of the week converting to a solid third place and with it pushed *Foxy Lady VI* (SIN) off the podium and into fourth.

A 6.4 scoreline from the last three races of the Series hurt *Foxy Lady VI* and a win in the final race for the Australian entry *Jessandra II* saw them crowned IRC One champions.

Finally, *El Coyote* (AUS) were crowned IRC Two (IRC) winners ahead of *Siren* (HKG). ↓

www.samuiregatta.com

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BIRDS OF PARADISE

SKY HIGH
Carlo Borlenghi

Gliding along the Mediterranean coastline, two competing superyachts head out after the race start, with chase boats powering to keep up.







STARS AND STRIPES
Carlo Borlenghi

Aquamarine waters and rugged coastlines were the backdrop for the Loro Piana Superyacht Regatta's spinnaker run.



SIDE BY SIDE
Carlo Borlenghi

My Song and her crew soar along in what was thrilling racing. They went on to win Class B.



OCEAN GLIDERS
Carlo Borlenghi

Saudade (above) was the winner of Class A after a close battle with *Ganesh*.

VIEW OF THE GODS

Carlo Borlenghi

Perched aloft in a helicopter brings an incredible birds eye view of the competing boats.

HEAVEN SENT
Carlo Borlenghi

Maegan, Clan VIII and Inoui sail along in perfect Mediterranean weather off the Sardinian coast.







Journey north

Superb racing and onshore entertainment is lined up for Airlie Beach Race Week 2015.

What's not to love about Airlie Beach Race Week? Set in the Whitsundays amid some of the most glorious scenery in the world where whales and dolphins are part and parcel of the event, racing is exhilarating because the race management is second to none, while organisers have gone the distance with standout entertainment booked for the daily after-parties.

Celebrating its 26th edition, the Whitsunday Sailing Club's event is billed as the 'Whitsundays Festival of Sailing' and is famous for its fun factor, tropical crew shirts and the warm welcome it gives to crews, families, friends and locals via a family-friendly social program.

To be held from 7-14 August, approximately 100 entries from Australia wide will take part across IRC Racing, IRC Passage, Performance Racing, Cruising in Spinnaker and Non-Spinnaker, Sports Boats and Multihulls Racing and Passage divisions.

Courses consist of round the buoys racing on Pioneer Bay and passage races around the Bay and the Whitsunday Islands, leaving a lasting

impression on competitors, locals and holidaymakers.

The IRC line-up is a competitive one, led by the likes of Roger Hickman and his 2014 Rolex Sydney Hobart winner, Wild Rose, which celebrates her 30th birthday this year. At the other end of the scale is Matt Allen and his latest Ichi Ban, the hot TP52 previously known as Shogun V.

Skiff and past IRC Australian champion, Peter Sorensen and his Philosopher's Club will be there too, as will Sebastian Bohm Bruce Foye with their newly purchased Rogers 46, The Goat. The 2014 Blue Water Pointscore champion is best known as Celestial.

Cruising yachts will again make up the largest numbers across Spinnaker and Non-Spinnaker divisions. They also provide the most colour – a breathtaking display of spinnakers in all colours of the rainbow weaving their way around the Whitsunday Islands as the sea life frolics nearby.

The Sports Boat and Multihull classes will be enjoyed by those who prefer fast and frightening, especially if the wind kicks in. This year brings national and state champions from all around Australia who like to

converge on Airlie Beach for the hot competition and to enjoy the atmosphere and warm weather.

Onshore, it's leave the racing behind for relaxation and party time. Every afternoon from 3:30 to 4:30pm, the public can mingle with crews at the Welcome Ashore Happy Hour at Barcelona Tapas Bar on the waterfront at Abell Point Marina.

From there, the action moves to Whitsunday Sailing Club for the daily results announcement, food stalls and live music, including Monserrat (a Jimmy Buffet Tribute band) and calypso band Pantastic.

"We had so much fun last year and the racing is excellent," said Tony Kirby, the 2014 IRC Racing winner of the event crowned Best Major Festival and Event at the 2014 Whitsunday Tourism Awards.

"I can't say enough about Race Week; everyone enjoys themselves," Kirby said.

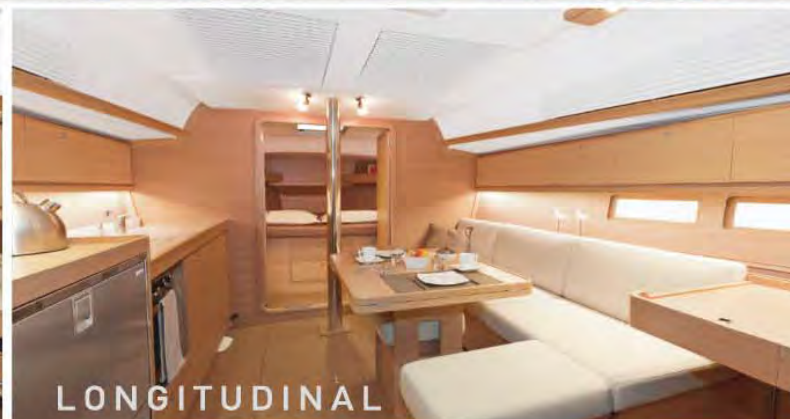
Airlie Beach Race Week is supported by the Queensland Government through Tourism and Events Queensland in conjunction with its other major events throughout the state. ⚓

www.abrw.com.au

TIGHT RACING
A fight to the finish for the Sports Boats at last year's Airlie Beach Race Week.

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

Reef racing

On water battles and a wide range of onshore activities and social occasions, all in a pristine setting, Audi Hamilton Island Race Week is set to be a stunner.

By LISA RATCLIFF.



Towards the end of a long and particularly cold southern winter, the annual sailing reunion at Audi Hamilton Island Race Week is what keeps the workers' spirits up. They push through the daily grind and the shortest and coldest days to mid-August on the promise of the grandest end of season celebration on the calendar.

There's no other race or regatta in Australia where the location's regular

population doubles thanks to an influx of thousands of sailors and their families, corporate guests, sponsors and celebrities. It's the one time of year it's safe to wave at any buggy load of people chugging past Front Street - chances are they are mates from another boat, regatta or party.

The 2015 edition of Race Week, which began in 1984, when 93 yachts travelled from as far as Perth to be part of the inaugural then Easter event, is

shaping up as another pinnacle world-class series.

Fleet numbers are on par and likely to finish up around the 180 mark, dominated by the cruising and cruiser/racer fraternities with fantastic input from the multihulls, likely to double in entries. The Hamilton Island IRC Australian Championship has drawn an incredible field to the Whitsundays and sparked a second resurgence in the TP52 class.

SPINNAKER RUN
Audi Hamilton Island Race Week is always a colourful event - both at sea and ashore.



To ensure the best racing conditions, principal race officer, Denis Thompson and his team have spent months planning around the area's significant tidal influence and likely breezes for the mix of passage races and windward/leewards, and the medium and long distance races for some divisions.

Ashore the event and hospitality teams are ready to roll out the daily program, starting with relaxing yoga on the beach to high-end lunches with celebrity chefs through to sunset drinks at the Piper-Heidsieck Bar on the Bommie Deck of the stunning Hamilton Island Yacht Club prior to dinner.

Hamilton Island's 2,100 staff and partners will be working hard to make sure the week lives up to its international reputation. The only 'work' guests have to worry about is producing results on-water and deciding which and how many activities to fit into one day between the opening party on August 15 through to the final gala trophy presentation on Saturday August 22nd.

Over the years the 740 hectare island has undergone an unparalleled beatification and modernisation program. One of CEO Glenn Bourke's progress yardsticks is if guests who visit the island each August for Race Week notice and comment on at least one major improvement. To him this means the Oatley family's vision is being delivered upon.

In 2014 the island's owners, led by the business patriarch Bob Oatley

and son Sandy, celebrated 10 years' owning Hamilton Island. This year's milestone is another decade, this time the relationship between the island's premier sailing event and principal sponsor Audi Australia.

To celebrate the longstanding partnership any yacht owner or charterer entered will be eligible to walk away with the keys to the award-winning Audi TT Coupe prize car. See the website for more details.

Audi's important presence and contribution to the fun and active atmosphere of Race Week will on show when the competition comes ashore and the big crews go head-to-head in front of the Tavern each afternoon in the now established tug o' war.

Audi's Home of Quattro will be available for anyone keen to test their off road skills. The popular Q7 model will be available for driver's to take themselves through an unforgettable off road experience.

The Prix d'Elegance on Friday August 21 prior to racing is the ultimate excuse to dress up. Trophies will be awarded to the Best Presented Yacht and Crew and the Best Fun-Themed Yacht and Crew, so make sure you pack your costumes and accessories!

Another array of fabulous events make up the onshore schedule including renowned guest chef Guillaume Brahimi joining guests for a special dinner and the return of Race Week favourites such as the Wild Oats Wines Ladies Lunch. www.hamiltonislandraceweek.com.au

The Yachting Australia endorsed championship brings together the two Reichel/Pugh 66s, *Alive* (was Black Jack) and *Wild Oats X*, to resume old battles and pledges exciting contests across the divisions to announce three new Australian titleholders, or in the case of Roger Hickman's current division C champion *Wild Rose*, there could be a repeat of last year's crowning at Newcastle Cruising Yacht Club.



This year's ninth SeaLink Magnetic Island Race Week will be packed full of action both on and off the water for the large fleet of monohulls and multihulls accompanied by family and friends.

The regatta will kick off on Thursday August 27 with the usual competitor briefing enhanced by the attendance of the exceptional Volvo Ocean Race navigator, Alvimedica team member and local sailor Will Oxley. Oxley will provide his valuable insight to some of the challenges of racing on waters off Magnetic Island and Townsville. Following the briefing will be the relaxed SeaLink Welcome function.

The first race day is Friday. IRC, Performance, Cruising Spinnaker, Cruising Non Spinnaker, Multihull Racing and Multihull Cruising divisions will blow out their first race nerves as they contest in their colourful glory, the Strand Bay Race which will take the fleet past Townsville's business and tourism foreshore precincts.

Townsville Yacht Club's Rear

commodore, Tony Muller, said the race committee try to keep the racing where it can showcase the event and sailing. "We try to get them racing where the yachts can be seen and enjoyed from the shore," Muller said.

Back on shore the parties start right at the dock in among the marina berths with the Yachties Hour hosted by Peppers Blue on Blue.

"You have four or five hours on the water, then you come back and are there with everybody at the same venue with the boats all parked up at the same place and everybody getting together in a social, almost intimate environment," Muller added.

Saturday is the day for the most spectacular race of the regatta as the fleet contest the Round Island Race. The race within the race is usually the multihulls getting fired up as they try to blast their way across the finish line ahead of the fastest of the monohulls. Over cool drinks at the Yachties Hour at Picnic Bay Hotel the stories will be shared and bets settled.

Lunch-time Saturday will see the Ladies Long Lunch presented by Business in Hells and Jodie Kennedy

ALL AT SEA
Right: *Silver Minx* leads the Cruising divisions in the Round Magnetic Island Race. Below: Yachties Hour at Peppers Blue on Blue; *Fantasia* and *Spirit of Mateship* fight it out for overall fleet lead in the Round Island Race 2014. Opposite page below right: Skipper 'debrief' on the dock at the SeaLink Magnetic Island Race Week.



Magnetic attraction

The SeaLink Magnetic Island Race Week 2015 will kick off on August 27, writes TRACEY JOHNSTONE.





Event Management being held at Peppers Blue on Blue. A group of special guests have been arranged to entertain the crowd while they soak in the race week atmosphere.

After two days of frantic race action, Sunday will be a gentler day all round as IRC and Performance fleets contest two short bay races before joining the rest of the fleet at the Townsville Airport sponsored Picnic Bay Beach Fair and Treasure Quest.

Monday will see the fleet spread out as they contest their races on Cleveland Bay. As a reward for another day of working hard on the water, the sailors will be treated to a big Crew Party at Peppers Blue on Blue.

The final day of racing will again see the fleet criss-crossing Cleveland Bay as they chase their final chance to make it onto the stage at the presentation party that night. ⚓
www.magneticislandraceweek.com.au



Festive spirit

The countdown is on for Australia's largest summer regatta, the Festival of Sails, hosted by the Royal Geelong Yacht Club.

The Festival of Sails is one of Australia's oldest sporting events and plays a key role on the nation's yachting calendar, regularly attracting three thousand competitors and up to three hundred boats.

The Royal Geelong Yacht Club has some exciting plans for the 2016 Festival of Sails which will be announced in the coming months.

The Festival of Sails racing series will be staged across five days with Sports Boats kicking off the action on Friday 22nd of January.

For the first time in many years, the historic Passage Race will be held on Saturday of the Australia Day long weekend. The Saturday date should mean an even bigger fleet of boats can make the dash from Melbourne to Geelong for line honours.

The remainder of the series racing will be held across Sunday and Monday, with the Festival of Sails Regatta drawing to a close on the Australia Day Tuesday.

One of the many initiatives being introduced by the Royal Geelong Yacht Club is the establishment of a new trophy to finally recognise women sailors.

The inaugural trophy for the Passage Race, proudly sponsored by Deakin University, will be called the 'Deakin Helmswoman Trophy'.

The 'Deakin Helmswoman Trophy' will be based on handicap and awarded to the first female skipper at the helm for the entirety of the Passage Race.

Top Aussie sailor Adrienne Cahalan who is chair and women's representative on the International Sailing Federation has applauded the new trophy, saying she hopes it will encourage more women to participate in the sport.

"It is very exciting to have another trophy for women at a competitive offshore level and the competition to win the trophy should be fierce."

The Royal Geelong Yacht Club is looking forward to welcoming

all competitors to the Festival of Sails and in particular having the opportunity to promote women sailors in the sport.

Another major component of the 2016 Festival of Sails will be the 16th Sydney 38 National Championships.

Australia's fleet of Sydney 38's continues to grow and it's expected the Festival of Sails will attract the largest nationals fleet for many years.

Race days for the Sydney 38's will be Saturday 23rd January to Monday 25th January, with presentations at the end of racing on the Monday.

The Festival of Sails has evolved over many years culminating in its' current position as the foremost competitive keelboat regatta in Australia nationally.

The event consistently attracts both brilliant yachts and a public keen to soak up the essence of the event and Royal Geelong Yacht Club takes great pride in its role as host of a regatta whose reputation as a global player expands each year. ⚓

**FESTIVAL OF SAILS
2016**





The Asian circuit is set for another busy season with the one of the leading events, The China Cup, a major drawcard for international sailors. With plenty of charter options for both events, you can easily fly in and jump on a competitive yacht. The 2015 China Cup (30 Oct to 2 Nov) promises to be an even larger regatta in its ninth year and many Aussies will be returning to defend titles. Top Aussie yachtsmen last year included Olympic champion Malcolm Page, skiff worlds Seve Jarvin and helmsman Michael Coxon. Thanks to a readily available charter fleet of 28 First 40.7s and 16 new Far East 28Rs plus smaller fleets of Sote 27s and J/80s, the Shenzhen-based regatta is a regular annual event for international sailors and a highlight is the 18-mile passage race from Hong Kong along the seldom visited coast to Daya Bay, where the four-day regatta is held. "The racing has definitely been getting more competitive over the years," confided the ever smiling Steve McConaghy tactician on the Beijing Sailing Centre team. www.chncup.com

China bowl

Get some mates together and book your yacht now for some Asian action to long remember, reports regular attendee KEVIN GREEN.

International

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PHUKET KING'S CUP

Thai temptations

The Phuket King's Cup promises on and off water excitement, reports KEVIN GREEN.

Over in the serene Andaman Sea off Thailand, the Phuket King's Cup (5 to 12 December 2015) is the grandest of the many competitive regattas throughout Southeast Asia so rewards crew with great fun on and off the water. Comprising keelboats, dinghies and an ultra competitive multihull fleet led by my favourite race boats, the Firefly 850s, makes the King's Cup the ultimate Asian regatta. The mixture of windward/leeward and passage courses wind their way around the myriad of islands and tranquil bays of south Phuket under the guidance of top international race organisers including veteran Englishman Simon James. Traditionally a very strong grand prix fleet of often new race boats, the 2015 event again will attract top sailors including defending champion Karl Kwok along with Neil Pryde and the 76-foot carbon Reichel Pugh of multiple winner Frank Pong. See you there! ⚓
www.kingscup.com





Isle of sails

Cowes Week will bring colour and spectacle to the Isle of Wight, UK.

