

OFFSHORE

YACHTING | AUSTRALIA

THE MAGAZINE OF THE CRUISING
YACHT CLUB OF AUSTRALIA

AUGUST/SEPTEMBER 2004



DUE NORTH
ALL THE ACTION
IN OLD WATERS

AUSSIES ABROAD
ALFA ROMEO AND OTHERS

GALLIPOLI LANDING
ANZAC YACHT RALLY

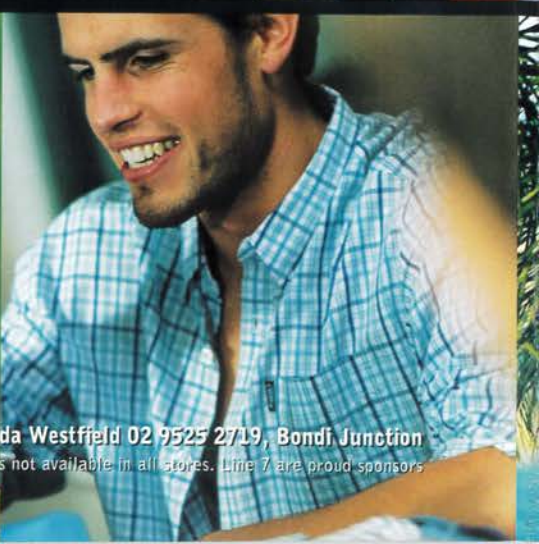
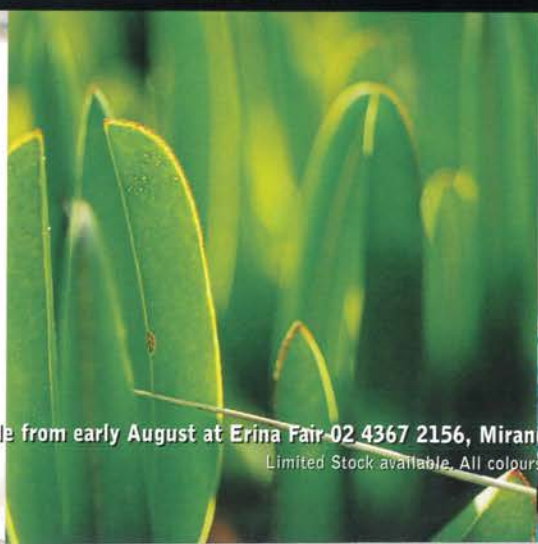
SAIL TRIM
MASTERING THE ASYMMETRIC

**NEW AUSSIE
MAXI FOR HOBART**

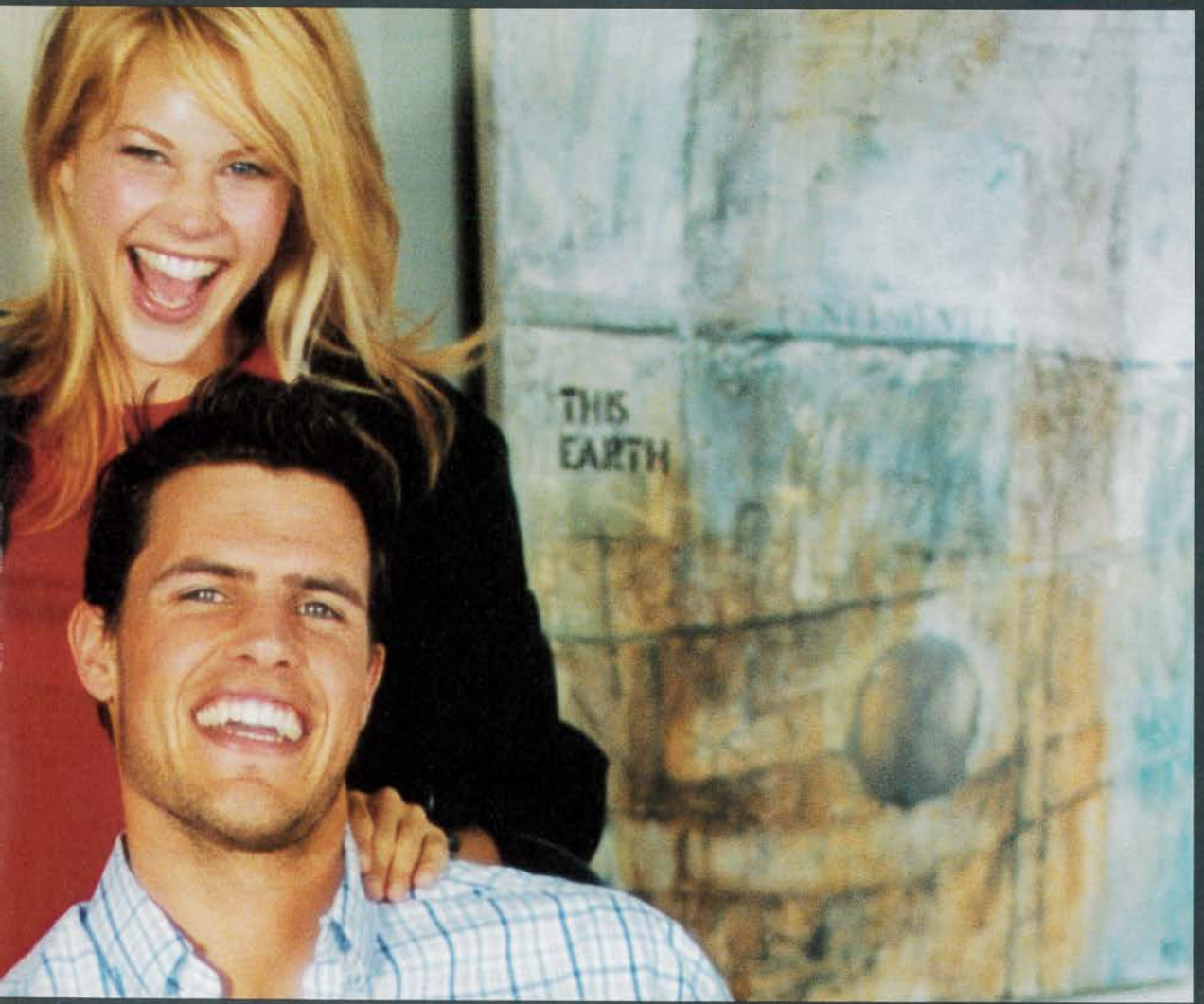
\$5.95 inc. GST



9 771446 117003



Line 7 Summer Collection available from early August at Erina Fair-02 4367 2156, Miranda Westfield 02 9525 2719, Bondi Junction
Limited Stock available. All colours not available in all stores. Line 7 are proud sponsors



Westfield 02 9387 3987, Castle Hill Towers 02 9634 6051. Line 7 Head Office 02 9697 9100
and clothing suppliers to the CYCA.

i7
LINE 7
CLOTHING

www.line7.com

august/september 2004



IT'S ALL ACTION – BMW SYDNEY WINTER SERIES
PHOTO: ANDREA FRANCOLINI

WANTED! OFFSHORE YACHTING MAGAZINE EDITOR

To fill this exciting role of editor, which is a part-time contract position, you need experience in yachting journalism with a sound working knowledge of magazine production and management, good writing skills and considerable experience in the sport of sailing. The editor's responsibilities include writing features, planning content for each issue, commissioning writers and photographers to budget and ensuring deadlines are met. Send your resumé, including a confidential email address, to Georgie McCourt at gmccourt@fpc.com.au

COVER: RIDING THE WAVES IN THE BMW SYDNEY WINTER SERIES.
PHOTO: ANDREA FRANCOLINI

contents

IMAGES

- 8 **FIRST THOUGHT**
Spinnaker trouble on Moreton Bay at the start of the Brisbane Gladstone race.
- 74 **LAST THOUGHT**
Silhouetted against the winter sun, the for'ard hand prepares the spinnaker pole for a hoist during the BMW Sydney Winter Series.