Aberdeen Asset Management Cowes Week is a highlight for residents and visitors to the Isle of Wight alike. This year's event will take place from Saturday 8 to 15 August, and will feature an exciting and diverse blend of competitive sailing – as well as a strong social scene. The 8,000 competitors range from world class yachtsmen to weekend sailors and household celebrities, and in excess of 100,000 visitors come to enjoy the festival atmosphere. Events of particular interest this year include a Family Fun Day on August 9th; Ladies Day on August 11th, which is a celebration of women in sailing, as well as a spectacle in its own right; and the Artemis Challenge on August 13th when visitors can watch some of the best boats and sailors in the world set off on a 50-mile sprint around the Isle of Wight, to win a £10,000 charity prize. ⚓

FEAST YOUR EYES
Clockwise from Left: Off water celebrations at the Phuket's King Cup in Thailand; The Phuket King's Cup is open to both keelboats and multihulls; Heated competition at last year's Cowes Week in the UK.



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THE 47TH SYDNEY INTERNATIONAL BOAT SHOW IS SET TO HAVE A SPECTACULAR DISPLAY OF THE LATEST MODELS, SAYS JENI BONE.

Sails on show



AUSTRALIAN DEBUTS

The 47th Sydney International Boat Show will cover two venues again this year – the on-water display at Cockle Bay Darling Harbour and the Halls at Glebe Island. Sailing vessels in all their forms, accessories and equipment make up a large part of the show, attracting newcomers to cruising and die-hard competitive sailors to inspect the world's most innovative marques.

"Sailing is an important part of the show," confirms BIA event manager, Domenic Genua. "Our research over the years shows that one third of all visitors to the show have a primary interest in sailing."

This year is no different. "The ratio of displays at the Sydney Show is typical to previous years," continues Genua. "Whilst the interest of visitors in sailing is one third, the ratio of businesses servicing only this sector is not that large, so it is hard to expect that one third of our displays are strictly sailing. However once you add those businesses that service both the power and sailing sectors into the count, then hard-core sailors certainly have plenty to see at the show!"

There are 166 large vessels confirmed for the marina at this year's show. Genua reports that of that number, there are 58 sailing yachts – about one third.

"Visitors will be thrilled with lots of premieres at the show, and that may be for a number of factors. Apart from the fact that the Sydney show has the largest gathering of recreational sailors of any other show in the southern hemisphere, lots of organisations are making sure they attend the show with their new gear given the success and positive results they have at the show in connecting with sailors."



DUFOUR AND ELAN

Performance Cruising Yachts will be bringing an armada of new models to Sydney boat show from leading French brand Dufour and Slovenia's Elan, as well as the company's established brand, Hunter cruisers. All up there will be a total of six yachts on display, five of them making their Australian premiere: Elan E5, Elan E3, Elan Impression 40, Dufour 310 Grand Large and Dufour 382 Grand Large.

Newly appointed as the dealer for the largest selling sailing brand in France, managing director, Matt Hayes, has high expectations of elevating Dufour to the next level in Australia. "Dufour's reputation for building quality, fast cruising boats



is well illustrated by the two latest models we are bringing to Sydney – the entry-level Grande Large 310 and the three-cabin 382," says the former Olympic helmsman, Hayes.

"This is the largest display of Elan Yachts ever at the Sydney boat show and the highest number of premieres. We are launching our new dealership with Dufour yachts and also presenting two new models to Australia – the 310 and 382. Our display will be the same configuration as last year with all boats able to be profile viewed, rather than just from astern."

Working with the Humphreys Yacht Design Studio in the UK, the Elan design team came up with the concept for the new Elan E5 (400)

that launched in January 2013, by analysing sailors' habits – how they work the yacht, how they use it in varying seas and conditions and what they want to achieve in a yacht. The result is a new performance cruiser that has made a big step forward in terms of clean and distinctive exterior design, a carefully tuned sail plan and a welcoming cockpit optimised for short-handed sailing.

The new Elan E3 follows in the successful footsteps of the E5, delivering the same design and performance in the below 10-metre market. The brief was to create an optimum performance yacht delivering that perfect balance of speed and ease of use for short-handed crew. It offers superior sailing experience while providing comfortable and relaxed cruising.

Elan E3 is the first yacht in her class offering twin steering wheels, enabling excellent control in connection with twin rudders. Also available is an S version – S standing for sport, speed, sea and sailing – the hot new Elan S3 is definitely a highlight for those aspiring twilight racers thanks to its lighter 31-foot hull, removable furnishings and keel stepped mast. The first S version to be presented in Australia boasts the latest vacuum infusion that is seven percent

DOWN UNDER DEBUT
 Thumbnails below, left to right: The E5 from Slovenian brand, Elan; The Elan S3; The Dufour 382 from the French brand; Dufour 310.



BENETEAU

The Beneteau factory in France together with the Pacific Region Yacht Agents, comprising Vicsail Beneteau (NSW) Sundance Marine (Victoria), Spirit Marine (QLD), Squadron Marine (WA), Yacht Finders Global (NZ) and Marine Corail Plaisance (Noumea), have combined their resources to present a fleet of six luxury Beneteau yachts on display across all three of the Beneteau award-winning range, comprising Oceanis, First and Sense models.

Graham Raspass of Vicsail Beneteau NSW said: "The New Oceanis 35 will have its Sydney premiere, plus we will also have on display from the Oceanis cruising yacht range the Oceanis 38, 45 and 55, from our First range, the proven IRC race-winning First 40 and to showcase the unique Sense range, we will have a Sense 50 on display."

The new Beneteau Oceanis 35 embodies the appealing concept of the 'three-in-one' cruising yacht, supplemented at the same time by a lifting keel version. Whether in Daysailer, Weekender or Cruiser mode, the Oceanis 35 is a boat that is adaptable to different stages of life.



lighter than the standard E version.

Also from Elan, the Impression 40 is a fast bluewater cruiser, offering a superb level of comfort for weeks of delight and pleasure at sea. The semi-deck saloon is bathed in natural light streaming in the panoramic windows, and light-wood interior adds to the contemporary styling.

The Dufour 310 Grand Large is fast, well-balanced, comfortable and easy to steer, even single-handed. The concept was to create a small boat with all the technology, iconic style and comfort of the bigger and luxurious Grand Large models. The result is a 9.35-metre boat with great personality, characterised by excellent performance, maximum



ease of handling, and the timeless elegance of Dufour Yachts.

The three-cabin Dufour 382 Grand Large offers bluewater luxury thanks to a myriad of layout options. These include two or three cabins, along with a choice of galley styles and even a large walk-in locker.

"The Sydney Boat Show is the largest and most successful marketing exercise for Performance Cruising Yachts," says Hayes. "There is nothing better than touching and feeling the boats from a prospective customer's point of view. The show was very successful for us last year with buyers purchasing at the show. We are really excited to showcase what we believe are two of the most exciting brands in Australia."

HANSE

The Hanse 455 will make its Australian debut at the show, while the Hanse 505 has been ordered just for the show, arriving the week prior.

The new Hanse 455 is a distinctive and powerful performer, boasting the largest and best equipped cockpit in its class, performance rigging and sleek deck design. A new feature is the elegant hull-deck joint with solid and safe bulwark. Below decks, extra-large hull windows give an excellent sea view and an increased number of opening hatches offer exceptional light and ventilation. There are multiple layout options including a choice of three or four cabins.

Windcraft will also have a strong line-up of other Hanse models on-water, including the 345, 385, 415 and 505, and the Moody 45 Deck Saloon, plus the Italian-designed and built Solaris ONE 42, a semi-bespoke performance yacht.





DEHLER

The new Dehler 46 will make its Australian Premiere at the show, and its dealer, Windcraft says, "It has only just landed, so it's very new and the talk of the town."

Its head-turning lines are a result of precise hydrodynamic research by Judel/Vrolijk and what designers describe as "carefully analysed human behaviour and motion studies." This model will suit owners looking for a luxury performance cruiser because the quality modern interior includes a large multi-functional bathroom, three generous cabins and heaps of light thanks to the striking window line. In the words of the designer: "Be it as an upgrade from a no-compromise cruiser to an outstandingly fast competitor or vice-versa, the Dehler 46 is the perfect platform for fast sailing with a reasonable rating."

Windcraft will also present the multi-award-winning Dehler 38 performance cruiser, which it says is "a cool mixture of art deco meets modernism" in either two or three-cabin layout options.



LEOPARD CATAMARANS

Along with the popular 44 and 48 models, Leopard Catamarans will launch the all-new Leopard 40, which director, Wayne Richards, says is remarkable for its "completely different design."

"Sydney is important for us. It's a big market of people who like to sail. Over the past six years we have been able to build brand recognition to a very good point for us."

The new Leopard 40 boasts a galley-forward layout and is an exceptionally large volume boat for a 40-footer, with impressive bluewater capabilities. The target market for this new model is the "retired offshore couple looking to go a bit further afield than coastal cruising, and entry-level families looking for the stability and space of a quality catamaran."

"Like all Leopards, the 40 is built by South Africa's Robertson and Caine, who have 40 years' cat experience and about 20 building Leopards."



FOUNTAIN PAJOT

The cat experts at Multihull Solutions will be focused on power cats this year, but they will showcase the impressive Fountaine Pajot Hélia 44 sailing catamaran. The Hélia 44 is the 19th model launched by Fountaine Pajot in its 30-year history. With its name derived from the Greek term for 'ray of light,' the Hélia 44 delivers impressive offshore performance, optimal safety and ease of handling. Clerestory windows are a feature, affording the interior abundant natural light, while the cabins are also fitted with generous-sized windows for expansive views. Huge volumes in the saloon and cabins are complemented by elegant, modern styling to appeal to cruising families.

Tim van der Steene, CEO of TAG Yachts, will join them from South Africa to promote the brand's impressive performance cat sailing range.

INTHE PIPELINE

Clockwise from above: The Dehler 46; Fountaine Pajot's Hélia 44; The Nautitech Open 40; The Amel 55; The Leopard 40.



AMEL

Built in La Rochelle, France, the Amel 55 will be launching through Vicsail. A high-quality bluewater cruising ketch, the Amel 55 was designed to suit cruising couples seeking to explore the world with safety and ease of handle, with all the onboard luxuries and amenities conceivable.

The 55 comes either in a cabriolet version or with a hardtop. The inside layout exists in two versions: three double cabins for the standard version, or one double forward and a very large aft owner's cabin.

NEW

FAR EAST YACHTS

unlimited innovation

AZUREE

Australian representative for Turkish-built brand, Azuree, Allboat Brokerage is looking forward to the Australian launch of the Azuree 46, the brand's new flagship.

Off the back of impressive performances in Caribbean regattas and on the IRC circuit, the Azuree 46 is "a special model for those who expect sparkling performance while bluewater cruising," says Michael Bell of Allboat Brokerage. "She has the ability to make long, effortless voyages over extended distances."

Designed by Rob Humphreys and built by Sirena Marine, this beautifully-appointed 46-foot yacht uses high-tech composite construction, blended with traditional materials.



NAUTITECH

Ensign Ship Brokers will have the Nautitech Open 40 by Bavaria on show – the latest in innovative design and creative flair from renowned multihull designer, Marc Lombard. According to its designer, the Open 40 represents the most living space you can have in a 40-foot cat. The large open cockpit with the full enclosure is perfect for entertaining and represents the largest area in its class. There is no step between the saloon and the cockpit, creating free-flowing space that's perfect for entertaining.

Available in both a three-bedroom or four-bedroom layout, complete with two very useable bathrooms, the Open 40 boasts brilliant natural lighting, high quality finishes and ample storage.

In terms of performance, the vessel was designed using as many weight saving construction techniques as possible, without compromising strength or quality of build. All bulkheads and internal furniture items are constructed with a foam core, while the very latest in weight-saving techniques are incorporated throughout the entire build by a factory dedicated to producing a high-quality fibreglass product at the forefront of industry expectations. It will appeal to those from a monohull background looking for the extra volume that only a well-designed catamaran can offer, and it will also appeal to those that have owned production-built sailing cats before but desire better performance.



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DESIGN CONCEPT

The Jeanneau 54, with its expansive cockpit, will soon be available with a new layout option.

**JEANNEAU**

Jeanneau Australia will present the Jeanneau 54 this year. Every item of this new model has been designed from scratch. The standard layout comprises three cabins and three head compartments, but there is enormous flexibility. The innovative provision of two cabins and two head compartments, with a rear galley, is a new layout option that will be available later this year.

The main cockpit terrace makes use of a patented design, offering superior access to the water and plenty of lounge space for guests.

It is the sheer size of the cockpit that allows the Jeanneau 54 to stand out from rivals within its class. It represents the largest cockpit available on a boat of this size and has been built into multiple zones, including areas for sail handling, steering, dining and lounging.

Multiple rig configurations are available, including upgraded performance sails. The boat can be designed to reflect the sailing programme that you have in mind, taking into account the area where you will be sailing.

A forward sun deck is inset into the main deck, offering fantastic lounging space. Below, there is space for storage or even for creating a cabin that is large enough to be suitable for crew members.

The spacious saloon includes a table that is suitable for up to eight people. It's possible to opt for a folding table, increasing the resulting space within the saloon. There's even the opportunity to convert the table into an additional berth.

The galley contains all of the modern conveniences that you would expect including a stove, washer dryer, fridges, a freezer and a microwave. Throughout the galley, there is an enormous amount of storage space. A forward facing navigation table includes modern components, including a touch screen GPS system.

**BALI 4.3 LOFT**

X-Yachts will be showing the first BALI 4.3 in Australia, in collaboration with Dream Yacht Australia.

The Bali 4.3 is a superlative cruising cat, which X-Yachts' Andrew Parkes says "is revolutionary, innovative in all ways, something really different from the standard cat."

"Its through-hull ventilation is better than its competitors, and it offers better sailing performance because it's lighter," Parkes says.

The central platform is entirely free of bulkheads and is accessed via a huge glass door that is completely retractable. Boasting immense interior and exterior living spaces with a sleek design, panoramic views, fully opening forward window, forward and aft cockpit sunbathing areas, the BALI 4.3 Loft offers a level of self-sufficiency unique in its class.

SEASCAPE 18

Also represented by X-Yachts, the exciting trailer-sailer from Slovenia, the Seascape 18 will be making its Australian debut. "It's exceptionally good value," says Andrew Parkes. "And it's a proper trailer-sailer with accommodation. It will suit families and is also very popular in Europe as a one-design racing boat."





HOBIE CAT

With its characteristically tropical display, Hobie will be in full force. Launching this year is the 2015/16 version of the 17-foot Hobie Tandem Island, which Gordon McGillivray says will appeal to recreational users looking for a versatile craft.

"It's a very versatile triyak and can be peddled, paddled or sailed. It's also lightweight and compact enough to be portable by rooftop or trailer."

Also on show, three sailing Hobie catamaran models: the Getaway, T2 and Wave, as well as the full range of Hobie kayaks and Stand Up Paddleboards.

"Sydney is always a good show for us. People are planning ahead for summer," says McGillivray.



CORSAIR

Multihull Central will present the newest and smallest addition to the Corsair fleet, the Corsair Pulse 600, making its Sydney debut after a massively successful world debut at the Sanctuary Cove International Boat Show in May.

It's the perfect family day-sailing and racing boat, ideal for honing skills. The Pulse 600 is a sports boat that is about pure fun, designed for conveniently easy rigging and setup so you can quickly launch, unfold the floats and get out on the water. With modern reverse bows and high volume floats, even the most performance-oriented sailors have plenty to get hooked on with the smallest in the Corsair fleet.

"You can sail single handed or with three crew and it folds to stow easily on a trolley or trailer, so it's very versatile," says distributor Brent Vaughan. "The Pulse is a one-design, featuring a square top mainsail, self-tacking jib and furling spinnaker. You can also add a small outboard if you wish. You also have the choice of colours for the front deck and back beam, so they are striking to see on the water and will undoubtedly stand out."

CURRENT MODELS



BAVARIA

Ensign Ship Brokers will present a slew of yachts under the Bavaria badge, including the a37 Cruiser, 41S Racer/Cruiser, 46 Cruiser, 51 Cruiser and 42 Vision.