VIEWPOINT

- 10 **AT THE HELM**
Retiring CYCA Commodore John Messenger looks back on the achievements of his term of office and forward to the challenges facing his successor.
- 70 **DOWN THE RHUMLINE**
Peter Campbell reflects on the arduous roles of club officials and pays tribute on the loss of two great supporters of the sport of yachting.

ROLEX SYDNEY HOBART UPDATE

- 12 **NEW AUSSIE SUPER MAXI**
A new super maxi is being built in Sydney for the 60th Rolex Sydney Hobart Yacht Race and for once the construction process will be open to visitors.
- 22 **A RETROSPECTIVE**
THE SYDNEY HOBART RACES 1965–1974
David Colfelt continues his history of the Sydney Hobart Yacht Race describing a period affected by accelerating technology.
- 38 **SAILING PARTNERS**
The three owners of the Sydney 38, *Team Lexus*, prove that partnership can be a winning combination

REGATTAS • OFFSHORE RACES

- 32 **PEAKS OF SUCCESS**
The Hydro Tasmania Three Peaks race is a tough combination of offshore sailing and endurance.
- 34 **INTERNATIONAL RACING**
Learn all about the latest news in our international racing summary.

SOMETIMES YOU JUST WANT TO CHUCK IT ALL IN



www.peugeot.com.au

The new Peugeot 307 Touring captures the spirit of the moment. Stylish roof rails, wide-opening tailgate, extraordinary interior space, climate-control air conditioning, cruise control and six speaker CD stereo make the most of any weekend experience. While Peugeot's renowned ride and handling are guaranteed to raise a smile through the week. Available as either the fuel efficient Touring XS HDi turbo diesel (from \$31,690*) or the sporty Touring XSE with 100 kW 2.0 litre 16 valve engine (from \$33,490*, shown), it's also equipped for a safe escape: with six airbags, ABS brakes with Electronic Brake Force Distribution and anti-whiplash front seat head restraints. Peugeot. Engineered to be enjoyed.

ENGINEERED TO BE ENJOYED

307 Touring



* Recommended retail prices for 2.0 litre Touring XS HDi and 2.0 litre XSE Touring manual, excludes dealer delivery and statutory charges, subject to change without notice. Auto (not available on HDi) and metallic paint (as shown) where applicable available at extra cost. Freecall 1800 307 607. MOULT/PEU5363/OY



CRUISING YACHT CLUB OF AUSTRALIA

New Beach Road, Darling Point, NSW 2027
Tel: (02) 9363 9731 Fax: (02) 9363 9745
email: cyca@cyca.com.au
website: www.cyca.com.au

FLAG OFFICERS & DIRECTORS

COMMODORE: Martin James
VICE COMMODORE: Roger Hickman
REAR COMMODORES: Geoff Lavis and Alan Green
TREASURER: TBA
DIRECTORS: Matt Allen, Michael Cranitch, Les Goodridge, Garry Linacre, Rod Skellett and John Walton

CHAIRMAN, CLUB COMMITTEES

AUDIT, PLANNING & RISK COMMITTEE:
Commodore Martin James
SAILING COMMITTEE:
Vice Commodore Roger Hickman
MARINA & SITE COMMITTEE:
Rear Commodore Geoff Lavis
MEMBERS & SERVICES COMMITTEE:
Director Michael Cranitch
TRAINING & DEVELOPMENT COMMITTEE:
Director Matt Allen
ARCHIVES COMMITTEE: Director Rod Skellett

EDITOR

Peter Campbell
64 Boronia Ave
Cheltenham, NSW 2119
Tel: (02) 9869 8197 Fax: (02) 9869 8082
email: peter_campbell@bigpond.com

PUBLISHER

Peter Bunce
Tel: (02) 9353 6666
email: pbunce@fpc.com.au

ASSOCIATE PUBLISHER

Carol D'Costa
email: cdcosta@fpc.com.au

EDITORIAL DEPARTMENT

DESIGNER: Antonietta Scotto
PRODUCTION MANAGER: Neridah Shrimpton
ADVERTISING PRODUCTION COORDINATION:
Chrissy Fragkakis

PHOTOGRAPHERS

Richard Bennett, Peter Campbell,
David Colfelt, Peter Duncan, Andrea Francolini,
Ian Mainsbridge, Paul Scambler

NATIONAL SALES MANAGER

Jim Castles
jcastles@ozemail.com.au
Tel: 0403 766 673

PUBLISHED BY

FPC Custom Media
180 Bourke Road
Alexandria, NSW 2015
Tel: (02) 9353 0070 Fax: (02) 9353 0080

DISTRIBUTION

Distributed by NDD

REPRODUCTION AND PRINTING

Rotary Offset Press, Tel: (02) 9764 0222

The opinions in this magazine are not necessarily those of the Cruising Yacht Club of Australia or the Publisher. All rights reserved. No part of this publication may be reproduced in whole or in part without the written permission of the Publisher. The cover price of \$5.95 including GST is the recommended maximum charge for this publication.

CONTENTS



A STUNNING VIEW IN THE BMW SYDNEY WINTER SERIES. PHOTO: ANDREA FRANCOLINI

40 ETHELLS WARM UP

The Etchells Australian Winter Championship at Mooloolaba was an excellent lead-up to the 2004 Worlds.

16 LET THE RACES BEGIN!

A trans-Tasman clash of the titans signals the start of the new racing season.

41 GREEN AND GOLD

Australia's experienced sailing team goes into the Athens Olympics in winning form.

AMERICA'S CUP

45 KIWIS BACK IN CUP CONTENTION

New Zealand is back in the challenge for the America's Cup in 2007.

SPECIAL FEATURES

48 THINK SAFETY

Race organisers are not the only people who should take safety seriously.

50 SAILING TO GALLIPOLI

A group of Australian yachties this year made their own memorable landing on Anzac Cove.

PROFILE

42 DEAN OF YACHT DESIGN

We profile Peter Joubert, veteran of 27 Sydney Hobart races and renowned yacht designer.

DESTINATIONS

28 VIVE LA CALEDONIE!

New Caledonia is set to emerge as a major

destination for Australian yacht charterers seeking sun, sophistication and some of the best tropical anchorages in the world.

TECHNICAL

53 ASYMMETRIC SPINNAKER TRIM

The use of asymmetric spinnakers has extended far beyond sports boats and into the realm of grand prix ocean racers and super maxis.

LIFESTYLE

57 HALVORSEN'S HISTORY LOGGED

We review *The Halvorsen Story*.

62 SOME LIKE IT HOT

Hugh Fitzhardinge carries on about curry.

63 THE HARD STUFF

Ben Canaider dives into whiskey, brandy and the cure for the common cold.

BOAT TESTS

58 BENETEAU FIRST 44.7

The new Beneteau 44.7 has an enviable racing pedigree, but it's also a comfortable cruising boat.

NEWS • DIARY • NEW GEAR

64 NEW PRODUCTS

New products for the yachting world, from oscillators to signet rings.

66 NEWS FROM ALL PORTS

All the latest in the yachting world.

71 OFFSHORE RACING CALENDAR

The major offshore and inshore events.

531

Elegant Performance Cruiser

It's a wonderful world



HANSE Yachts from 31 ft to 53 ft · Designed by Judel/Vrolijk & Co.



A sailing yacht for people who are looking for the extraordinary: The HANSE 531 »Elegant Performance Cruiser«.

It combines modern yacht design with an innovative deck layout, simple operation and the potential for really fast cruising.

New standards are set with the interior decor. Decide for yourself on different variations and combinations of layout and equipment. Choose your preference from a mahogany finish or American cherry.

Your taste defines what makes your HANSE 531 so independent and unmistakable.



More about HANSE 531:

www.hanseyachts.com

Sydney · Windcraft Australia

Ph. (02) 9979 1709 · M. 0425 22 33 52

Queensland - Ph. (07) 5478 1899

South Australia - Ph. (08) 8248 5476

New Zealand - Ph. (09) 414 5155

Tony Newmarch M. 0274 736 096

HANSE 531 - A yacht designed by sailors for sailors

Hanse 
The Quality People in Yachting



PHOTO: IAN MAINSBRIDGE

FIRST THOUGHT



Action on Moreton Bay as this Cruising Division yacht, *Magnetism*, a Beneteau Oceanis 41, has trouble with her spinnaker uncomfortably close to the spectator fleet soon after the start of the 2004 Brisbane Gladstone Yacht Race



AT THE HELM

John Messenger, Commodore,
Cruising Yacht Club of Australia

This is my last report on Club activities as your Commodore. I want to start by thanking my Board of Directors, the staff, both permanent and casual, and members of the CYCA, along with members of other clubs around the world who have so ably assisted and made my term as Commodore most enjoyable although, at times, hard work.

One thing I have not achieved has been to put a new Club Constitution in place. Previous attempts have failed due to member resistance to change, but it is very important and necessary that a new Constitution be implemented and I appeal to all members to help the new incoming Board in achieving this.

Since my last report we have completed nine races in the BMW Sydney Winter Series and, although the winds have for the most part been fickle (making for a handicapping nightmare), we have had close racing and no division has a clear-cut leader at the time of writing. We have had an average 140 yachts competing on Sundays.

I am pleased to announce that this year we have a new sponsor for the prestigious Sydney Gold Coast Race, the Ingles Group of Queensland, and I welcome them on board. I hope they get value from the sponsorship and continue with us for some time.

In mid-June, I hosted a cocktail party for Past Commodores of our Club and presented them each with a lapel badge identifying them as Past Commodores. This was an idea put to me by Immediate Past Commodore Hans Sommer and ratified by the Board. Twelve of 16 living Past Commodores were able to attend along with Board members, and it was an interesting and enjoyable evening. I hope that this event will continue. We are currently finalising the program for the 2004-2005 yachting season and this will be available soon.

I think all boat-owners and their crews will find it interesting and it will encourage more entries for our offshore races. For those of you who have been racing for some time in the Short Haul Division, it is now time to consider the longer spinnaker divisions and give some of the newcomers to the Short Haul division a chance to win.

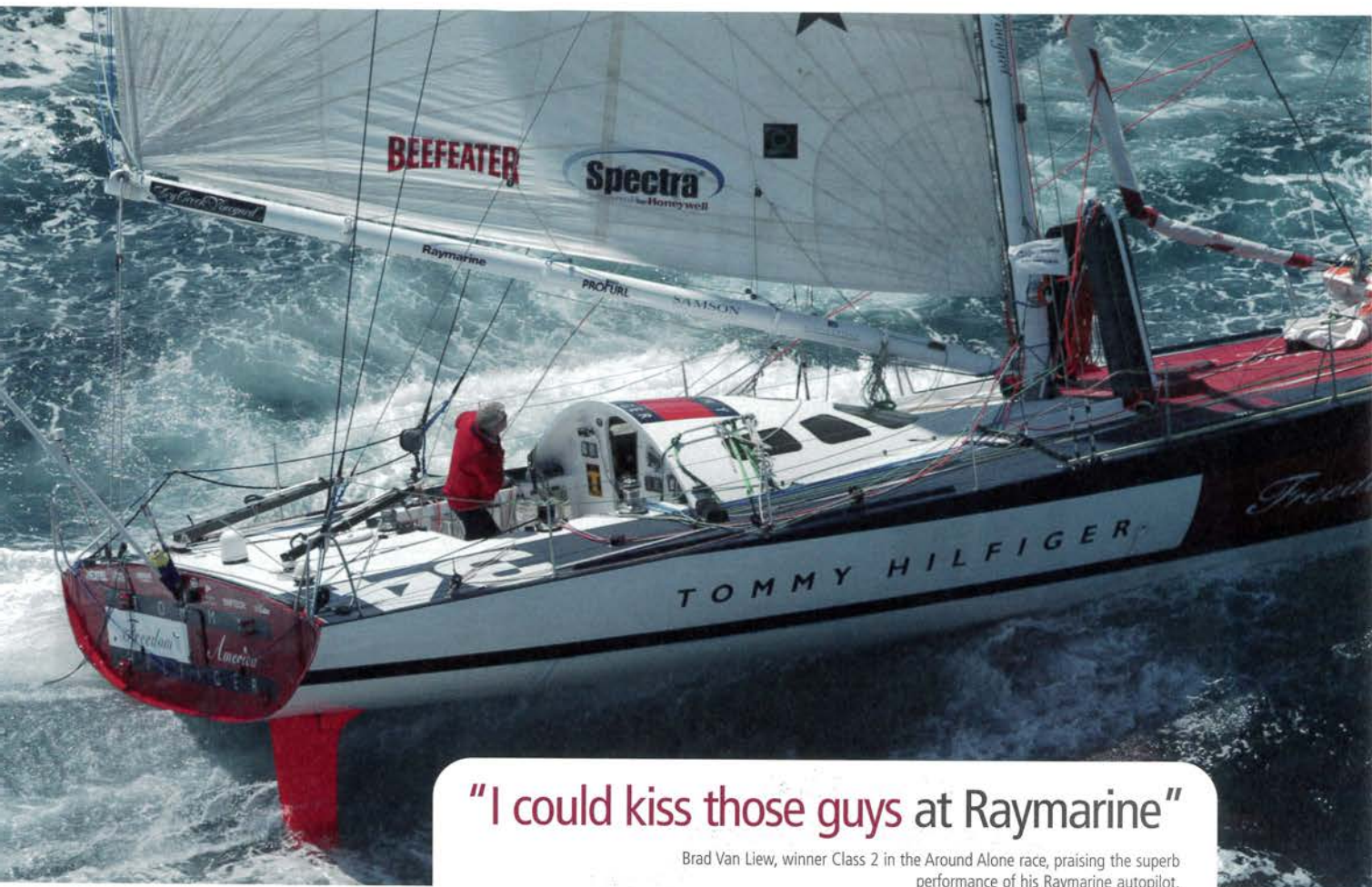
Interest in the 60th Rolex Sydney Hobart Yacht Race is building. Among the news is that Ludde Ingvall is building a new maxi yacht and intends competing this year. We have had strong interest from overseas and interstate, and I expect a fleet approaching 150 yachts. We have included a Cruising Division and details of this are in the Notice of Race. I recommend all cruising yachts seriously consider this exciting event as part of the 60th celebrations of our premier ocean race.