Managing director, Tony Ross says the team is particularly excited about presenting the Ensign Bavaria Open 40 catamaran, "the first one and the first time seen by anyone in Australia."

"It's brand new, making its world release only this year. It's an awesome cat expected to take the world by storm. We will also have a special deal on a stock 51 that is our number one selling yacht ready for immediate delivery."



The Bavaria Cruiser 51 can be tailored to the individual needs of her owner, making it one of the most popular private and charter yachts in the world. She can comfortably accommodate up to six people in the standard three-cabin version, eight people with the additional cabin starboard, or 10 crew members in the optional five-cabin version.

"The Bavaria 51 is hard to beat when it comes to comfort and optimum sailing performance for the price."

SEAWIND

Multihull Central will be exhibiting the sensational Seawind 1160 LITE, Seawind 1250, the Corsair Dash 750 (as well as the brand new Corsair Pulse 600).

"Both Seawind cats are purpose-built for Australian conditions, designed by Aussies, for Aussies, ideal for cruising the Pacific, optimised for warmer conditions and easy sailing by couples. They are extremely popular models and always well received at SIBS. Sydney is our biggest show for the year and we are looking forward to organising a lot of sea trials post-show."

In addition, Vaughan and the team will be on hand to provide information about the exciting new range of Aquila power catamarans and Outremer catamarans.



X-YACHTS

X-Yachts will be showing the Xp 50 yacht, a high-performance cruiser-racer that offers impressive pace and ease of handling. The longer waterline length of this model allows additional cruising features to be incorporated, as well as increased straight-line speed. In line with the rest of the Xp range, the 50-footer utilises epoxy-infusion build processes for improved stiffness with reduced weight, a carbon keel structure for maximum safety and ultimate stability, and a precision-moulded composite keel with iron fin and lead bulb giving a high ballast ratio.

A choice of standard aluminium or optional carbon rig packages, and standard or deep draft keels, allows Xp 50 owners to optimise their yacht for cruising or racing, short-handed or fully crewed, inshore, offshore or bluewater sailing.

Gear & Gadgets

From sails to safety, autopilots to tenders, the Sydney International Boat Show has sailors covered.



With a stand on the marina and another in the Halls at Glebe Island, Raymarine will be presenting an array of high-tech equipment. The Lighthouse II Release 14, the latest free update to Raymarine's acclaimed operating system, is sure to excite both serious and recreational sailors.

Featuring Raymarine's new Advanced Sailing Tools, it can show the position of the start line, feature a start time countdown, show which direction to round a mark and even advise when to tack. Suitable for aSeries, cSeries, eSeries, gS Series, and the new eS Series, the update turns virtually any Raymarine MFD (Multi-Function Display) into an onboard sailing coach.

Also on show will be the new Raymarine eS Series line of HybridTouch™ multifunction displays. Powered by Raymarine's advanced LightHouse II user interface, the eS Series includes three high-performance navigation displays that offer unprecedented control and ease-of-use in a sleek, ergonomic design.

The eS Series with HybridTouch™ gives captains the choice of simple touch screen interaction or full control using the sculpted keypad and multifunction rotary controller. The keypad provides enhanced tactile feel, while the multifunction controller offers precise menu and cursor control, especially when navigating through rough conditions. Captains can also access eS Series displays from their smartphone or tablet anywhere on board using eS Series' integrated WiFi and Raymarine mobile apps.

SAILING ON DISPLAY
Top and bottom: Raymarine's eS Series line of HybridTouch multifunction displays. Right: Si-Tex 10-inch plotter and fish finder with internal GPS.



The team from Hood Sails will be exhibiting at the Halls on Glebe Island, a short ferry trip from Darling Harbour. On display, Ben De Coster and crew will have headsail furling units, Code Zero and top down furling units, as well as their whole range of sails.

"We will be on hand to give advice and take enquiries," says De Coster. "Sydney Boat Show is always good for business – we always get work out of it."

Doyle MacDiarmid Sails will also be present, showing its range of sail options, and among them, the Stratis high-performance product, Doyles' propriety membrane technology. Located in the Halls, Doyle MacDiarmid will have an AV display and samples of the latest materials and fibres. Shane Guanaria who recently acquired the rights to Sydney Doyle loft, is exhibiting for the first time under the new Doyle Sails Australia banner. "We are there to support the yacht brands who are exhibiting, as well as getting more interest back in sailing at the boat show. We are all about keeping the brand out there and showing why Doyle is a world leader."

Coursemaster will have its range of Autopilots on show in Hall 3. Launching this year is the Si-Tex range of chart plotters and small radar.

Paul Garske, general manager at Coursemaster, says this year's event will be the company's 42nd consecutive Sydney boat show. "Sydney is an excellent show for us – we wouldn't miss it!"





Navico will launch the entry-level chartplotter in its range, known as the Vulcan chartplotter. Packed full of B&G's dedicated sailing features and easy to use with a seven-inch multi-touch display, Vulcan has been designed as the perfect companion for cruising and racing yachts of all sizes. The expandable Vulcan is equally at home as a standalone chartplotter on a 24-foot cruising yacht, or as part of an integrated system on a larger yacht.

In its basic form as a standalone sailing chartplotter, Vulcan offers all of the standard navigation features sailors expect from B&G including waypoints, routes, a choice of cartography providers, integrated autopilot control and more. All data is shown relative to the boat — so it's quick and easy to relate onscreen navigation to the realities of sailing.

When paired with a DownScan sonar transducer, Vulcan offers sailors a unique perspective on what's beneath the boat, thanks to Cruise Sonar — a picture-like representation of bottom structure. This technology aids the identification of anchoring or swimming spots and can also be used to identify areas that contain fish, ideal for sailors with a passion for angling. With GoFree™ wireless technology and built-in WiFi, sailors can control and view charts and many other features of Vulcan via a tablet, or view Vulcan's display remotely with a smartphone, wherever they are on board.

UP AND COMING
From top: B&G will launch their Vulcan chartplotter; The StormRider LITE life jacket from PFD; From All Sat Communications, the RescueME EPIRB1.

Garmin will be launching several new items that are ideal for the recreational sailor: xHD2 radar, GPSMAP 7400xsv MFDs and GNX21 marine instruments. The new GMR xHD2 series high-definition open-array radars have excellent sensitivity, and their consistent target positioning make them perfect for offshore and overnight cruising and fishing. These reliable radars provide invaluable aid in tracking land, other boats, weather or even finding game fish.

The new GPSMAP 7400 series are beautiful widescreen multi-touch, fully-networked devices with premium mapping designed for anyone who desires high performance and ease of operation on the water. Built-in features such as digital switching, weather, radar, thermal and IP camera visibility, along with dedicated sailing features such as laylines, tidal information, enhanced wind rose, a current slider and other elements are likely to strike a chord among cruisers and sailors.

Located at the entrance of Hall 1, PFD will be presenting the new StormRider LITE Life Jackets. Designed for four-season use, it offers the versatility of a wind and water resistant fabric and allows for the sleeves and back to be removed for full air flow in warmer weather. With a hood that folds in to the collar and its light weight fabrication, the StormRider LITE is a great all round PFD Type 1 that can also legally be worn open (with the buckle fastened).

PFD's Glenn Sheldon says the company will also have older models on sale for as low as \$100, which he says is "ridiculously good value."



Muir will have its traditional display of anchor winches and winch systems, with perhaps an addition to the range in time for SIBS. Located in Hall 2, Muir targets boat builders and wholesale customers but this year will have plenty for the large yacht fraternity and a couple of 'show specials' for the general public.

"Sydney is a good lead to the summer sailing season, people start kitting out their boats for summer," says NSW sales manager, Craig McNaughton. "We are confident of another strong show."



From All Sat Communications, the compact RescueMe PLB1 and EPIRB1 will be displayed, and launching into the Sydney market will be the RescueMe MOB1, the man overboard device that was released in January.

"It's the world's smallest man overboard device, but it is still very powerful," says the Australian distributor, Ian Veitch. "It has a 66-channel GPS, seven-year battery life and as well as reporting back to your boat via the AIS system, it will also report your vessel's VHS radio via the digital selective calling (DSC), which is unique to our brand."

Another product that will launch is the RescueMe EDF1, an electronic distress flare. With an operating time of six hours, if activated, it can provide the world's brightest electronic distress flare. Lightweight and the world's most compact, which is important for sailors, it has none of the dangers associated with pyrotechnic flares caused with heat or storage.

All Sat Communications will be in Hall 3 and running a competition giving away an RescueMe EDF1 each day, with the major prize at the end of the show, including an EPIRB1, an MOB1 and EDF1, valued at over \$1,000.

Ky Hurst is renowned in Ironman circles and well known to beach-culture-lifestyle-loving Australians. He is one of the most diverse athletes Australia has produced, having conquered the beach and the pool at the highest levels. Now, at age 34, this high-achieving waterman is taking on a challenge few suspected he harboured ambition for—the America's Cup.

After a grueling trial period where he was put through a battery of tests and deemed "freakishly fit," Hurst has been signed by Oracle. With his partner, Katie and toddler son, Koa, he is literally packing all his worldly goods in a shipping container and moving to Bermuda. This is no flash in the pan. Like everything he does, Hurst is throwing himself at it, heart and soul.



OUT OF THE BLUE

RECORD-HOLDING IRONMAN AND OLYMPIAN, KY HURST HAS MADE THE MOVE TO THE RARIFIED REALM OF THE AMERICA'S CUP, SIGNING ON WITH ORACLE TEAM USA. AFTER 20 YEARS AT THE TOP OF HIS GAME, HE WAS THE ONLY ONE WHO WASN'T SHOCKED BY THE DECISION, AS JENI BONE DISCOVERS.



Given the nickname "Killer" by his coach Cary Lambert for his tenacity as a young fella competing with the older boys in Surf Lifesaving events, Hurst says he told nobody of his plans to conquer yet one more sport.

"Nobody saw it coming," he says of his snap decision to drop Ironman for Oracle. "I have been chasing this dream for a while now. But I didn't tell a soul. Now, I'm prepared to do whatever it takes."

As he explains: "I have always loved anything to do on or in the water. As a kid, I would go sailing with my grandfather. I've sailed with *Spirit of the Maid* in the Brisbane to Gladstone. I could never do the Sydney to Hobart because it was always bad timing—it clashed with the Ironman series."

Hailed a "super athlete" by AC regatta director, Iain Murray, who has followed his career for some time, Hurst will be a tremendous asset to the sport—a bolt of new blood and keen appetite.

Raised on the East Coast beaches of Queensland and the Central

Coast of New South Wales, Hurst is one of Surf Lifesavings greatest all round competitors having won Australian championships in ironman, surf, board rescue, surf team and taplin relay.

As of 2014, Hurst holds the record for the most open age individual titles at the Australian Surf Lifesaving titles with the phenomenal 14 wins, including his 10 surf and four ironman titles, and has been inducted in to the Surf Life Saving Australia Hall of Fame.



Hurst competed in the 2008 Beijing Olympic Games in the 10 kilometre marathon swimming event, finishing in 11th place and qualifying for the Australian team for the 2012 London Olympic Games.

And there are brains as well as brawn. Hurst attended Bond University and studied property development and business. He also displayed some killer moves in the TV series *Dancing with the Stars*.

The Oracle berth came about through his friendship with dinghy champ, Carter Jackson, who pitched the idea to Tom Slingsby, the Oracle team strategist.

At first, in awe of the Oracle crew for their collective achievements in the sport, Hurst found himself enveloped in what is tantamount to a family.

"For 20 years I've competed as an individual athlete in a sport of individuals. It was all up to me whether I failed or succeeded. I have always wanted to be part of a team and this team meets all my goals and aspirations.

"They are the best group of blokes and elite athletes. The team dynamic is awesome. Oracle has the best of the best – from the shore crew to the admin staff. Jimmy and the boys have all made me feel welcome from the start. I would go into battle with these guys!"

He will soon have to. The first test begins in Portsmouth at the end of July, when Hurst will have to prove his mettle under race conditions in the Louis Vuitton America's Cup World

Series, 23 to 26 July.

Still a rookie, Hurst is hungry for the challenge. "I could grind all day long, all week long," he states. "It's definitely not easy and I am still picking up the technical aspects of it and getting used to the boat, but I'm loving it and I want to be there. It felt natural actually. Don't get me wrong – it's harder than Ironman. I work bloody hard! There are photos of me on the boat and it looks like I'm smiling, but that's a grimace!"

Rubbing shoulders with Olympic, AC and Volvo Ocean Race champions, Hurst admits was initially daunting. "I was going from the top of the food chain to the bottom. You bet I was in awe!"

But, unlike many other elite sports, top echelon sailing is populated by "down to earth" legends.

"It's a nice little community actually. I'm excited for Koa to grow up around sailing and to see some more of the world, different influences. No matter what their level or achievements, they are very humble.

"Everybody is focused on the same

goal and they know being bonded as a team is crucial for success. It's a tough sport. Everybody is really fit. There's nowhere to hide on these boats. You have to be giving it 100 percent. You can't have egos out there."

Hurst says he will bring a different dynamic of fitness to the team. "I have heaps of energy, strength and endurance. That's what comes from swimming for 30 years!"

One of the major drawcards of America's Cup sailing is the AC50, perfectly suited to the tight course.

"I absolutely love them! These 48-foot foiling cats are lighter, quicker, more nimble. It's a really cool boat. And Bermuda has all the goods when it comes to a sailing venue – it's wicked! It's going to look awesome on TV. People will be impressed."

Hurst is excited to be joining AC35 just as the sport reaches a new zenith in its evolution. "Japan and China are entering teams – it's fantastic! The more internationals, the better. It's great for the sport and really opens it up."

He agrees the loss of Hamilton Island as Challenger of Record is a blow for Aussie participation in the event. "It's sad there are no Aussie boats, but I'm sure we'll see Australia back on the water down the track," he says, ironically an Ambassador for Hamilton Island. "There are so many Aussies in the AC, it makes sense to mount a team. All the talent is there, we just need the team."

From Broadbeach to Bermuda may seem like a massive leap, but for Hurst, it can't come soon enough.

"The Gold Coast is home, but Bermuda will be a good change. Oracle's set up is amazing. I can't wait to scooter to work each day with that dazzling blue water as the backdrop. The water clarity is incredible! We'll be diving for sure, visiting the islands.

"I'm looking forward to opening up a whole new world for Katie and Koa."

With refreshing candour and uncontained enthusiasm for the next phase in his career, Hurst says he hopes his story will inspire people to believe anything's possible, whatever their dream.

"It doesn't have to be America's Cup, it can be closer to home. You can strive and take steps to achieve it."

So it's off to Bermuda, but first, the Ambassador for Westpac Life Saver Rescue Helicopter will pop in to Canberra for a promotional event, and a 14 kilometre run.

"I am just stoked to be a part of the AC heritage. The next couple of years will fly by!" ⚓

AUSTRALIAN MADE
Clockwise from above: Ky Hurst holds the record for the most open age individual Australian Surf Lifesaving titles – 10 surf and four ironman; Hurst will move to Bermuda to join Team Oracle USA; Hurst grew up on the East Coast beaches of Queensland and the New South Wales Central Coast.



"For those passionate one design sailors.....you wont get more exciting racing. This is first and foremost an owner driven class, and that means one thing, we are here to have fun"

Marcus Blackmore MC38 Hooligan

"I want to tell you my MC38 is simple and beautiful in other words she is SIMPLY BEAUTIFUL. I can honestly say that I have never had such fun and I have sailed & raced most of my life. The MC38 is a thoroughbred."

Leslie Green, MC38 Australian Champion 2014, Ginger

MC31
ONE DESIGN

MC38
ONE DESIGN

McCONAGHY

www.mcconaghyboats.com | enquiries@mcconaghyboats.com | +61 2 999 777 22



Talking to designers, builders and sailors for this article reveals a few clear trends that are emerging. Downsizing to enjoy smaller, more nimble boats, one design racing to level the playing field while maximising the fun, owner-drivers across the board (even in the heady world of the TP52 circuit) and affordability are just a few of the notable moves in our sport.

Keeping it real for owners requires designers to deliver at the cutting edge, which is where you really need to be if you're to be a winner, and it can be challenging and risky. So this is where our first trend in innovation kicks in. Computational fluid dynamics (CFD) has vastly reduced the guesswork in making an efficient and slippery hull so seeking a technological lead is becoming more difficult. But for a hint of what's ahead, just look at what the 10-year-old *Wild Oats XI* did recently. Yes, we're talking about foils — and lots of them.

Sprouting from the hulls in various shapes and sizes, these appendages are not only creating lift but in the case of the Hugh Welbourn-designed Quant23, the first airborne keeled monohull. So the times really are a'changin, especially if you are an IMOC 60 sailor lining up for the next Vendee Globe, where you'd be crazy not to be looking over your shoulder at what's emerging from the sheds of builders such as CDK Technologies in France.

The big blue *Banque Populaire VIII* from designers' VPLP & Verdier has

OCEAN RACERS

INNOVATION IS KEY TO HAVING THE FASTEST YACHTS AND KEEPING IN THE LEAD OF THE RACING GAME. KEVIN GREEN REVIEWS THE LATEST TRENDS AND MODELS THAT WILL PROPEL YOU TO THE FRONT OF THE FLEET.

large upcurved foils that will vastly reduce the hull's wetted area, and who knows what kind of new angles of sail this monster may achieve. Remember also, we're not talking about gliding around a serene bay like those delicate America's Cup 72 foiling catamarans, because these *Banque Populaire VIII* foils have to survive the worst of the Southern ocean. This prompted me to have a chat with Farr president, Patrick Shaughnessy, about the next innovations to enliven the Volvo 65 fleet. "I think it is very likely that the work will include design and conceptual changes." Weight reduction and more performance are key areas that he, along with Volvo Ocean Race yard manager, Nick Bice, will be looking at.

Interestingly, lifting foils are also on the latest Juan Kouyoumdjian

design, as are irregular-shaped twin rudders that have nodules on their leading edges, so the new *Rambler 88*'s visit to the Rolex Sydney to Hobart is a must-see for us technotragics. Back on the water, there's plenty happening with those leaders of innovation, the Mini Transat 6.5, that pioneered canting keels, rotating masts and bowsprits, plus much more, and who have just completed the Mini Fastnet.

Scow bows were the more recent innovation on the 21-foot Mini, which made me laugh when I remembered my old Fireball. So developing and researching small, before going big, is one way to go.

POCKET ROCKETS

Talking of small, there's an armada of cost-effective one design racers emerging that are bringing renewed smiles to former big-boat owners' weathered faces, such as the Farr 280. "It puts a big grin on your face when you're in 21 to 22 knots of wind, hitting 18 knots downwind, surfing off a wave and getting up there to those sorts of speeds so easily," says an owner, Nick Haigh. McConaghy also hope to continue the fun with the Dunning-designed MC31 that should build on the success of the popular MC38. Moving up a notch to that sweet spot of both regatta and offshore boats is the raft of performers that include Shaun Carkeek's carbon 40 MKII speedster that is already selling well, as is the new Mark Mills 41. So, choose your weapon!

ALL HANDS ON DECK
The new *Quantum Racing* is leading the TP52 resurgence.



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

CARKEEK 40 MKII

The new Carkeek 40 MKII has just launched in Dubai, as the third of three hulls built so far. The result of two years' racing the original Carkeek 40, which has proven a winner in the USA, the MKII refines the concept. Based on data and crew feedback, the MKII version of this HP IRC optimised (IRC TCC 1.235-1.269), carbon racer comes with some significant changes. "It's the same concept but with noticeable improvements to hull shape and the layout," explains Shaun

Carkeek from his Majorca office. Like hull number two, the third boat is destined for the UK, while the first of these MKII's, named *Esprit*, is already in Japan.

Advanced tooling and manufacturing at Premier Composite's yard in Dubai is another major factor that South African Carkeek has spoken fondly about in the past. Designed as a general purpose regatta boat but with enough LOA and freeboard for offshore, the Carkeek 40 should give the owner plenty of variety while keeping costs realistic and crew numbers down to under six. Budgets are also helped by the choice of build in the versions. Race (E-Glass/foam Euro295,000) or Grand Prix (Carbon/

foam Euro350,000), and Grand Prix Custom (Pre-preg/Nomex Euro POA).

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 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. "Our new carbon rig is slightly stiffer and we're seeing higher headstay loads as sail technology improves and resultant load

transferral into the boat," explains Carkeek. This has led to improving the light-medium up and downwind performance of the boat; something very handy for our mixed conditions here in Australia – where I watched several boats glide past me in the light airs during this year's Hobart.

The 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, head, sink, racing stove, galley and head. Also, several lightweight modular options are available along with customised graphics to personalise your own boat. www.carkeekdesignpartners.com

CARKEEK 40 MKII
LOA: 12.2m
LWL: 11.45m
Beam: 3.8m
Draft: 2.9m
Displacement (empty) 3,950 kg
Sail area upwind: 109m²
Sail area downwind: 249m²
IRC TCC 1.235-1.269 (in IRC trim)
1.265 (in HPR trim)
Builder: Premier Composites
Design: Shaun Carkeek
Price: Euro 295,000

FARR 280

One-design classes are again thriving and already the new Farr 280 is in double digits as owners take delivery in Europe and the USA from Dubai builder, Premier Composites. The new Farr 280 OD is built to perform on all points of sail, said Farr boss Patrick Shaughnessy, with a focus on inshore racing for a moderate crew size of five or six people. The hull shape has a reverse stem, long chine and wide beam carried aft to the transom. Rounded topsides and gunwales look comfortable for hiking.

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

Under the water, the Farr 280 has a fixed T-keel (but removable for transportation) with lead bulb, GRP fin shell and steel fin for a low centre of gravity, low maintenance, and one-design geometric repeatability. A high aspect rudder connects to the tiller via a carbon rudderstock. The Farr 280 is built using e-glass reinforcement, infused with epoxy resin and Corecell lamination. The one-design class controls have been developed alongside the design, adhering to the principle of owner/drivers and limited professional crew.

www.farryachtsales.com



FARR 280
LOA: 8.72m / 28.6 ft
Beam: 2.87m
Draft: 2.10m
Displacement: 1,600 kg
Ballast: 650 kg
Mainsail: 32.2m²
Foresail: 20.4m²
Asymmetric spinnaker: 107m²
Engine: 20 hp diesel saildrive
Design: Farr Yachts
Builder: Premier Composites Dubai
Price: US\$114,900 ex-factory

A step up from sports boats but with similar performance, which makes the Farr 280 an interesting new one-design class.



IMOCA 60 DSS



The International Monohull Open Class Association (IMOCA) 60s are some of the most exciting and powerful racing yachts that grace our oceans, and they often lead developments. This is again shown by the latest crop championed by the new foiling *Banque Populaire VIII*.

First tried on that regular testing ground – the Mini Transats – the VPLP & Verdier-designed 60-footer uses upcurved foils to generate lift and therefore reduce the hull's wetted area. The design brief given to Guillaume Verdier and Vincent Lauriot Prévost is of course, squarely aimed at next year's Vendée Globe but the new boat will have a busy year with its skipper, Armel Le Cléac'h.

"The great innovation is the arrival of these foils," says Armel. "The architects have offered these plans from their experience of the America's Cup and the evolution of sailing in general, where the foils appear everywhere, so the idea was to use these new technologies to elevate the hull at certain speeds."

Created from the same mould as the IMOCA 60 *Safran*, that launched earlier this year by

the CDK Technologies yard in France, the BPVIII has a powerful deep forward hull that shallows towards the stern where wide, flat sections promote planing. "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,"

explains designer Vincent Lauriot-Prévost. This added buoyancy might well affect its polars and wind angles so yet more new ground will be covered by this IMOCA. Their rotating masts are a challenge for instrumentation as well, with the likes of NKE and

B&G supplying special sensors.

Known to be brutal boats to sail, skipper Armel has been keen to create plenty of shelter in the cockpit to minimise the submarine effect as they power to windward. For the lone or even double-handed sailors, the skills and physical challenges are immense.

Also, controlling the powerful winged sails puts huge loads on the rigging so trimming and sail changing is endless work. So stay tuned for the Vendée Globe next year!

www.imoca.org

IMOCA 60 CLASS

LOA: 18.28m (60 feet)

Beam: 5.85m

Draft: 4.5m

Displacement: Between 8,000 – 9,000 kg

Sail area: Upwind between 240 and 330m²

Sail area: Downwind between 460 and 620m²

Keel type: Canting

Builder: CDK Technologies

Design: VPLP & Guillaume Verdier

Price: POA



MC 31

Affordable grand prix racing is the aim of the MC31 and McConaghy Boats are keen to continue the momentum of the popular MC38 one-design class that has attracted many of the top sailors from the Farr 40 and larger boats. Again Dunning & Associates' design prowess for fast downwind sleds has been sought and their brief of fast, fun and rewarding sailing looks to be realised in this 30-footer. Having raced against the MC38 and helmed one in the past, I can vouch for their lively performance, so the smaller MC31 should give even more of that skiff-like feel that encourages owner drivers to enjoy close regatta competition. The MC31 Class rules require owner drivers and only one professional (ISAF classification group 3 competitor). Costs are controlled by an annual sail button system and any modifications will be tightly managed by the Class.

Cockpit space is maximised to allow both full regatta crewing and offshore numbers. A hard dodger is available for offshore, for what will inevitably be a wet, but thrilling experience. Building on the four years of MC38 racing, the new MC31 encompasses improvements including a fuller bow, higher topsides and improved deck water-tightness, plus a pneumatic forward hatch. Harken deck gear is used throughout – 40.2 primaries and 35.2 STP for the runners. Mainsheet controls include coarse and fine blocks, giving the trimmer good control near the tiller. The two piece Southern Spars carbon rig reduces weight aloft while giving plenty of power to the sailplan (159.2 square metres downwind and 64.2 square metres upwind). The assy flies from a removable bowsprit for ease of transportation and a cradle is supplied as well.

Designer, Dunning has given this 30-footer plenty of ballast and hull form stability to allow the MC31 to cope with a wide variety of conditions, including some offshore capability (ISAF Cat 2). Most usefully, the keel fully retracts for ease of transportation as well. Upwind the deep draft carbon fin and a heavy lead bulb promises good VMG while the flat aft sections will produce quick acceleration and a fun ride downhill. Construction is affordable e-glass with closed cell foam core and vinyl ester resin is used.

Orders are flowing in already, with new dealer, Rohan Veal in Victoria, supplying two MC31s. He tells me he believes momentum will gather towards the class worlds in 2017. "These one design yachts meet the current downsizing trend of race boat owners and MC31's offshore capabilities plus small crew numbers are other great selling points," says Veal.

www.mcconaghyboats.com

The MC31 One Design promises a similar thrilling ride to its big brother, the MC38, but with more versatility including real offshore capabilities.

MC 31
 LOA: 9.15m
 Beam: 3.05m
 Draft: 2.60m
 Displacement: 1,750 kg
 Ballast: 788kg
 Sails: Mainsail: 37.2m², Jib: 27.0m², Asymmetric: 122m²
 Engine: 15 HP saildrive
 Fuel: 25 litres
 Builder: McConaghy China
 Design: Dunning & Associates
 Price: USD\$125,000 ex factory

MILLS 41 McCONAGHY
 LOA: 12.50m
 Beam: 4.30m
 Draft: 2.60m
 Displacement: 5,050 kg
 Sail area: P 17m, E 5.655m, I 16.50m, J 4.99m
 Fuel Capacity: 40 litre
 Engine Power: 30 HP
 Builder: McConaghy China
 Design: Mills Design
 Price: US\$390,000 ex-factory
www.mills-design.com





A simple and functional grand prix boat that is the optimum size for regatta racing with some offshore capabilities.

MILLS 41 McCONAGHY

The Mills 41 is the latest of a new generation of lightweight high performance designs from Mark Mills and his team, the result of an R&D program aimed at optimising the boat for both inshore and offshore conditions.

This particular hull has been optimised for the conditions typically experienced on the Asian circuit for repeat customers Andrew Taylor and Joachim Isler. But Mark Mills intends for the design to be competitive across wind ranges and sea conditions whilst performing well on IRC (TCC 1.237).

The design process involved a CFD driven VPP study with company KND-Sailing Performance, looking at multiple hull shape options, foil configurations, and sail plan sizes. This work built on Mills previous studies for new designs based on increasing form stability when heeled, resulting in significant performance gains.

While visiting the yard in China last year I was impressed with McConaghy's two newly installed CNC robotic machines, which has greatly helped in enhancing accuracy, efficiency and weight control according to Mark Evans, who along with Jono Morris is managing director.

Since relocating part of their operations to China, the Australian company has built 1,200 boats and dinghies, an impressive record. McConaghy has partnered with engineering company SDK of Rhode Island, leading race boat engineers with prominent TP52 and Mini-Maxi designs as well as the current America's Cup holder. They have produced a refined structural layout with a focus on weight reduction, stiffness, and ease of movement internally, resulting in a simple interior, which features a basic galley and cooler stowage on either side of the mast with four pipecoats for accommodation. The navigation area is on the engine box and there's a head to starboard.

For affordability and optimum rating, hull number one is built of e-glass/epoxy/foam with carbon in the high load keel structure to reduce weight and increase stiffness. Foils are a single spade carbon rudder and T-bulbed lead keel.

On deck, wheels or tiller steering is available while deck gear is from Harken – twin B46.2 winches for pit and mainsheet plus a pair of B35.2 for the runners. For fast hoists, a pedestal can be fitted as well. Other options include a retractable propeller shaft. *Ambush2* has a carbon Hall Spars NZ mast (alloy boom) held up by Nitronic rod standing rigging, with twin top Dynex top mast backstay. A North Sails wardrobe is bent on with asymmetrics flying off a fixed bowsprit. Drew Taylor's boat has made a promising start in Asia, coming first in her class in the San Fernando race off Hong Kong during March and another first in IRC Div A of the Typhoon Series Race.

www.mcconaghyboats.com



MILLS 62
 LOA: 19.00m
 Draft: 2.95m (min)
 Draft: 4.20m (max)
 Beam: 5.30m
 Displacement (light):
 16,150kg (20,350kg loaded)
 Ballast: 7,200 kg
 Sail Area: 241m²
 Engine: 75hp CV
 Builder: Vismara Marine
 in Italy
 Design: Mark Mills
 Price: POA

MILLS 62

Carrying on from his elegant Alegre, the new 62 confirms Mark Mills can build elegant and fast mini-maxis.

“Create a missile!” was the order given by the customer to Mark Mills for this recently-launched 62-foot racer-cruiser and he looks to have succeeded for what is an elegant but powerful IRC optimised yacht. The carbon hull, built by Vismara Marine in Italy, comes with a lifting keel while inside composite integrated furnishings add structure and create an ultra-modern feel.

Customer Roberto Lacorte's brief not only required maximising both sides of the racer-cruiser functionality but being typically Italian, the 62-footer had to be extremely beautiful as well. Aesthetics aside, race plans are for some of the Med's most prestigious events including Giraglia, the Rolex Middle Sea Race, and the Maxi Worlds.

In cruising trim, the requirements included sub-3-metre draft, powered winches, dinghy storage in the transom, a retracting bow thruster and an anchor windlass. While down below, two ensuite double cabins aft and the master suite forward was required.

“We agreed that the basic boat needed to be as aggressive as possible, so concentrated on separating the racing and cruising configurations by making cruising gear removable; based on a target of 16,150-kilogram displacement,” said Mills. So this required a retractable bow thruster, removable anchor windlass, and replacing the transom door/swim step with a lighter panel, while draft was gained by lifting keel that lowered the bulb to 4.2 metres.

For this dual purpose yacht, hull shape was regarded as critical as the boat had to perform in a variety of modes and conditions. “Over more than 20 iterations we developed the harder chined hull form until we were happy that it presented minimal negatives in the light air's more upright conditions. This was clearly beneficial when heeled in a breeze, as the balance when drawing hulls of this type is firstly to try and use as much hull length, especially when heeled without a wetted transom that results in a drag increase,” explained Mills.

A RANS CFD (computer fluid dynamics) program was used to finalise the shape, which has smooth stern sections with a forward set spade rudder, a relatively high chine aft and moderate bow sections. A North Sails VPP program was used to create a powerful rig that is race biased yet manageable in cruising mode, which should make this Mills 62 a really stylish weapon. www.mills-design.com

POGO 3 MINI

The theme of our listing is innovation so including a Mini Transat boat was a must, as this class has pioneered many changes including canting keels, rotating masts, and more recently, scow bows. A 2012 race victory by a large margin of David Raison's self-designed Magnum/Teamwork Evolution proved the case for these blunt bows that give extra buoyancy forward while maximising righting moment. Scows are again part of the Mini Transat this year that leaves France on 19 September with 78 sailors registered. Tending also to have flatter bottoms, which promotes faster planing and reaching, scows are also freed from the displacement rule of waterline length determining speed. The obvious downside is increased wetted area going to windward of course, so boats like the latest Pogo 3 Mini come with fuller bows to optimise reaching while giving upwind capabilities.