We have had some excellent Club functions in the last two months and all have been well attended. CYCA Cruising continues to strengthen, thanks to the effort of John Keelty and his committee. This Club activity is for all members, and I recommend that you become involved if you enjoy cruising.

In closing, I wish to thank all the Club's supporters and sponsors (who are too many to name individually) and the media for the wonderful support they have given me and our wonderful Club. It is without doubt one of the premier yacht clubs in the world today and probably the number one ocean racing club – an achievement of which we can all be proud.

Please continue to use your Club and, above all, have fun. Best wishes to you all and enjoy your racing and cruising. See you at the CYCA and on the water. ■

• John Messenger retired on 12 July 2004. Martin James is the new Commodore.



"I could kiss those guys at Raymarine"

Brad Van Liew, winner Class 2 in the Around Alone race, praising the superb performance of his Raymarine autopilot.



Powerful, easy to use, maxi-sized control units



Course computers complete with built-in rate gyros and AST (Advanced Steering Technology)

The benchmark for autopilot performance – installed aboard more vessels than any other inboard pilot.



Remote control. An extra hand where it's needed.



"I can't say enough about the reliability and performance of my Raymarine electronics. All the way around the world the nav radar systems, instruments and pilots have been a decided advantage. Other skippers have needed to hand steer to be competitive. On board Tommy Hilfiger Freedom America, the Raymarine pilot with its superior software steered as well as any fully concentrated professional." **Brad van Liew, winner Class 2 Around Alone and fastest Open 50 24hr distance record holder.** See what Raymarine can do for you – by contacting Oceantalk today.

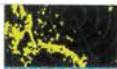
Raymarine
ON BOARD



Radar



Communications



Navigation Aids



Autopilots



Instruments



Software



Fishfinders



Systems

OCEANTALK AUSTRALIA
36/176 South Creek Road
Dee Why NSW 2099, Australia
Telephone 61 (02) 9981 9500
Tollfree 1800 029 948
Facsimile 61 (02) 9981 9555
Email sales@oceantalk.com.au

OCEANTALK ASIA Pte Ltd
1 Maritime Square, #09-35
Harbour Front Centre (World Trade Centre)
Singapore 099253
Telephone (65) 6270 8105
Facsimile (65) 6270 5105
Email sales@oceantalk.com.sg

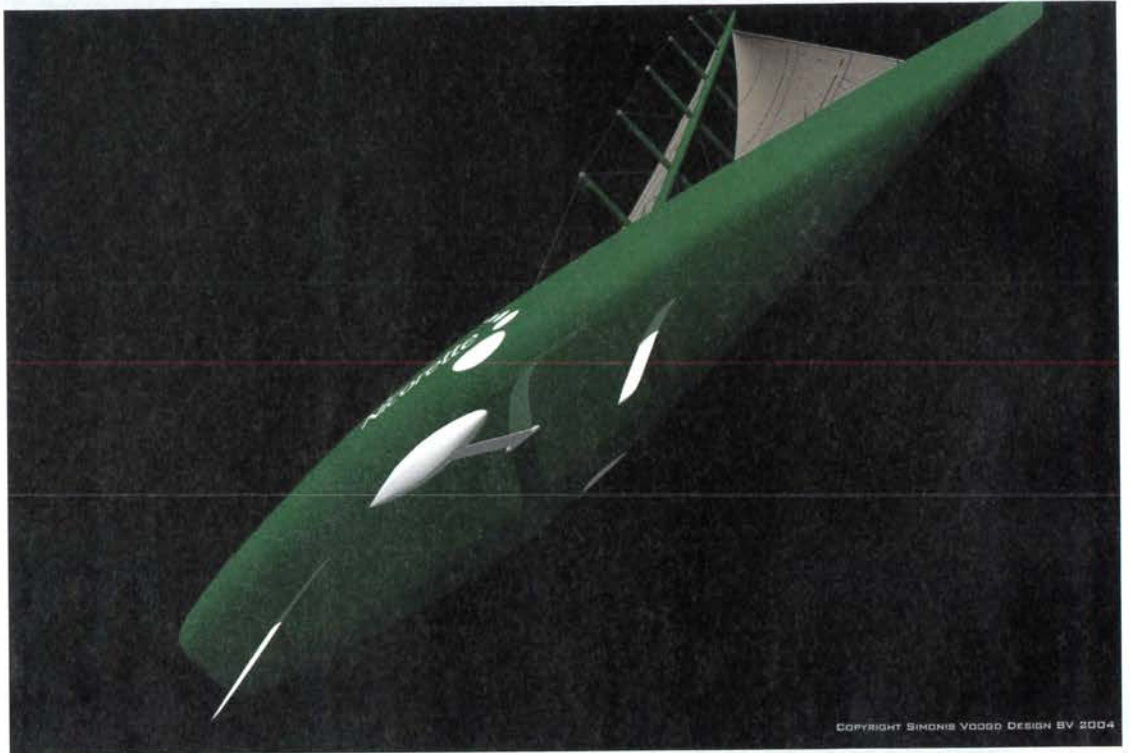
Please send me a free Raymarine brochure.

OCEANTALK
AUSTRALIA PTY. LIMITED

NAME _____
ADDRESS _____
TEL _____ BOAT SIZE _____ TYPE _____

www.oceantalk.com

NEW AUSSIE SUPER MAXI



A new *Nicorette*, an exciting, highly optimised IRC maxi yacht, is being built in Sydney for Ludde Ingvall as a strong contender for line and handicap honours in the 60th Rolex Sydney Hobart Yacht Race. In a significant break with traditions of secrecy, Ingvall will invite fellow yachtsmen (including rival maxi yacht owners), boat-building students and the public to view at first hand the construction and fitting out of the 90-footer at the historic Woolwich Dock on the upper reaches of Sydney Harbour.

The carbon fibre/foam shell of the huge hull is being built by the internationally recognised Boatspeed near Gosford on the NSW Central Coast, but once completed it will be transported to Woolwich Dock for completion and fit-out. "Nothing will be secret; the public has a right to see how a maxi yacht is built and fitted out, not just a glimpse of the boat under sail on the Harbour on Boxing Day before it disappears over the horizon," Ingvall told *Offshore Yachting* in an exclusive interview.

On view

Ingvall has established a partnership with the Sydney Harbour Trust to use the facilities at Woolwich Dock, with the Trust's public tours of the historic ship-building precinct at Hunters Hill to include visiting the maxi yacht as it is being built. TAFE boat-building students will be

invited to visit the site, as will members of the Cruising Yacht Club of Australia and other clubs.

Now an Australian citizen and living with his family on Sydney's northern beaches, Ingvall will campaign *Nicorette* as an Australian boat, registered with the Cruising Yacht Club of Australia as the Australian Big Boat Racing Team. His previous maxis raced under the Swedish flag in each of five Sydney Hobarts he has contested, including when he won line honours in 2000 and placed second in 2001.

He has again received sponsorship from *Nicorette*, the quit smoking aid, which has supported all of his previous Sydney Hobart campaigns and obviously gained marketing exposure from Ingvall's achievements and his attention to his sponsor.

The exciting thought now is that Australia will have two super maxis, the 90-foot *Nicorette* and the 98-foot *Skandia*, in the 60th Rolex Sydney Hobart Race fleet, while New Zealand could well have a similar duo in the 98-foot *Zana* and the 90-foot *Alfa Romeo*, if she returns following her already successful campaign in the Mediterranean. It would provide an unprecedented trans-Tasman super maxi contest for the 628 nautical mile ocean classic. In fact, it would be a contest never before seen in a major ocean yacht race.

A state-of-the-art 90-foot maxi yacht is being built in Australia especially for the 60th Rolex Sydney Hobart Yacht Race, reports Peter Campbell

A new look

Alex Simonis and Maarten Voogd, the prolific designers of big boats with design offices in South Africa and the Netherlands, have designed the new *Nicorette*, but the new boat is a far cry from the original, conventionally ballasted, boat that took line honours in the 2000 Sydney Hobart Yacht Race.

The new *Nicorette* will be fully optimised for IRC competition and will use the triple moving foils (TMF) system devised by Simonis Voogd Design for the previous *Nicorette* in last year's Rolex Sydney Hobart Race. TMF comprises a canard, canting keel and rudder and, although the maxi was forced to retire from the Hobart because of internal structural problems, these later proved to be quite minor. Back in Sydney, *Nicorette* sailed in and took line honours in the 2004 Pittwater to Coffs Harbour Race.

"We began planning this new boat to win the 60th Rolex Sydney Hobart Yacht Race as we sailed back to Sydney after retiring last year," Ingvall adds. "We have made big advances in design compared with what others are doing and we very confident of winning the 60th."

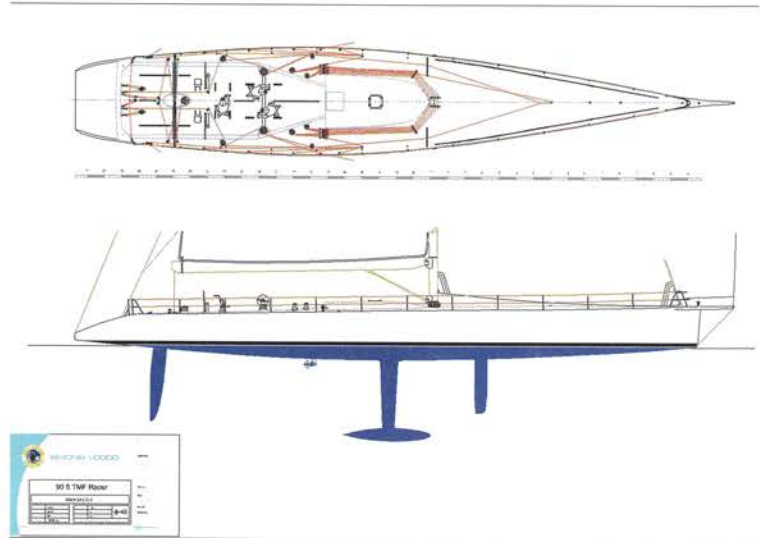
Word from the designers

Simonis Voogd has supplied *Offshore Yachting* a side view and plan of the new 90-footer, with Alex Simonis commenting that an advantage of starting so late is that they have been able to spend a lot of time trying to tune it in very finely under the 2004 IRC rules and the Rolex Sydney Hobart Yacht Race limits. He describes the design as "narrow but with a very powerful hull shape in order to get good stability with her canting keel set to meet the requirement that her static heel angle does not exceed 10 degrees."

Simonis said in late June that although the final rig and sail geometry had not been finalised at that stage, work was being done to see how this could be optimised towards maximum upwind power without exceeding the 1.615 upper limit as set for the race.

"The IRC rule, combined with the upper limit and additional requirements, has become quite a challenge to find an optimum worth going for by building a new boat with so little time left. But we think it's worth doing it."

Simonis said the TMF system Simonis Voogd Design developed last year and which was retrofitted to the old 80-foot *Nicorette* had proved to have great potential. However, lack of time before the race didn't allow for all the bugs to be ironed out. He said that since then substantial feedback had allowed the designers to refine the system for fitting to the new boat.



"In principle, TMF works with a forward asymmetrical foil to keep the underwater geometry balanced against the sail plan and provide sufficient lateral resistance and lift when pointing high," Simonis explained. "The difference in concept, for example compared to *Wild Oats*, is that the foil is retractable, so that in conditions where it is not required, it can be pulled up."

"On the water testing has shown that there are even more advantages than was anticipated out of the theoretical model. Another essential concept difference is that the foil is asymmetrical by means of a trimflap, which keeps the leading edge on main part of the foil on the C.L of the yacht, ensuring the flow stays attached for the maximum amount of time."

"With this system, there is far less chance to over-correct and it has the advantage or reducing drag and wetted surface when not required. As a total package we feel it to be a better and safer offshore option than, for example, twin spade rudders."

"With the boat being so narrow, the shift to weather of the keelson line is far less than on Open 60 type boats and, as such, the need for twin boards is far less critical. (Open 60s have seen a move away from a single centre line solution to asymmetrical fixed daggerboards on each side, just forward of the canting keel)."

Simonis added that on the canting keel itself there was the option of a trim tab. Although working well on the 80-foot *Nicorette*, it had not as yet been decided if it would be installed on the 90-foot boat.

"The principle behind it is to create sufficient lift in very light conditions when the keel can't be fully canted and the forward canard is not producing sufficient lift compared to a classic fixed deep keel set up," he added.