Pogo Structures are the leading Mini Transat builders with 250 hulls launched across the Pogo 1, 2 and now the version 3. Previously designed by Finot-Conq, the 2015 model is a Guillaume Verdier design.

For the Pogo 3, weight has been shed for the same sail area so the latest boat is described as 25 percent more powerful than her predecessor (915-kilogram displacement compared with 985-kilogram for the Pogo 2). The fixed mast (rotating on the Prototypes) has been moved back to maximise the centre of effort. Lightness is achieved from the vacuum sandwich structured GRP

hull, which looks to have more rocker, yet stability is retained by the fixed T-bulbed keel.

Sailing these boats is challenging, as acquaintances of mine can attest to but I also know sailors who enjoy cruising these compact yachts, which are built to withstand open ocean weather. The wide flat decks and dog-house sheltered cockpits

offer just enough protection to manage the large squared topped sail plans and big asymmetries that fly from the incongruously long bow sprits. The 3.4-metre rotating bowsprits carry giant 900-square-foot spinnakers! Twin rudders keep the wide hulls tracking in the often downhill sled run across the Atlantic. Down below are found basic bunks either side, so for events like the just-completed double-handed Mini Fastnet Race, there is some respite from the action.

www.pogostructures.com

POGO 3 MINI

LOA: 6.50m

Draft: 1.60m

Beam: 3.00m

Displacement (light): 915 kg

Mainsail: 26m²

Genoa: 20m²

Spinnaker: 70m²

Engine: Outboard

Builder: Pogo Structures

Design: Guillaume Verdier

Price: POA



QUANT23
LOA: 23 feet
Ballast: 60 kg bulb
Builder: DSS Switzerland
Design: Hugh Welbourn
Price: POA

The Quant23 proves that foiling systems are reaching a new level, which could radically change racing in the near future.

QUANT23 DSS FOILING SCOW

Now for something completely different: an airborne keelboat no less, from Swiss company Dynamic Stability System (DSS). Designer Hugh Welbourn has spent 10 years developing the patented DSS, which comprises a retractable hydrofoil that is deployed to leeward. The foil provides vertical lift to leeward, improving the yacht's righting moment; an effect similar to having extra crew on the weather rail or a bigger keel bulb, and in turn dramatically increases performance, states Welbourn.

DSS-type foils feature on a wide range of racing yachts and most famously on *Wild Oats XI*. But these systems are also found on the Mini Transats, sports boats and the high performance Infiniti range of racers, to name only some. Seen here however on the new Quant23 scow is the next stage of this development, giving extra vertical lift beneath the boat too, which, in combination with a T-foil rudder, enables the Quant23 to sail fully airborne.

Following on from their foiled Quant28 and Quant30, the new Quant23 literally took off during testing in Cowes during June and marks a major new phase for the company; and it's not just another big Moth. While the Quant23 is a foiler (albeit with a fixed keel), Welbourn is at pains to point out that she is otherwise fundamentally different

to a Moth or an AC72. While those are grand prix racers, demanding athleticism, great skill and technique to sail, the new boat does not: "The idea is simply a boat that anyone can leap into and ten minutes later they're flying." The scow bow maximises volume and creates a more stable platform, which helps promote lift.

QuantBoats' Michael Aepli explains further: "With the Quant23, the aim was not to create the world's fastest foiler, but one of the easiest crafts to fly steadily, providing fun, fast rides, in a wide range of conditions. For us this means that the boat shall do 90 percent of the work and not the crew – mostly this seems to be the other way round with many of the other foiling boats of today, with complicated systems to manage, understand and maintain all the time."

Part of the secret lies in the inherent stability of the new DSS foils, compared to that of the inverted T-configuration foils of, for example, a Moth. The new foils, Welbourn maintains, help promote 'easy foiling' with the section, aspect ratio and length of the foil promoting early lift-off (i.e. full foiling in the least amount of wind) rather than ultimate top speed, which would require smaller foils with a less powerful section. Welbourn anticipates that the new generation DSS foil should be scalable, although ultimately the laws of physics come into play.

www.quant-boats.com

The Pogo 3 continues the company's race dominating designs that makes these 21-foot boats lively and fun to sail.

TP 52 2015

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

The Transpac 52 continues to attract new owners and has proven a popular race boat here in Australia with Hobart wins (Bob Steel's *Quest*) among the accolades for the class. With large numbers of boats already in the USA and Europe, the 2015 Super Series boosts their numbers by nine 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 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 2015 season is dominated by only two builders among the nine new boats. Step forward Botin Partners & Judel Vrolijk whose boats have been built in five different yards spread across Spain, Italy, Dubai and New Zealand where Mick Cookson has reached hull number 15.

The development of the class has been fascinating – from the unwieldy spinnaker pole driven earlier boats to the newer generation with increasingly large assymetrics, but the same basic hull design continues. The hulls 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. Initially an offshore design that became more regatta orientated, the TP52 continues to do major offshore events such as the Rolex Sydney Hobart and can be upgraded for TransPac races without too much effort.

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 *Quantum Racing* are expected to be sturdy enough to have a life without the Super Series. Boss Terry Hutchinson told me the new boat is generally more powerful all round with a

bigger rig and more slippery hull. Mainsail area is up from 93.5m² to 98m² and the spinnaker has grown from 260m² to 270m² while weight aloft has been saved by using carbon rigging. To compensate, the bowsprit has grown 700mm longer and a mast deflector has been used to give more rig control. Hull development has reduced drag and reflects the need in 2015 to have a fast first upwind leg to gain the upper hand in the larger fleet numbers found in Europe, illustrating how exciting the class remains.

www.botinpartners.com

TP 52 QUANTUM RACING

LOA: 15.85m
 Draft: 3.50m
 Beam: 4.42m
 Displacement: 7,025 kg
 Mainsail Area: 98.0m²
 Spinnaker Area: 270.0m²
 Jib Area: 66.0m²
 Engine: Unknown
 Designer: Botin Partners
 Builder: Longitude Cero (Spain)
 Price: POA



SUPER SAILING
 Left: The 2015 TP 52 *Quantum Racing*. Right: The innovative *Rambler 88* will be arriving this year for the Rolex Sydney Hobart Yacht Race.



RAMBLER 88 JUAN K

The Juan Kouyoumdjian-designed *Rambler 88* launched in December and will be one of the favourites along with *Comanche* in the Fastnet Race this August. Both these monsters were US-built – *Comanche* by Hodgdon and *Rambler 88* in New England Boatworks in Rhode Island – and they share common characteristics. The two rely on huge beam and canting keels for stability while hard chines sharpen their carbon hulls, although *Rambler*'s look softer. I've enjoyed talking boats with the quietly spoken Juan Kouyoumdjian in the past but his modest personality is in stark contrast to his powerful designs that have often been bold, and some may even say brash. But there's been plenty of successes including the Volvo winning ABN AMRO boats and the powerful generation of IMOCA 60s such as *Pindar* and *Hugo Boss*.

Again Juan K has done something interesting with the latest boat, including jagged-edged twin rudders or nodules as I've seen them called. These bumps on the rudder's leading edge are said to create lift while also reducing cavitation. The other unusual feature of *Rambler 88* is of course, her overall length. Midway between the mini-maxis and the super-maxis and therefore handicap racing, rather than line honours will be a major goal for owner George David, as demonstrated at St. Barths, where he finished a long way behind *Comanche*. However, wily campaigner,

David, has already proven this middle-maxi size can do the business, as seen by the success of his previous 90-footer, another Juan K rocketship. Prior to that, disaster struck of course when the original *Rambler 100* infamously lost its keel during the 2011 Fastnet. Now Sydney-based and renamed *Perpetual Loyal*, it's a regular Hobart competitor; but yet to be an overall winner.

The new *Rambler 88* has water ballast of 2,800 kilograms, along with 4.84-metre daggerboards, which look more inboard than *Comanche* and angled, to create lift as well as reduce leeway. Further lift is generated by twin 2.08-metre side foils; the latter to elevate the bow and reduce the boat's wetted surface. The 41.47-metre carbon mast supports huge headsails that fly

from the long bowsprit, showing that *Rambler 88* is a powerful reaching boat for those long ocean races. The uncluttered cockpit is dominated by the banks of powered winches but leaving plenty of space for the 18 crew to work around. Twin steering wheels are located forward in the cockpit and behind are the mainsail trimmers and obligatory running backstay crew. Accolades so far include line honours in the RORC Caribbean 600 race in February 2015 and overall winner in the prestigious Voiles de St. Barths regatta in April 2015. After June's transatlantic race, we will see this rocketship for ourselves when she appears for the 2015 Hobart.

www.juanyachtdesign.com

RAMBLER 88

LOA: 27m

Beam: 7.10m

Draft: 6.0m

Displacement: 22,890kg

Water ballast: 2,800 kg

Sail area: unknown

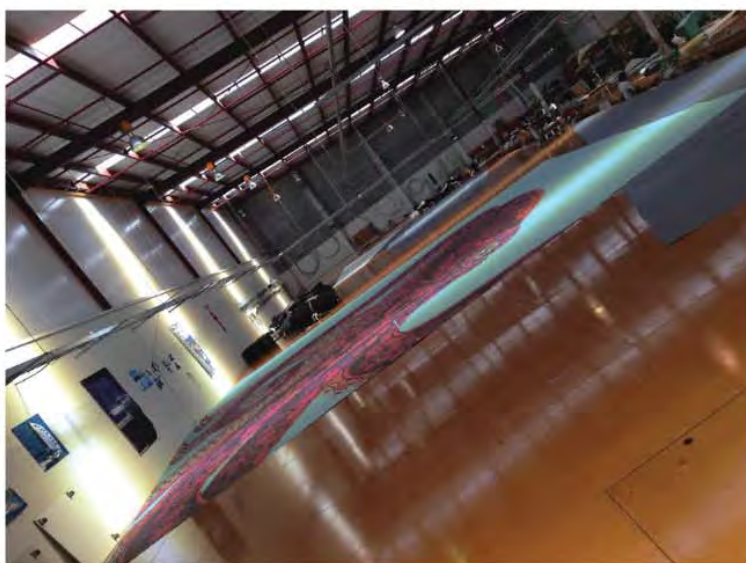
Sail area/displacement ratio: 67.41

Builder: New England Boatworks

Design: Juan Kouyoumdjian

Price: POA

Radical and compact for a maxi, but already with some success, Rambler 88 could do damage in the Hobart this year.



A FRESH CANVAS

MENTION THE WORD “CANVAS” AND ONE THINKS OF ARTWORKS FROM THE GRAND MASTERS OR OF SAILS THAT DROVE THE TALL SHIPS OF A BYGONE ERA ACROSS THE SEAS. NOW DOYLE SAILS’ NEW ZEALAND LOFT HAS COMBINED THE TWO, ‘PAINTING’ WITH HITHERTO UNSEEN PRECISION UPON THE HIGH TECH ‘CANVAS’ OF STRATIS SAIL FIBRE.

It appears Doyle has revolutionised 'sail art' for the ocean racing and sailing superyacht set seeking to brand their yacht in unmistakable style, whether a fashion statement or for that all-important sponsor signage.

The Auckland-based Doyle Stratis loft terms this new product Stratis Sail Art, which allows photo quality printing on sails for the first time. The New Zealand production facility has pioneered custom printing on Stratis membranes before the sails are laminated, resulting in the most-detailed sail art to date, which is protected from the elements embedded within the sail membrane.

Comar Yachts' *Shadow* is the first boat to have been fitted with Stratis Sail Art sails. The 100-foot superyacht, launched in 2011, was fitted with membranes made by Doyle Stratis in New Zealand, complete with a photo-quality octopus print, and was finished by the Doyle Sails loft Palma team in the Mediterranean.

Moving away from the traditional technique of painting images or sponsor logos directly onto completed sailcloth, Doyle Sails New Zealand's team printed onto the Stratis sail membrane surfaces during the sailmaking process to create two octopi stretching down each sail on each side. That printing process meant fine details and subtle nuances were transferred to the sail with extreme accuracy, making for the most detailed sail art seen to date.

The mosaic-like print of an octopus has layers of colour,

shapes and overlaid details, which bring the two octopi to life as the sail fills. Despite the layers of detail, Doyle Sails says the end result is noticeably lighter than the sail would have been if the image was created using the traditional approach of layering paint by hand; a process that can add 10 to 15 kilograms to a typical mainsail.

As all racing sailors know, weight aloft affects the righting moment, the heeling, effective waterline and performance of a yacht when underway, and as such designers always seek to minimise weight aloft in sails and rigging.

That lightness is something Doyle Stratis is known for. Forming the base for Stratis Sail Art, the high-tech sail fibre has a reputation for resistance to flex fatigue and high performance. The unique Stratis Sail Art process doesn't compromise the sails' integrity, compared with the traditional paint process, which can result in brittle sail membranes. Full photo images can be translated to the sails – drastically increasing the appeal of sails as a billboard to sponsors – with a high definition finish that's as effective close up as it is from a distance.

"Stratis Sail Art is the next generation in sail art," says Doyle Sails New Zealand managing director, Chris McMaster. "It adds negligible weight to the end product, while maintaining the integrity of the sail and performance Stratis is known for." ⚓

www.doylesails.co.nz

www.doyleaustralia.com



SAIL ART

Clockwise from top: Comar Yachts' 100-foot *Shadow* is the first boat to have been fitted with Stratis Sail Art sails; Production of the sails for *Shadow* at the Doyle Sails New Zealand factory; *Beau Geste* has also recently commissioned stunning sail art.

One of the most aesthetically pleasing developments of yacht design over the past decade or so has been the rise of the modern classic. This smart new breed of yachts has been beautifying our marinas and quaysides in ever increasing numbers over the past couple of years.

They boast the practicality and ease of handling of a modern yacht, yet their classic lines and endless overhangs whisper of a bygone time when elegance and class were everything. It's a winning combination that ensures they draw admiring glances wherever they tie up.

Dutch designers have been among the leaders when it has come to turning out eye-catching modern classics with Hoek Design and Dijkstra & Partners both turning out a succession of timelessly elegant designs. It is therefore natural that Dutch boatbuilders are also among the market leaders in this class, and in recent years Leonardo Yachts has been building up a reputation for producing stylish modern classics that are extremely easy on the eye.

The company started out in 2011 with the launch of the Eagle 36 and has since expanded with the introduction of the Eagle 44, designed by Dijkstra and, most recently, the Eagle 54.

All three yachts work on the same basic premise; elegance and sailing performance are everything and, although all three yachts are fitted out down below to a very high standard, none of the yachts pretend to be anything more than a comfortable weekender. If you are looking for a yacht to sail across oceans, look elsewhere; these are yachts you want to have hanging languidly from a mooring buoy below your Mediterranean villa, just waiting to be taken out for the day.

The latest addition to the range is the Eagle 54 and her irresistible lines come from the drawing board of Hoek Design. Given that she is 54 feet 5 inches, you might raise an eyebrow when you read that she is a weekender, but one look at those sleek curves and graceful overhangs and you cannot help but feel that the designer's unwillingness to compromise was a profoundly positive thing.

Her clean lines are complemented by open, uncluttered decks, which make you question why we load up our yachts with so much unnecessary paraphernalia when the vast majority of boats are generally used sparingly



WING SPAN

The Eagle 54 is a big, stylish weekender that turns heads wherever she sails.



SOAR LIKE AN
EAGLE

A STYLISH WEEKENDER OF A CLASSIC DESIGN,
THE EAGLE 54 IS VERY KIND ON THE EYES
BUT ALSO A METICULOUS PERFORMER,
WRITES SAM JEFFERSON.



MODERN CLASSIC

This page, from top: The Eagle 54 has clean lines and uncluttered decks; Below decks is an owner's stateroom and a pair of twin berths; She has a high quality of finish inside and out; Opposite page: Her long waterline, modest displacement and slippery lines mean the Eagle 54 is a pleasure to sail.

for my personal taste and are a bit like sticking a pair of sunglasses on the Mona Lisa. Yet Leonardo Yachts pride themselves on a high level of customisation on their range, so if there is something you don't like on one of their yachts, they will do all they can to change it.