ABOVE AND ON
FACING PAGE:
COMPUTER
GENERATED
IMAGES OF THE
NEW NICORETTE
IMAGES:
SIMONIS VOOGD



ENTRIES FLOWING IN

THE ORIGINAL
WILD OATS
PHOTO: IAN
MAINSBRIDGE

The 2004 Rolex Sydney Hobart Yacht Race is already shaping up as a great celebration of the 60th anniversary of one of the world's classic ocean races. The Cruising Yacht Club of Australia received the first Applications to Enter the 628 nautical mile race within hours of the Notice of Race being posted on the official website, and nominations have flowed in steadily since then.

Highlight of early planning is the confirmation that the trans-Tasman protagonists of last year's race, Australian Grant Wharington's *Skandia* and New Zealander Stewart Thwaites's *Zana*, will again be competing, the climax of a renewal of the duel between the two 98-footers that resumed with the Ingles Sydney Gold Coast Yacht Race that started on 31 July.

At this stage, there is no confirmation from Neville Crichton that he will bring back his 90-footer, *Alfa Romeo*, at the end of its campaign in the Mediterranean this Northern Hemisphere summer where the super maxi has already won the prestigious Giraglia Cup. However, informed sources are confident he will contest the 60th Rolex Sydney Hobart.

Another promising sign has been the number of past competitors making a return and also cruiser/racer type yachts being nominated for the first time. When *Offshore Yachting* went to press, the Club had received 14 Applications to Enter including one from Germany and firm enquiries from New Zealand, Great Britain and the US.

The first boat to be nominated was the Farr 43 *Wild Oats*, the 1985 Admiral's Cup trialist, two-time CYCA Bluewater Champion and winner of the Tattersalls Trophy in the galeswept 1993 Sydney Hobart Yacht Race.

CYCA Rear Commodore Roger Hickman – who is also Chairman of the Sailing Committee – now owns the yacht, but because of other plans his long-time friend and fellow Tasmanian Howard Piggott will skipper *Wild Oats* to Hobart with his young and very capable crew.

Wild Oats was originally constructed in Sydney by John McConaghy for well-known yachtsman Bob Oatley and has a long history of competitive ocean racing. She was the last yacht to win the Tattersalls Trophy under the old IOR handicap system, but has been reconfigured to compete under the IRC rule. *Wild Oats'* nomination was quickly followed by three more Applications to Enter – Matt Allen's champion Farr 52 *Ichi Ban*, Geoff Hill's MKL49 *Strenth* (because of engine trouble she missed the start of last year's race) and *Komatsu A Few Good Men*, Shane Kearns' latest boat, a Mumm 36.

One of the veteran yachts returning is *Polaris of Belmont*, the 33-year-old Cole 43 successfully campaigned over the years by Les Savage from Lake Macquarie and Pittwater yachtsman John Quinn. Now owned by Chris Dawe from Greenwich Sailing Club in Sydney, this will be *Polaris of Belmont's* 20th Sydney Hobart Race.

Other Applications to Enter the 60th Rolex Sydney Hobart received by late June included *Another Challenge* (Chris Lewin, Vic), *By Order of The Secretary* (George Shaw, Vic), *Chutzpah* (Bruce Taylor, Vic), *Courtesan* (Philip Childs, WA), *Grasshopper* (Graham Jackson, NSW), *Kaz* (David Pescud, NSW), *Pippin* (David Taylor, Tas), a new unnamed Sydney 38 for Victorian Lou Abrahams, and the unnamed Marten 49 for Germany's Felix Scheder-Bieschin. ■



When you're serious about sailing...



Choose the CYCA range of clothing.

At the CYCA, together with Line 7 we've chartered new waters to design sailing gear that satisfies the expectations of the most discerning yachting. Sleek styling, room to move and impressive durability combine to create the ultimate range of clothing for the most serious sailor.

See it at the CYCA or www.cyca.com.au



CRUISING YACHT CLUB OF AUSTRALIA

Home of the Rolex Sydney Hobart Yacht Race

New Beach Road, Darling Point NSW 2027
Phone 9363 9731 Fax 9363 9745 Email cyca@cyca.com.au



LET THE RACES BEGIN!

A trans-Tasman clash of the titans signals the start of the 2004–05 offshore racing season, as Peter Campbell previews



AMI JADE LEADS THE SYDNEY 38 CHARGE AT HOG'S BREATH RACE WEEK 2003
PHOTOS: ANDREA FRANCOLINI

August in Australia is the time when sailors from around Australia and New Zealand escape their late winter chills for the tee-shirt sailing weather of the Whitsunday Islands of Far North Queensland, via the Gold Coast.

Three major offshore regattas will be sailed in the Whitsundays during August, at Airlie Beach, Hamilton Island and Hayman Island, preceded by passage races from Sydney to the Gold Coast, and from there to Mackay.

The fleets will range from sports boats, cruising yachts, one-design classes through to grand prix ocean racers. Highlight will be the expected re-match of the super maxi 98-footers, Australia's *Skandia* and New Zealand's *Zana*, which finished only 14 minutes apart in last year's Rolex Sydney Hobart Yacht Race. Joining them will be boats from the Philippines and Scotland.

Skandia and *Zana* were due to resume their duel in the Cruising Yacht Club of Australia's Ingles Sydney Gold Coast Race, and then continue this at the Hahn Premium Race Week at Hamilton Island, and ultimately in the 60th Rolex Sydney Hobart Race.

While the ocean racing yachts were due to line up (at the time of writing) for the Gold Coast race on 31 July, an international fleet of about 80 one-design Etchells keelboats were preparing for the 2004 World Championship at Mooloolaba on the Sunshine Coast. The regatta was due to start on 1 August.

INGLES SYDNEY GOLD COAST RACE 31 July

A highlight of the 2004 Ingles Sydney Gold Coast Yacht Race was expected to be the clash of super maxis *Skandia* and *Zana*, their first encounter since last year's Rolex Sydney Hobart Yacht Race.

In early June, *Zana* smashed the Auckland to Noumea Race record by more than 40 hours; an ominous sign that the boat is in top form. The boat's owner, Wellington businessman Stewart Thwaites, is preparing



CLOSE RACING AT HOG'S BREATH RACE WEEK

to settle some unfinished business with Grant Wharington's *Skandia* from Mornington, Victoria.

"I am looking forward to the Sydney Gold Coast Race and the Hamilton Island Regatta, but the Rolex Sydney Hobart is still the race to win," said Thwaites from Noumea following his record-breaking run.

Wharington is looking forward to another match-up against the New Zealand super maxi just as much.

"Our last race was very close, just 14 minutes separated us over 628 nautical miles, which wasn't really comfortable enough for me," Wharington admits.

After that victory, *Skandia* also took line honours in this year's Sydney Mooloolaba and Brisbane Gladstone races and has undergone some significant alterations, including the fitting of a retractable carbon fibre canard and a bowsprit.

SOUTHPORT MACKAY RACE 6 August

Mackay Yacht Club committee has been overwhelmed by the enthusiasm of local businesses with their support for the 2004 Southport Mackay Race, now in its second year. Hosted in association with the CYCA and the Southport Yacht Club, the 530 nautical mile race is the longest and most beautiful Category 2 race on Australia's east coast.

The race follows the Sydney Gold Coast Race and can serve as a passage race to the big regattas at Airlie Beach and Hamilton Island. Following last year's inaugural race, interest is high among racing and cruising crews with an expected 14-20 boats tipped to enter this year's event.

Committee Chairman Dale Robinson says: "Local sponsors have responded in the true spirit of this town, with enthusiasm and generosity. We believe the Southport to Mackay Yacht Race will become one of the great races on the East Coast of Australia."

Wharington will sail the boat to Southport with a crew of only 10, compared with the 19 crew he had aboard for the 2003 Hobart Yacht Race. Wharington is also aiming at a personal double, winning the Ingles Gold Coast Race and then dashing to Mooloolaba to sail in the World Etchells Championship.

When *Offshore Yachting* went to press in July, the CYCA was expecting close to 70 entries for the Ingles Sydney Gold Coast Race, the first race of the 2004-2005 offshore calendar that includes this year's 60th anniversary Rolex Sydney Hobart Yacht Race.

In addition to *Skandia* and *Zana*, entries are expected from the current race record holder and an outside chance for line honours, George Snow's 79-foot *Brindabella*, Sean Langman's fast 66-footer *Xena*, and up to 10 Sydney 38s.

The Sydney 38 one-design fleet will include the boat recently purchased by Michael Hinchey that will be sailed by the Lake Macquarie crew which has enjoyed previous success on the Mumm 30 *Tow Truck*.

The race record for the 384-nautical mile Sydney Gold Coast Race stands at 27 hours, 35 minutes, 03 seconds, set by *Brindabella* in 1999.

With the CYCA's recent move to IRC handicap for its Bluewater Pointscore series of offshore races, a number of boats have undergone modifications to optimise them for this handicap system, including first-time Sydney Gold Coast Race entrant *Yendys*, owned by former Sydney Hobart Race overall winner Geoff Ross.

For the first time in the 19-year history of the Sydney Gold Coast Race, non-racing yachts will be able to cruise north in company with the race fleet.

The CYCA's Sailing Committee and Cruising Committee have worked together to plan a Cruising Division for the race as a precursor for a Cruising Division for this year's Rolex Sydney Hobart Yacht Race.



HOG'S BREATH RACE WEEK Airlie Beach, 13–19 August

The format for this year's Hog's Breath Race Week, conducted by the Whitsunday Sailing Club at Airlie Beach, has been extended by an extra day for sailors to further enjoy this popular 'tropical shirt regatta' in the Whitsundays.

Apart from the racing for a wide variety of yachts, Hog's Breath Race Week is renowned for its post-race live entertainment and refreshments, which will be available dockside at the newly completed kiosk and amenities building at Abel Point Marina overlooking Pioneer Bay.

This year's Race Week will see the return of Pittwater yachtsman Colin O'Neil with his fast 60-footer *Aftersbock* in a bid to win his second 'Boss Hog' trophy. O'Neil missed last year to join with Bob Oatley in winning the Admiral's Cup at Cowes, England, for the Royal Prince Alfred Yacht Club.

Among early entries is veteran Victorian Lou Abrahams with his new Sydney 38, *Challenge*, and CYCA director Matt Allen with his Australian IRC champion, *Ichi Ban*. Abrahams and his skilful young helmsman Carl Schmidt have won two Australian Sydney 38 championships at Hog's Breath Race Week, last year finishing a close second to *Rush*, skippered by Cameron Miles.

Other Sydney 38s entered include *Estate Master* (Lisa and Martin Hill), *Calibra* (Geoff Bonus) and *Cydon* (Leon Christianakis) from NSW and another Victorian boat, *Alex* (Jock Macadie). The IRC early entry list also included Tony Kirby with his Bavaria 38, *Game Set*, and Shane Kearns' Mumm 36, *Komatau a Few Good Men*.

Race Week this year also includes the Australian Sports Boat and Australian Trailable Championship.

HAHN PREMIER RACE WEEK Hamilton Island, 21–29 August

Although not entered when *Offshore Yachting* went to press, the owners of the two 98-footers, *Skandia* and *Zana*, said they planned to continue their trans-Tasman rivalry at the Hamilton Island Hahn Premium Race Week.

This will be the 21st annual Race Week at Hamilton Island and again the Hamilton Island Yacht Club expects a fleet of about 150 boats.

More than 100 boats had entered by mid-June, including 41 cruising yachts, 15 in the Premier Cruising class, 11 in the IRC division, eight in the Big Boats class and eight in Sydney 38 one-design class.

Early entries in the Big Boats class included 2003 Admiral's Cup champion skippers Bob Oatley and Colin O'Neil. Oatley is aiming for his fourth champion's trophy as he sails his cup-winning boat, *Wild Oats*. He won last year in *Another Duchess* which will be skippered by his son, Sandy, this year. O'Neil will be back with *Aftersbock* which has recently undergone high performance keel modifications.

Also entered is George Snow's maxi *Brindabella*, Matt Allen's Farr 52, *Ichi Ban*, David Pescud's Lyons 53, racing as *NRMA Insurance*, and the fast Elliott 16m *Hydroflow*, skippered by New Zealander Ronald Brittain.

The IRC division is already shaping up to be a classic contest. Race Week should see the debut of Melbourne yachtsman Graeme Troon's new XLR8, a Reichel/Pugh designed 46-footer. The boat is 'carbon everything', with the keel – which was forged in the US – featuring a trim tab.

Another highlight of the IRC racing will be the clash between two new Farr-designed Beneteau 44.7s (see the boat test this issue on page 58), David Mason's

THE SYDNEY YACHT TALON ROUNDS A MARK IN THE 2003 HAHN PREMIUM HAMILTON ISLAND RACE WEEK



U CAN TAKE IT
WITH U LEADS A
BUNCH
DOWNWIND –
HAMILTON ISLAND
RACE WEEK

Planet Ark and Michael Spies' new *First National Real Estate*.

Sailing master on *Planet Ark* will be champion one-design sailor Neville Wittey. Spies, who won the 2003 Rolex Sydney Hobart Yacht Race with a Beneteau 40.7, also named *First National Real Estate*, is expected to be the principal helmsman of his boat.

Other early entries for the IRC division including Ed Psaltis' new Farr 40, *AFR Midnight Rambler*, Tony Kirby's Bavaria 38 *Match, Game Set*, Stuart Gilbert's

Farr 36 OD, *Inner Circle Rum*, and past winner Bob Steel with his Nelson/Marek 46, *Quest*.

Overseas entries include the magnificent Swan 80, *Maligaya* from the Philippines with which Andy Soriano won the Premier Cruising Division in 2002.

Competition will include Thomas Streit's *Rubino* from Switzerland, a Judel/Vrolijk 66, and the Beneteau 47.7s, *Honeysuckle* (Ray Harris) from Sydney and *Eagle Rock* (Ross Wilson) from Melbourne.

HAYMAN REGATTA Hayman Island, 30 August – 4 September

The organisers say the aim of the Hayman Regatta will be to bring a unique event to the widest possible fleet. Owners will be able to enjoy all that the five-star resort offers while crews will be able sample the venue's delights at an affordable cost, they say.