Given the classic styling above the waterline, you instinctively expect the Eagle range to have long keels, yet this could not be further from the truth. Below the waterline lurks a thoroughly modern and rather aggressive looking deep T-shaped bulb keel and skeg hung rudder. On the 36, this provides a relatively modest 1.2-metre draft, but on the 54 the depth is a considerable nine feet one inch, although there is an option for a more moderate seven-foot two-inch keel. This configuration not only gives her impeccable manners under power, but also excellent integral stability. She also sails like a dream. That long waterline, modest displacement, lack of wetted surface



over weekends anyway.

Keep it simple, that is Leonardo Yachts' watchword with the fibreglass hull ensuring low maintenance, and although her varnish gleams, there is not acres of the stuff. On deck, all running rigging is kept as uncomplicated as possible. On the Eagle 54, everything is push button and can be controlled from the helm. Even the mainsheet disappears under the deck and is controlled by an electric winch that whirrs away noiselessly beneath when you trim the sail. With most lines led under the deck, there is a conspicuous absence of the usual bundles of tangled rope.

Looking at the lines of any of the Eagle range from the dockside, you can't help but think of the J-Class yachts of the 1920s and 30s. The only styling aspect that jars slightly for me on the 54 are the saloon windows, which are a bit too modern



area, and slippery lines ensure that she slices through the water like a knife through silk.

Given her design, it is no surprise that the 54 is very close winded. I also found her to be very responsive and sympathetic. She reacted to the faintest twitch of her wheel, while even the faintest whisper of wind gave her steerage. When the wind rose above ten knots, she really began to sparkle. Not only that, but as you slip effortlessly through the water, you know that you are in the most beautiful yacht within a radius of many miles. Truly this is champagne sailing.

Although the 54 is first and foremost about elegance married with fine performance, her manufacturers felt it was also important to provide a high level of comfort, so while her smaller sisters enjoy well fitted out but basic accommodation, the



“You can’t help but think of the J-Class yachts of the 1920s and 30s”



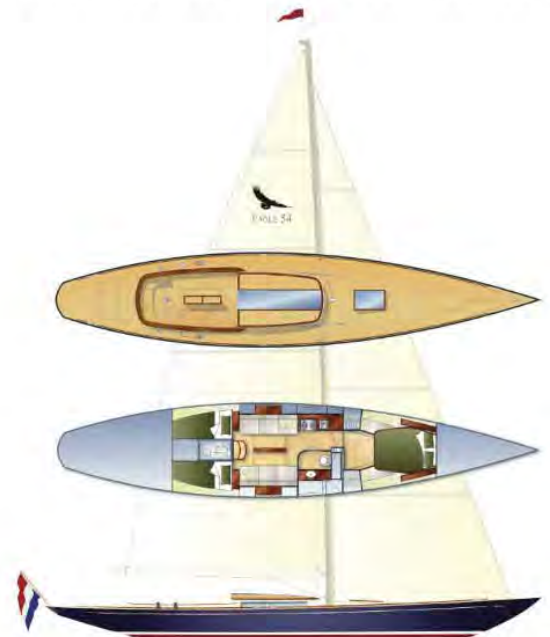
flagship of the range features a galley with electric hob and fridge, a heads compartment with shower in addition to an owner’s stateroom and also a pair of single berths aft.

The quality of the finish is good both above and below decks is excellent and has a good deal more warmth and light than many contemporary modern classics and the owner’s stateroom is a generous size, although headroom is limited.

Sailing yachts are almost always a luxury item, and while a 54-foot weekender may be a extravagance too far for some, a quick sail will seduce many of the doubters. This is an interesting and elegant addition to the expanding fleet of modern classics. Her natural home has to be the Cote d’Azur, Sardinia or the Amalfi Coast,

yet wherever you sail her, you can guarantee that you will turn heads and arrive with that frisson of style so conspicuously lacking from many modern yachts.

Going sailing means different things to different people – its part of the beauty of the sport – but there are very few sailors out there who genuinely want to own a wilfully ugly yacht and fewer still who dislike sailing fast. The Eagle range boasts both looks and speed and, in an era where time is becoming an increasingly precious commodity, the concept of a big, stylish weekend sailer, low on maintenance and high on glamour may well spell out the future of sailing for many. ⚓
www.windcraft.com.au
www.leonardoyachts.nl



MODEL	Eagle 54
LOA	54 feet 5 inches
BEAM	10 feet 8 inches
DRAFT	9 feet 1 inch or 7 feet 2 inches
PRICE	\$1.1 million AUD (landed, incl tax & commissioning)

THE EAGLE 54 DOWN UNDER

Peter Hrones and John Cowpe of the Windcraft Group were taken by the Eagle range and level of workmanship from Dutch boatbuilders, Leonardo Yachts, when they looked aboard the Eagle 44 in Dusseldorf. The Windcraft Group has the very first Eagle 54 arriving in the Southern Hemisphere after first being displayed at the Cannes Yachting Festival this September. She will then be headed to her new home in Auckland to meet her new owners.

Comfort, safety and rescue are key areas to focus on when preparing your crew and your vessel for bluewater sailing.

John Clinton of the rock band, The Wolverines, regularly sails *Holy Cow* for both pleasure, and to raise money for charity with his partner, Kim.

"We're not racers, but we do like going fast and we're very safety conscious because we mostly cruise 2 Up. We have rules. When we're out at sea, we try not to leave the cockpit. The reason is, if one person goes overboard, the other has to be aware it's happened, de-power the boat and rescue them. We practiced our Man Overboard Retrieval in 40 knots and rough weather with a dead weight because it's common for a person overboard to be unconscious."

"Our dog, Shoni, sails with us and for years we've attached a Man Overboard device to her collar," says Kim. "Now we all wear one as well as harnesses to clip ourselves onto the boat at night."

If you are a day-time sailor wanting to venture offshore, Gordon Syme of the Yachtmaster Sailing School recommends getting experience by sailing at night in the waters you're already familiar with.

"An easy mistake is not getting enough rest." He cites an example of crew falling asleep and bumping the autopilot, sending the boat off course and eventually running it aground on an island.

"In the Whitsundays, you can pretty much day-hop around the islands and along the coast, but heading out through Port Phillip Heads down to Tasmania or up to Eden can be a two-day trip in good conditions. It is essential to have a reasonable understanding of weather."

WORST CASE SCENARIOS

Throwing a water-activated torch to the person overboard is a great immediate way to keep them in view but it's best to invest in Emergency Position Indicating Radio Beacons (EPIRBs). Ian Veitch retired from Victoria Police Search and Rescue after 27 years and has done 15 years in the family business of All Sat Communications. He says the rescueME EPIRB₁ – the world's smallest EPIRB – is a necessity for offshore.

"You want a model that has GPS so it can report your position to the Australian Maritime Safety Authority (AMSA). Water-activated devices cost more than manual models and may accidentally activate if exposed to



CRUISING ALONG THE COASTLINE ENJOYING MAJESTIC HARBOURS AND BEAUTIFUL SECLUDED BAYS REQUIRES SOUND SAILING KNOWLEDGE, BUT WHEN DECIDING TO HEAD OFFSHORE FOR THE FIRST TIME, EVERYTHING YOU KNOW AND DO ON BOARD IS GOING TO NEED A SERIOUS UPGRADE, REPORTS RENÉE BRACK.



TAKING THE PLUNGE

ANDREA FRANCOLINI

KITTED OUT
Heading offshore means upgrading your gear, safety equipment, and supplies and also making sure your boat is in ship-shape order.

CHANNEL HOPPER
From top: Ocean Signal's rescueME EPIRB1 has a 66-channel GPS and is the world's smallest EPIRB, RRP \$399; GME's Australian-made EPIRB has a 10-year battery life, RRP \$279.



SAFETY STORAGE
Above and right: Life Cell is a flotation device that stores all your essential safety gear in one place, RRP From \$345. Below: FLIR's Ocean Scout compact thermal night vision camera lets you see other vessels, landmarks, buoys, and floating debris in total darkness, RRP \$2,700.



wet weather conditions. Non-GPS models are only accurate within five nautical miles and also need time to pinpoint your position – and you may not have time.”

No one wants to hear the words ‘man overboard,’ but not hearing them or seeing someone go over, is much worse.

The rescueME MOB1 is the world’s smallest AIS Man Overboard system with integrated DSC. Fitted to your PFD, it will alert your position to all vessels with an Automatic Identification System (AIS) chart plotter within approximately seven kilometres. It also has a seven-year battery life.

GME’s digital Emergency Position Radio Beacons (EPIRBs) have led to hundreds of successful rescues in Australia and around the world. With 35-plus years’ experience engineering and manufacturing EPIRBs in Australia, GME is a well-respected leader in the development of life-saving equipment.

Another specialist in navigation on onboard electronics is Damien Weber of Raymarine, who advises first time offshoreers to have a helm-mounted multifunction display.

“It must be intuitive to use, easy to read in direct sunlight, minimum IPX67 rated, be easy to upgrade and easily networkable,” he says. “Another basic is a VHF radio, preferably with Digital Selective Calling (DSC) and second station capability. To legally operate a VHF radio in Australia, you are required to hold a Radio Operator’s Certificate, available through marine rescue organisations, yacht clubs and sailing schools. If venturing trans-oceanic, you’ll need an HF radio and / or a sat phone.”

Other equipment Damien suggests includes Autopilot, a Raymarine or FLIR Thermal camera, which gives vision in zero light or excessive glare, a foredeck camera to keep an eye on the safety of the crew and WiFi capability built into the MFD.

A disaster in January 2012 has sparked a revolution in how to store and deploy search and rescue equipment in an emergency while offshore. Scott Smiles was sailing with his mate Rick Matthews and their 11-year-old sons when black smoke in the boat forced Scott to grab a distress beacon. The boys were sleeping with Personal Flotation Devices (PFDs) resting on top of them. They managed to get them on but they were not done up securely before the boat sank in a matter of

seconds. The esky was the only item that rose to the surface, so all four clung to that until help arrived.

Because Scott lived to tell the tale, he devised a revolutionary survival kit. Based on the concept of the esky, Life Cell, is a lightweight flotation device that sits on a bracket on the deck and can be manually or automatically deployed in a crisis. Inside you can store all mandatory items such as flares, an EPIRB, V sheet, whistle, air horn, torch and the VHF radio. When boarding his boat, Scott also throws in his wallet, keys, mobile phone, satellite phone and even a passport if sailing far enough offshore.

Safety equipment is often stored in various spots inside the cabin whereas Life Cell keeps what you need in one place up on the deck. The handles on the side of the container are grips so survivors can remain together in one location when the rescue team arrives. It’s not only apparently a world first, it could become an industry standard.

Hyperthermia can be an issue in marine emergencies so sailors going offshore for the first time and finding themselves forced to abandon ship will want to get people out of the water as soon as possible and into a life raft. Great Circle Oceanmaster life rafts have ISO certification – the new international standard for bluewater and ocean cruising – as well as a cover to shield survivors from crashing waves, rain and wind. Other features include lights, a rainwater catchment system, an observation and ventilation port as well as highly reflective material all round. The best chance of survival is to stay as dry as possible for as long as you can.

When it comes to flares, Pains Wessex is an industry leader and recommended by Drew Marine. The Inshore Flare kit is required on board most boats in most parts of Australia. It contains two Orange Handsmokes and two Red Handflares. When going further than two nautical miles offshore, an additional Parachute Red Rocket may be required. Regulations regarding carriage requirements vary among states, territories and vessels, and depend on the locations you are planning to cruise, so it’s essential to get in touch with relevant authorities.

As well as understanding tides, weather and hazards, John and Kim Clinton advise being confident with the AIS and reading the radar.

"There's a military zone just north of Rockhampton," explains John. "We were heading south and hadn't taken much notice of their exclusion zone and cut a corner. It wasn't long before we got a radio call telling us to alter our course. Because we were almost out of the zone, we didn't. Next, a C130 buzzed us from the sky ordering us to alter our course immediately.

"Coastlines are busy and if freighters come into sight, they can be on top of you in minutes so you need to read your AIS accurately."

Kim adds, "It pays to read the Notices To Mariners before you set out and if you're new to offshore, have a plan for seasickness. My first time offshore, I was doing everything because every crew member was sick. It can be tough doing all the sailing and navigating yourself."

WATER WISE

After the 1998 Sydney Hobart Yacht Race disaster where six lives were lost, Terry Wise of Pacific Sailing School, a seasoned offshore racer, having done many Sydney to Hobart events, noticed a shift in culture about safety and seamanship, as well as increased interest in gaining accreditation and qualifications.

"Since April 2011, after a spate of boating accidents, the United Nations in conjunction with RYA instituted Resolution 40 and named it the International Certificate of Competence (ICC). Assessment takes three to four hours and people who qualify can then skipper or hire boats worldwide."

The Pacific Sailing School is an RYA training centre and provides assessment for new and experienced sailors who can complete the Day Skipper course/s and obtain ICC qualification. In addition, they provide advanced courses including the worldwide respected RYA Yacht Master certificate of competence and ISAF Safety and Sea Survival and radio courses are available at most centres. The Yacht Master provides a pathway to the International commercial qualification. It's tough to pass. Terry explains that it's important to do the advanced course, learn the new systems and update your pilotage and navigation skills. One wrong answer in the collision regulations, for example, could cause failure.

Shane is a recent graduate of Pacific Sailing School and was pleased to attain his RYA Yacht Master Certificate of Competence as the training has

FINDING SHELTER
Great Circle Oceanmaster life rafts can house between four and 12 people, RRP From \$2,070.

given him high level skills in pilotage, passage planning, seamanship and boat handling.

"You can have great sailors that aren't great seamen," says Shane. "A sailor might trim a sail expertly but may, for example, not wear a harness when moving around the boat at night. Others can be obsessed with making a boat perform and in doing so, pay insufficient attention to the safety of the vessel. Truly great seamen are capable of both – getting the best out of the boat and keeping everyone safe.

"I had the pleasure of sailing a few times this year with the crew of *Wild Rose* and learned many new things from the skipper and the crew. They all gave me pearls of wisdom worth keeping.

"The preparation is intellectual, physical and experiential. The more you can do to learn all three things, the better off you are.

"The golden rule is preparation, preparation, preparation," says CYCA lifetime member and sailing legend, David Kellett. He's collected numerous awards including the ISAF Beppe Croce Trophy, the Order Of Australia (AM) for services to the sport of yachting and has made significant contributions to Olympic Sailing. He also has a wealth of offshore experience with 41 Rolex Sydney Hobart races to his name.

"The ocean racing world has construction standards that must be met – the cruising world doesn't. Someone can buy a boat they like but it may not be suited to conditions offshore and you don't want to buy a lemon."

He recommends first time ocean cruisers get a feel for offshore by crewing on a boat coming home from races such as the Sydney to Gold Coast and Sydney Hobart.

"By being in a more relaxed atmosphere than racing, an individual can get a more hands-on experience of time at sea and the vagaries of the weather and ocean conditions."

COMMUNICATIONS

AIS is arguably the most significant advancement in navigation since the introduction of GPS because it assists vessels identifying one another in all weather conditions, helping to avoid collisions while continually updating position, speed and course.

It's a smart move to upgrade your onboard communication systems with the addition of a satellite phone. Traditionally, they've been associated with high running costs but that

"A safety equipment success story is that it expires before you ever use it. We should celebrate that"



has changed. Ian Veitch of All Sat Communications says voice comms are a great way to keep in touch with those you can't get on VHF / HF radio as well as getting the latest important data such as weather information.

"In Australia, Pivotal provide connections to all commercial satellite systems. With all their plans, you get a normal Australian mobile phone number. People calling you only pay a mobile call cost and there is no cost to receive calls. When dialing out, you only need an area code plus landline number or a mobile phone number, which ensures there is no complication with international dialing from some network providers.

Not all satellite systems have the same coverage. Iridium and Globalstar use Low Earth Orbiting Satellites (LEO satellites) and Thuraya and Inmarsat use Geostationary ones (GEO satellites)."

PERFORMANCE AND COMFORT

Before heading offshore for the first time, it's good to give your nautical gear an update if you want to stay comfortable. The two key concerns are keeping warm and dry and with

30-plus years experience in outfitting people and boats with a wide range of items, Sturrocks is a great place to begin. They stock the leading brands in a range of prices and officially supplied the Sydney 2000 Olympic Games.

Doug Sturrock's advice is to start with a good base layer of castled fabric that wicks off body moisture; then a middle layer of fleece by a well-regarded brand such as Helly Hansen, which has been in business since 1877 providing attire for adventurous types who aren't afraid of extreme weather; and the top layer needs to be a breathable shell.

Burke Marine has a full range of what your body may need for heading offshore as well as jackstays, harnesses, tethers and Personal Flotation Devices (PFDs) that are so lightweight and unobtrusive now, they are referred to as a bit of a fashion item. The 'harness look' is in vogue.

UPPER HAND
To really sharpen your safety skills, you can attain the RYA Yacht Master Certificate of Competence at the Pacific Sailing School.





A DOG'S LIFE
Above: Protective offshore jacket from Henri Lloyd. Below: Pet buoyancy aid in High-Vis from Baltic. RRP \$54.



CREATIVE COMFORT
Above: Burke Southerly Offshore PB20 Breathable Trousers.



STAY DRY
Right: Thermal high fits by Henri Lloyd; Below: Burke Southerly Offshore PB20 Breathable Jacket.



Depending on your offshore destination, some essentials to consider would be foul weather gear such as high fit trousers and a waterproof, windproof outer layer.

The Henri Lloyd Offshore range uses patented, exclusive Gore-tex fabric where performance meets comfort. The lighter the garment, the less fatigue it causes in the wearer. It's the gear of choice for the crew of supermaxi *Wild Oats XI*.

GETTING SHIP-SHAPE

Having the right boat that is capable of getting you safely to your desired destinations is essential before heading offshore, and from there, it's all about getting it ready. Rod Marine operating at the Gold Coast City Marina gives a sound checklist of some major items and services you should consider prior to departure.

"Sitting in the comfort of a marina berth can offer you a false sense of security about the seaworthiness of your vessel. Prior to any offshore cruising, it's imperative you ensure your boat is weather and watertight; that machinery and systems are serviced so they function well with applicable spares on board; ensure clean bilges and the fuel tanks have no contamination settled in the sumps; ensure rigging and sails are sound, all batteries and electrical systems are in good working order, communications and navigation equipment are fully functional including all nav lights; check all the safety and fire fighting equipment is in good working order as well as registered or in date where applicable and make sure all registrations and insurances are current.

"Hauling the vessel is very important to ensure the condition of the antifoul or the cleanliness of the hull bottom and running gear, as this can seriously hinder your fuel economy over long distances," he says. "At this time you should also check the integrity of all underwater running gear including propellers, shafts, shaft bearings, anodes, rudders and stock bearings, bow and stern thrusters as well as stabilisers. It's also advisable to inspect all through-hull penetrations, fittings and valves and replace if any are weeping, seized or corroded.

Additional preparedness includes regular safety drills with all crew, a fuel reserve of 15 to 20 percent factored and ensuring some extra consumable supplies are on board such as water and food, should your course be altered by unexpected factors that arise."

Brenton Fischer of Sydney City Marine says the best way to test your boat and crew is to do a few of the spinnaker twilight races prior to your departure offshore.

"They are fast-paced and they flog the crew and the gear, so if something is going to break, it probably will and you will have the opportunity to repair it. They're also great to help the crew to find their feet and work better as a team.

Redundancy on navigation and electronic systems is also very important given that electronics and salt water don't mix, and they tend to fail when you need them most. On our TP52 we race with full instruments, two independent GPS units, two independent tough book computers and two independent Sat phones, so that if one system goes down the other remains operational."

A rookie error in going offshore for the first time, is counting on weather predictions to be correct.

"The weather can go bad very quickly and you want to be prepared when this happens, because it will. Even though they add weight to the boat, having heavy sails onboard is important because blowing up your sails is expensive and dangerous."

Having the right insurance coverage in place is also vital before heading offshore. Lyndon Turner, chief executive officer of Nautilus Insurance recommends engaging a professional insurance broker for independent advice.

"Make sure you have a policy that covers you for going outside Australian waters and one for personal injury."

Policies need revising and reviewing just like safety equipment. Newly RYA-certified skipper, Shane, says that finding an item such as an out-of-date life raft that needs renewing, is a good thing.

"You don't want to deploy it due to bad seamanship. A safety equipment success story is that it expires before you ever use it. We should celebrate that."

And Kim Clinton has a success story resulting from everyone on board *Holy Cow* wearing Man Overboard devices and safety harnesses when cruising offshore – especially the dog.

"When it's just the two of you, 24/7, you both get tired and that can cause a bit of tension. Shoni senses it and one of us has to remind the other 'excuse me, you're upsetting the dog'. That dog has saved our marriage several times over. It's worthwhile putting safety gear on her!" ♡



1.



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6.

1. CARRY ON

Rainman Desalination has developed a simple, low maintenance, and inexpensive water maker that doesn't need to be installed on your boat. Being portable, it can be set up anywhere on the boat or installed permanently, can be stowed away or shared amongst fellow boaters. Available in both electric and petrol. RRP From \$5,550 www.rainmandesal.govmarine.com.au

2. ALL SEEING

The Hydra Series HD 720P is an underwater camera that is built into a dive mask making underwater photography totally hands-free for safer and more fun swimming, snorkeling, and scuba diving. Lever style buttons make switching between continuous shot, video and audio modes easy, even in dive gloves. RRP \$119.99 www.liquidimageco.com

3. CHARGED UP

Charge your batteries while under sail by using the SWI-TEC Hydro Charger that uses both water power and solar power with an intelligent converter charger. The SWI-TEC Hydro Charger features a coupling between the gearbox and the propeller, which reduces vibrations to a minimum, making it barely audible and has a propeller pitch that is adjustable depending on the average cruise. RRP \$4,880 www.swi-tec.com

4. SUPER TOOL

The Leatherman Skeletool is a full-size multi-tool with minimal weight and a compact size. It features a premium stainless steel blade, pliers, wire-cutters, bit driver and carabiner/bottle opener – only the most necessary multi-tool features. Easily clips onto a belt, pack, or vest. RRP \$152 www.leatherman.com.au

5. THE PROTECTOR

Refined over 30 years of sailing, the Marinepool 'Hobart' offshore sailing jacket is breathable and waterproof and features abrasion resistant and pre-shaped sleeves, protective face guard, chest pocket with welded, waterproof zipper, 3M reflective patches and printing, neon hood, double cuff system with laminated inner PU cuffs and a fleece-lined collar. RRP \$419.95 www.marinepool.de

6. HIGH VOLTAGE

Victron Energy's new range of Orion IP67 DC-DC Converters have been specially designed for use in exposed applications, such as the harsh marine environment. Capable of converting 24 volt DC to 12 volt DC, with a cast aluminium case and all electronics protectively moulded in resin, the units are waterproof, shockproof and ignition protected. RRP \$143.48 www.lusty-blundell.co.nz

Visiting my old home town, I found myself near the bay where I had learned to sail so many years ago. On a whim, I drove down to see what remained of the waters where I had spent long, lazy summers learning the nuances of wind and sail. Where there once had been clapboard beach bungalows scattered among sandy lots covered with iceplant, now stood multi-million dollar waterfront mansions.

The sandbars that we'd used for picnics at low tide were long gone, dredged to create marinas filled with gleaming yachts.

But, amazingly enough, the clubhouse and pier that had been the home for my long-ago junior program still stood alone on an empty patch of sand. It was eerie because the building hadn't changed a bit – the same Cape Cod blue with white trim and the grey pier that had even more layers of peeling paint. I sat next to the old race committee shack and my mind drifted back to warm summer days, laughter, wet swim trunks, sandy feet, and zinc oxide on my nose.

Fingering the initials carved in the railing over five decades, I thought about what a wonderful childhood it had been. What more could a youngster want than to be master and commander of his own eight-foot pram?

It was a time of trying my wings, of being responsible for myself, of dealing with the vagaries of wind, water, and other kids. It was, in essence, the very definition of independence.

In the morning, my mother would pack a sandwich and potato chips into a waterproof container and send me off. About dinner time, I would return to the nest, sunburnt and salty, weary but elated.

The evening meal would be "Then he tacked right in front of me..." or "Then we all jumped in the water...". Days would pile upon days until we realised that school was starting soon. We would have a final day of sailing, capped by a going-away party in the clubhouse. It was always bittersweet, because many of the kids were going back to their "real" homes and leaving their summer rentals – and us local kids – behind. There were lots of "see you next summer" and, as that pretty girl gave you one last smile, some wistful wishing that you'd let her know that you liked her as more

GRASS ROOTS

MEMORIES OF GROWING UP NEAR THE WATER, WITH PLENTY OF TIME OUTSIDE KNOCKING AROUND ON BOATS AND AT HIS LOCAL CLUBHOUSE, HAVE STOOD CHRIS CASWELL IN GOOD STEAD. HE RECENTLY TOOK A WALK BACK THROUGH HIS HOME TOWN TO WITNESS ALL THAT HAD CHANGED – AND ALL THAT HADN'T. AND WHERE HIS LOVE OF SAILING ALL BEGAN.

than just a good crew.

That walk down memory lane popped to mind when I came across a book that suggests that today's kids have become detached from the outdoors, much to their detriment. Richard Louv wrote *Last Child in the Woods: Saving Our Children from Nature Deficit Disorder* because he – and researchers – are discovering that new generations of kids are growing up so coddled and protected that they are disconnected from the natural world. Louv, a child advocacy expert, points out that instead of spending the summer hiking and swimming and sailing and telling stories around campfires, kids are more likely to attend computer camps or weight-loss camps.

As one fourth-grader told Louv, "I like to play indoors better 'cause that's where all the electrical outlets are." But it's not just video games and computers and television that are keeping kids inside, it's the fears of their parents for everything from traffic to strangers to viruses.

My summers were a time to learn about independence. Today, kids are

enrolled in soccer leagues or simply allowed to remain indoors where they are safe but unchallenged.

Researchers are now seeing that children as young as five show significant reductions in Attention Deficit Disorder when they are engaged with nature. Test scores and grades are higher for kids who are connected to the outdoors, and it seems to be a powerful therapy against depression and obesity. Children who spend time on their own also develop skills in problem solving, critical thinking and decision making.

I can clearly remember my father shoving me off for that first solo day in my dinghy. He didn't show any worry or concern (which would have unnerved me, of course), although I remember my mother being a little fidgety. No, he gave the transom a shove, grinned at me, said, "Sail smart and be safe."

And then he gave me a wink.

It was his vote of confidence in me that set me free. If he trusted me to make the right decisions, then I'd better make them.

My neighbors are so afraid for their children that they drive them one block to the school bus, and they have the car TV on during the trip. They are raising children who are unable to fend for themselves. I rode my bike to the sailing club every summer day, balancing sailbag and gear on the handlebars. Not only did my parents expect me to cope with getting there, but I would have died if they'd insisted on taking me. Only wimps arrived via parent.

As a kid, I loved sleeping in the cockpit when we were at anchor on a weekend cruise but, today, I have friends who have long lists of reasons for insisting their kids sleep inside the boat: catch a cold, get wet, fall overboard, get kidnapped... the list is endless. And it keeps their kids from looking at a black night sky pierced with stars. It protects them from hearing the splash of a fish jumping or the sound of wavelets rushing onto a stony shore.

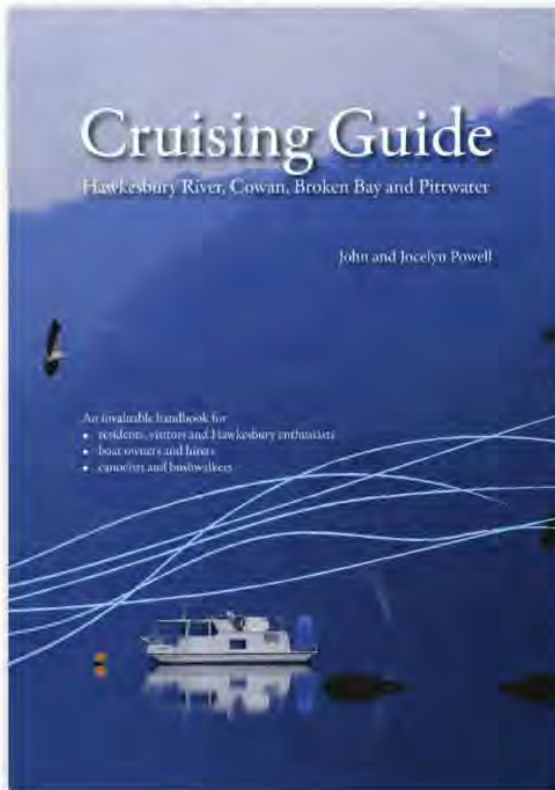
And, though Louv doesn't mention it, junior sailing programs can become overly protective as well. Too much structure, and the kids may as well stay home and play video games. Cut the kids some slack to enjoy free time in their dinghies, to splash around on the shore, or just to hang out with other kids.

Most important of all? Give their transom a shove, tell them to "Sail smart and be safe."

And don't forget the wink. ⚓



With more than 40 years as an award-winning boating journalist and as a former editor of both *Yachting* magazine and *Sea*, Chris Caswell is a well-known racing sailor in the USA with silverware in everything from Lasers to ocean racers. The author of six books on boating, Caswell is a dedicated sailor who says he's owned more boats than he wants either his banker or his wife to know about.



Cruising Guide:

Hawkesbury River, Cowan, Broken Bay and Pittwater

Author: John and Jocelyn Powell

Publisher: Deerubbin Press

176 pages

Price: \$30.00

The Hawkesbury is a wonderful place in which to cruise, and with its close proximity to Sydney, it's worth getting to know better.

The Hawkesbury is also navigable for 110 kilometres and offers something for everyone depending in which season you are visiting – in Summer it teams with holiday-makers, jetskis, and cruising boats while in Winter, it quietsens right down to a peaceful estuary.

This Hawkesbury cruising guide by authors John and Jocelyn Powell, is practical with information about the region's history, local facilities and recreational opportunities.

The book will offer insight for those who are venturing there for the first time in a hire boat as much as those who are more experienced, visiting the Hawkesbury often in their own vessel.

Photography that is both current and historical, drawings, and maps bring the guide to life, and each map is accompanied by information about navigation, facilities, history, points of interest, and walks ashore. There are plenty of details on fishing spots, mangroves and common vegetation along the river, too.

An especially unique feature to the guide, is information about some of the lesser known creeks and tributaries that are all navigable by dinghy, shallow draught small craft and kayak, and will mean you can discover some of the more hidden places that are well worth a look.

www.chartandmapshop.com.au



Time Storm

Author: Steve Harrison

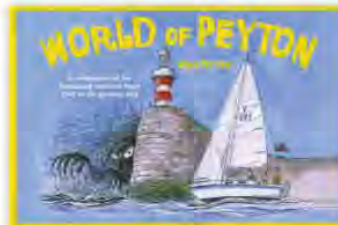
Publisher: Elsewhen Press

360 pages

Price: \$30.00

Set in 1975, *Time Storm* tells a story of a convict ship that sets sail for New South Wales from England that, after surviving a harrowing storm, eventually arrives in tatters at Sydney Harbour. After a struggle between convicts and crew and the final destruction of the ship, the desperate survivors find something of even graver concern – they have been flung into a modern Sydney, some 200-plus years later. In *Time Storm*, author Steve Harrison combines history with science fiction in an action-packed read.

www.elsewhen.alnpetepress.co.uk



World of Peyton

Author: Mike Peyton

Publisher: Bloomsbury

160 pages

Price: \$19.99

Nautical cartoonist Mike Peyton owned a boat before he owned a car and knows exactly how to capture the hilarious nuances of sailing, be it offshore, below decks, at anchor or even aground. *World of Peyton* is a hilarious retrospective of Peyton's very best work from eight decades of drawing in which he can catch, in a single page cartoon and quote, some very relatable and entertaining moments. If bad weather has you berthed, this is the perfect read to lighten the mood.

www.bloomsbury.com/au



One Seven Nine West

Author: Andrew Taylor

Publisher: Andrew Taylor

314 pages

Price: \$31.00

When author Andrew Taylor fell overboard from the 70-foot yacht *Derry London Derry Doire* during the Clipper Round the World Yacht Race in 2014, he was lost at sea for one hour and 40 minutes in the middle of the North Pacific. In *One Seven Nine West* he recounts the remarkable recovery after an epic search by his crewmates in this engrossing read. In a forward by Clipper race founder, Sir Robin Knox-Johnston, the book is described as "a gripping read, which should be read by all sailors."

www.lulu.com



Almost every yachting historian will agree that three events rank as the most prestigious on the ocean racing calendar: the Bermuda Race in the United States, the Fastnet Race in England and Australia's Rolex Sydney Hobart Yacht Race.

The distance of each is somewhat similar but the order of their status is arguable, with the Bermuda Race the oldest, having first been run in 1906. The first Fastnet Race began in 1925 while the inaugural Sydney Hobart, was sailed in 1945.

August 16 this year will mark the 90th anniversary of the founding of the Royal Ocean Racing Club and its inaugural Fastnet Race. Since its inception, it has been held every two years, apart from the war years, making this year its 46th.

A huge and diverse fleet of 340 yachts, the maximum allowed, is expected to start in the 603-nautical-mile ocean classic; in fact, the first 300 entries were received in May within an incredible 24 minutes.

Starting at the end of Cowes Week on the Isle of Wight, the fleet will sail down The Solent to the Channel, crossing the Irish Sea to round Fastnet Rock, finishing back at Plymouth. It's a race that requires great sailing skills, tactics and fine seamanship as the fleet battles boat-stopping tides, pea-soup fogs, vastly varying winds and seas and, as we recall in 1979, the storm-force winds and boat-breaking seas that brought tragedy to the race.

Back in the years when it was the final, and often deciding race in the Admiral's Cup, I reported on seven Fastnet Races, a demanding task for yachting journalists as in those days,

FASTNET TURNS 90

WITH THE 90TH ANNIVERSARY OF THE FIRST FASTNET RACE APPROACHING IN AUGUST, PETER CAMPBELL RECALLS SEVERAL DRAMATIC RACES HE HAS COVERED.

unlike the Sydney Hobart, there was no mandatory position reporting. In fact, it was difficult to even obtain a list of starters.

While Cowes was very much a yachting orientated town on the Isle of Wight, with excellent facilities, down at Plymouth there was little interest in the finish. In fact, after the first race I covered, I found the fleet berthed in what was a grimy coal wharf with huge tides. Since then, of course, excellent marinas have been built around the harbour although, of course, the finish line is still out of sight of Drake's 'Plymouth Ho.'

Famous yachts have won the Fastnet Race, beginning with the *Jolie Brise*, a stoutly-built, gaff-rigged pilot cutter that competed in 2013 in celebration of her 100th year, finishing in 124 hours, almost a day faster than it took her in 1925. She is still the only boat to have won the Fastnet Challenge Cup three times.

Captain John Illingworth RN, co-founder and winner of the inaugural Sydney Hobart Yacht Race in 1945 with

Rani, won the Fastnet Cup twice with *Myth of Malham*, in 1947 and 1949.

Many Australian yachts and yachtsmen have contested the Fastnet Race in addition to the three-boat Admiral's Cup teams and many have done exceptionally well.

Syd Fisher's *Ragamuffin*, a Sparkman & Stephens 49, won the Fastnet Cup in 1971, the first Australian owner and his boat to achieve this notable success.

Great News, jointly skippered by John Calvert-Jones and American Tom Blackaller, won in 1989 while Ludde Ingvall took out the line/handicap double with *Nicorette* in 1995. Sydney-based New Zealander, Neville Crichton, won line honours with *Alfa Romeo* in 1995.

Sadly, the Australian Admiral's Cup team's win in 1979 was overshadowed by the tragic outcome of the severe storm in the Irish Sea that year, which resulted in the deaths of 18 people and the involvement of some 4,000 others in what became Great Britain's largest ever rescue in peacetime.

One of those rescuers, former Royal Navy helicopter pilot Jerry Grayson AFC, has recently published a fascinating book, *Rescue Pilot – Cheating the Sea* where he recalls how he and his crew pushed their aircraft to its absolute limits during the 1979 Fastnet, flying into the teeth of hurricane-force winds to winch yachtsmen from heaving, tempestuous seas.

There have been other dramatic incidents in the Fastnet Race. I remember having morning coffee on the dock at Cowes the day after the 1985 race start with Ted Heath, the former British prime minister when suddenly, the news came through that the maxi yacht *Drum* had capsized after the keel sheared off. Pop star Simon Le Bon from the band Duran Duran, co-owner and crew member of *Drum*, was trapped under the hull with five other crew members for 20 minutes until rescued by the Royal Navy.

Among other line and handicap winners of note in the Fastnet Race have been Bob Bell's *Condor*, which took line honours three times, Mike Slade's *ICAP Leopard*, Marvin Green's *Nirvana*, Sir Peter Blake's *Steinlager II*, and Niklas Zennstrom's *Ran 2*, which won handicap honours in 2009 and 2010. All have sailed in the Sydney Hobart. Heading the huge fleet for the 90th anniversary of the Rolex Fastnet Race in August will be the US super maxi *Comanche* and the UK 100-footer, Mike Slade's *Leopard*. ⚓

LEGENDARY RACING

Sassenach races towards Fastnet Rock in the 2009 edition of the renowned race. This year will mark its 46th edition.

RACE & REGATTA DATES

KEEP TRACK OF THIS SEASON'S IMPORTANT EVENTS.

AUSTRALIA	DATE	CLUB	INTERNATIONAL	DATE	COUNTRY
AUGUST			AUGUST		
Club Marine NSW Youth Match Racing Champs	1-2 Aug	CYCA	33 Copa del Rey Mapfre	1-8 Aug	Spain
Members Badge Draw	6 Aug	CYCA	Hanse Sail Rostok	6-9 Aug	Germany
Airlie Beach Race Week	7-14 Aug	WSC	Buzzard's Bat Regatta	7-9 Aug	USA
CYCA Grade 5 Advanced Squad Match Racing Regatta	8 Aug	CYCA	Cowes Week Regatta	8-15 Aug	UK
CYCA Spring Series	9 Aug	CYCA	Western Circuit Sailing Regatta	15-22 Aug	Singapore
Members Badge Draw	13 Aug	CYCA	Rolex Fastnet Race	16-21 Aug	UK
Audi Hamilton Island Race Week	15-22 Aug	HIYC	Extreme Sailing Series Act 5	20-23 Aug	Russia
CYCA Spring Series	16 Aug	CYCA	Newport Bucket Regatta	28-30 Aug	Newport, USA
Members Badge Draw	20 Aug	CYCA	Clipper Round the World Yacht Race	30 Aug start	UK
CYCA Spring Series	23 Aug	CYCA			
Members Badge Draw	27 Aug	CYCA			
Sealink Magnetic Island Race Week	27 Aug – 1 Sep	TYC			
CYCA Spring Series	30 Aug	CYCA			
SEPTEMBER			SEPTEMBER		
Brisbane Boat Show	3-6 Sep	BBS	Perini Navi Cup	2-5 Sep	Porto Cervo, Italy
Members Badge Draw	3 Sep	CYCA	Kona World Championship	2-6 Sep	The Netherlands
Darwin Ambon Race and Rally	5 Sep	DBCYA	Maxi Yacht Rolex Cup	6-12 Sep	Porto Cervo, Italy
Lion Island Race	5 Sep	SASC	Rolex New York Yacht Club Invitational Cup	12-19 Sep	Newport, USA
CYCA Spring Series	6 Sep	CYCA	ISAF Sailing World Cup, Qingdao	14 Sep	China
Members Badge Draw	10 Sep	CYCA	ISAF Youth Match Racing World Champs	15-19 Sep	Swinoujscie, Poland
Quiet Little Drink	11 Sep	CYCA	Rolex Big Boat Series	17-20 Sep	San Francisco, USA
CYCA Grade 5 – Advanced Squad Match Racing Regatta	12 Sep	CYCA	J/80 East Coasts	19-20 Sep	USA
Grant Thornton Short Haul Race – Monica Geddes Trophy	13 Sep	CYCA	J/30 North American Championship	24-27 Sep	USA
Blue Water Pointscore Series Briefing	16 Sep	CYCA	Rolex Farr 40 World Championship	24-27 Sep	USA
Members Badge Draw	17 Sep	CYCA	Auckland On-Water Boat Show	24-27 Sep	New Zealand
Blue Water Pointscore Race	19 Sep	CYCA	Le Voiles de St. Tropez	26 Sep – 4 Oct	France
Members Badge Draw	24 Sep	CYCA	Tahiti Yacht Rally with Mariner Boating	26 Sep – 10 Oct	French Polynesia
Grant Thornton Short Ocean Race – Rubber Kellaway Plate	26 Sep	MHYC			
OCTOBER			OCTOBER		
Ocean Pointscore Series – Lion Island Race	10 Oct	CYCA	Extreme Sailing Series Act 5	1-4 Oct	Turkey
Grant Thornton Short Haul Race	10 Oct	CYCA	Argo Group Gold Cup	6-11 Oct	Bermuda
Coal Industry Regatta	16 Oct	MHYC	J/80 North Americas	9-11 Oct	USA
Grant Thornton Short Haul Night Race	16 Oct	CYCA	China Coast Regatta	9-11 Oct	Hong Kong
CYCA SOLAS Trusts Dinner	23 Oct	CYCA	Rolex Middle Sea Race	17-24 Oct	Malta
Balmain Regatta	26 Oct	BSC	Catamarans Cup International Regatta	24-31 Oct	Greece
Giant Steps for Autism	30 Oct	MHYC	ISAF Sailing World Cup Final	27 Oct	UAE
			9th China Cup International Regatta	30 Oct – Nov 2	China
NOVEMBER			NOVEMBER		
Rotary Charity Regatta	13 Nov	CYCA	WineWorks Marlborough Sauvignon Blanc Race	6 Nov	New Zealand
ASX Thomas Reuters Charity Foundation Regatta	20 Nov	MHYC	Etchells World Championships	1-7 Nov	Hong Kong
IFDS World Championship	24 Nov – 3 Dec	RYCV	ISAF Rolex World Sailor of the Year Awards	10 Nov	China
			Nassau Cup Ocean Regatta	12-15 Nov	Florida, USA
			Raja Muda International Regatta	20-28 Nov	Malaysia
			St. Croix International Regatta	13 Nov	Virgin Islands
DECEMBER			DECEMBER		
Rolex Sydney Hobart Yacht Race	26 Dec	CYCA	Phuket King's Cup Regatta	5-12 Dec	Thailand
			Royal Hong Kong Yacht Club Around the Island	15 Nov	Hong Kong

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

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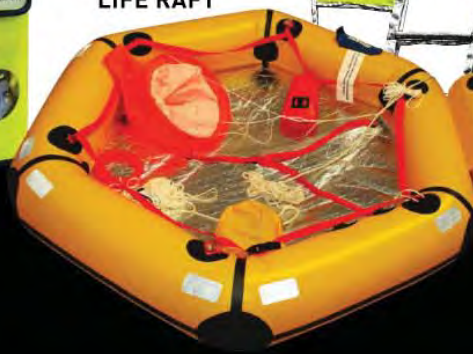
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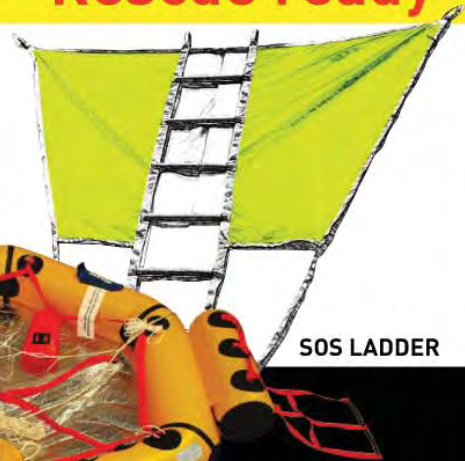
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2009 Nautor Swan 75FD

POA



2009 Beneteau First 50

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\$395,000

2010 Alan Young 18m Ketch



This 18 metre ocean going world cruiser was built by Alan Young for his own use. Created as the ultimate "go anywhere" vessel, she is easily handled by two people.

NZ\$950,000

1989 Beneteau 32s5



Possibly the finest example of the sort after Beneteau First 32s5 range. This vessel is in great condition, well maintained by her owners of 13 years. The layout is fantastic in tradition with the Beneteau mark.

\$79,000

1991 Amel 53 Super Maramu



Amel 53 *Super Maramu*, one of the world's finest high end production bluewater yacht designs. Uncompromising in its design philosophy, it's attention to the needs of a couple for shorthanded cruising in style and safety all done with European design panache, the Amel range can rightly claim to have a cult following amongst world cruisers.

\$335,000

2001 Custom 55 Cruising Yacht



New Zealand built Alloy Yacht / perfect blue water adventurer. Designer Alan Mummery & built by S F Hearn in 2001 of marine grade alloy. This vessel is the ultimate cruising boat in this price range. She has all round visibility from the true raised deck saloon complete with alternate helm stations which provides the best of comfort under any conditions.

\$595,000

2006 Bavaria 50 Cruiser



Indulgence is a 2006 Bavaria 50 based at the Gold Coast and ready now for a new owner. A cruising boat with in mast furling and furling jib, two electric sheet winches, air conditioning and generator. With a four cabin layout, three showers and two electric toilets.

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2006 Beneteau First 34.7



This Outstanding Beneteau First 34.7 is in immaculate condition. This boat is an amazing cruiser/club racing yacht with comfort below and presents like new. Has an extensive sail wardrobe coupled with a competitive IRC Rating – certainly, the best of both worlds!

\$149,000

1993 Montevideo 43 Sloop



Pizzazz built in South Africa of solid fibreglass and cruised and raced from Africa to South America and Caribbean then through the Panama Canal to Australia. She is a very capable vessel with aft cabin, large saloon with full headroom and centre cockpit.

\$99,000

2004 Hunter 41



Built for the 2004 Sydney Boat Show by Hunter Marine Corp for the Australian market. This vessel reflects Hunters high quality and standards. She has been lovingly maintained with loads of extras and is ready to go. All manuals and receipts.

\$195,000

2011 Jeanneau 42 DS



This Beautiful 2011 One owner from new yacht has been extremely well cared for by the fastidious owner. This is the owners version with two large cabins with the master aft benefiting from full width. One of the most spacious 42' Yachts on the market today with the open, light and airy salon perfect for extended voyages and stays aboard. Electric winches, bow thruster, in mast main.

\$287,000

1993 Northshore – 38 NSX



Lee Way is ready to race, having a current IRC rating of 1.017, she is very competitive with Jutson keel and rudder, new rig and late 2014 carbon main and genoa, plus other headsails, three race spinnakers and code zero.

\$119,500

2010 Jeanneau 49i



2010 owners version Jeanneau with 3 cabins. Master up front with separate head and shower. Huge volume and space inside and one of the most spacious cockpits in its class. The Jeanneau 49i will easily accommodate all the family and friends with great extended voyage capabilities. Large forward storage locker accessed from deck. Fully battened main with lazy jacks and furling jib. Reliable Yanmar Diesel and ready to sail away. Please call for more details or to arrange an inspection.

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\$335,000



BRENDA 42 - 2008
\$545,000



WAUQUIEZ PS41 - 2006
\$239,000



WELLBOURN 50 - 2000
\$395,000



BAVARIA MATCH 42 - 2004
\$179,000



WAUQUIEZ 40 - 2005
\$240,000



S&S 37 - 1968
\$135,000



MC38 - 2012
\$350,000 USD [EX TAX]



BAVARIA 34 - 2002
\$122,500



BENETEAU FIRST 40.7 - 2000
\$155,000



BRISTOL CHANNEL CUTTER 28
\$220,000



1D 35 - 2001
\$110,000



BAVARIA 30 CRUISER - 2006
\$95,000



HANSE 371 - 2003
\$145,000



HALLBERG-RASSY 372 - 2010
\$405,000



VOLVO 70 - 2005
\$595,000



HANSE 445 - 2012
\$348,000



SYDNEY 380D - 2002
\$149,900



HANSE 400 - 2009
\$224,000



KERR 11.3 - 2002
\$129,000



HANSE 385 - 2012
\$234,000



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\$74,500



BENETEAU FIRST 305 - 1985
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