Of the week's many social highlights, the standout is expected to be the Yacht Owners' Dinner, to be held by candlelight in the resort's formal garden. The Awards Ceremony will be a spectacular dinner to be held among the palm trees adjacent to the island beachfront.

Hayman, at the northern end of the Whitsunday Islands is Australia's most awarded international five-star resort and cost more than \$300 million to build over a decade ago.

Adding to the social appeal of the regatta, almost the entire fleet will be able to berth along the single arm of the floating marina within the man-made Hayman Harbour.

The competition will comprise seven races, four short windward-leeward courses over two days on the sheltered waters of the Whitsunday Passage and three other races of 30–40 nautical miles looping around neighbouring islands.

The Hayman Regatta is already on the schedule of David Mason's new Beneteau 44.7, *Planet Ark*.

Although the emphasis for the Hayman Regatta has shifted from the 'big boat' theme of previous regattas, the owners of some some big boats have already signalled their boats will be there, including the Volvo 60, *Andrew Short Marine*, and the Swan 80 *Maligaya* from the Philippines.

With three major regattas in the Whitsundays in the three weeks, it is going to be a great time. ■

where in the world will membership offer you...



excitement
immersion
inspiration
enjoyment
opportunity
access



only at the CYCA

- Experience the excitement of offshore and inshore racing
- Immerse yourself in the adrenalin pumping Rolex Sydney Hobart Yacht Race
- Be challenged by sailing with our ocean masters
- Access professional yacht services and reciprocal rights with international clubs
- Enjoy an awe inspiring nautical environment
- Savour inspired cuisine, fine wines and attentive service

Belong to Australia's premier blue water yacht club.

Enquire about CYCA membership.

New Beach Road, Darling Point NSW 2027
Phone: +612 9363 9731 Email: cyca@cyca.com.au
Visit: www.cyca.com.au
Membership within Australia \$545 p.a.
Membership outside Australia \$250 p.a.



**CRUISING YACHT CLUB
OF AUSTRALIA**

Home of the Rolex Sydney Hobart Yacht Race



BALLYHOO



BUMBLEBEE III



CAPRICE OF HUON

A RETROSPECTIVE: THE SYDNEY HOBART RACES THIRD DECADE, 1965–1974

Historian and author David Colfelt continues his fascinating history of the Sydney Hobart Yacht Race, describing a period when accelerating technological change dramatically altered the character of Australian ocean racing

PHOTOS: COURTESY OF
DAVID COLFELT

An ever-increasing pace of technological change and a growing international perspective in Australian ocean racing marked the third decade of the Sydney Hobart Yacht Race.

The penny was dropping ... that the solid, seaworthy designs, favoured locally for the Sydney Hobart race and for the rough conditions along our coastline, were no longer competitive in the international arena.

In 1965 Australia had its first tilt at the Admiral's Cup in England, coming home with a creditable second place in the series.

The Brits were congratulatory in what some might have thought a patronising sort of way. "How sporting of you chaps to come over here with your old boats and have a go." But there was more than an ounce of truth in what they said.

The Sydney Hobart that year had entries from five other countries – South Africa, United Kingdom, Hong Kong, Italy and New Zealand. The Cruising Yacht Club of Australia (CYCA) was celebrating its 21st birthday with larger club facilities.

South African plywood tycoon, Cornelis Bruynzeel, brought the 22-metre *Stormvogel*, the world's largest plywood yacht, to compete in the race. With her glued laminated hull of Gabon mahogany sheathed in epoxy resin, she displaced only 69 per cent as much as a yacht her size of conventional construction.

And, of course, she sailed away with line honours, but her time of 3 days, 20 hours, 30 minutes, 09 seconds (nine hours ahead of the second yacht to finish, *Balandra*) was well off the record set by *Ondine* in 1962 (3-03-49-16), a record not to be broken until 1973. Handicap honours went, for an unbelievable third consecutive time, to the Halvorsen brothers, Trygve and Magnus, in *Freja* – a record never likely to be broken.

Man overboard!

The year 1965 was also notable in that it could easily have produced the Sydney Hobart Race's first fatality. The navigator from the Italian navy's entry, *Corsaro*, went overboard off the coast of Tasmania and was 'lost'. He was picked up sometime later by *Corroboree*, very cold but alive.

In 1966 Norman Rydge Jr who, with Bill Psaltis and Tryg Halvorsen, had been heavily involved in Australia's first Admiral's Cup challenge, entered his Alan Payne-designed *Lorita Maria* in the Bermuda race, the first Australian yacht to compete.

Lorita was a 40-footer conceived off the back of tank tests for Payne's America's Cup challenger, *Gretel*.

Lorita was beautifully and solidly built – half-inch glued-double-seamed Oregon with double frames at seven-inch centres, displacing 11 tons. She came 44th overall in a fleet of 51 finishers and went on to do the Trans-Atlantic race under the stewardship of sailing master Peter Green and a talented crew, finishing 14th overall.

Rydge returned to Australia saying that it was clear to him that nowadays yachts had to be built with specific races in mind; *Lorita* had been built to last forever and to survive in the Sydney Hobart Yacht Race.

The implication was clear. Traditional, solid designs were falling behind. The 1966 Sydney Hobart race was the last to be won by an older design, Ron Swanson's Carmen class *Cadence*.

The same year, Alan Payne, a hugely successful Australian designer of many winning yachts through the 1950s and 1960s, including *Solo* and the Tasman Seabird class, hung up his slide rule and retired from yacht designing, saying that Australia was simply too small for him to make a living at it.

International pressure was all around; the ensuing years were to belong to the New York design firm of Sparkman and Stephens (S&S), who would put their stamp on ocean racers around the globe.

Onwards and upwards

A watershed year was 1967 ... with Australian ocean racing coming of age. At only the second attempt, an Australian team went over to Cowes and won the Admiral's Cup.

The team consisted of Ted Kaufman in his Kaufman-Miller (Bob Miller, later Ben Lexcen) designed, state-of-the-art cold-moulded *Mercedes III*, Bob Crichton-Brown in his relatively new Camper & Nicholson *Balandra*, and the odd one out, Gordon Reynolds in *Caprice of Huon*, which was now more than 16-years-old, but still sailing like the clappers.

Master boat builder Ces Quilkey built *Mercedes III* using a completely new technique that saved heaps of weight (181 kilograms in bolts alone).

No small amount of credit for the victory in the Admiral's Cup was due to the three star navigators of the team, Stan Darling, Bill Fesq and Richard 'Sightie' Hammond, who made an exhaustive study of the model of the Solent at Southampton University and produced a card index of tides.

Thus, the Australians had critical intelligence about the state of the tide at any given moment during the series and were better informed than the Brits on this score.



New beginnings

CYCA created the Southern Cross Cup series in 1967, which was a team-racing event to be held every two years, partly to attract further overseas interest in the Sydney Hobart race.

That year, NSW edged out the New Zealand team, but Kiwi Chris Bouzaid, in his new, light, S&S-designed sloop, *Rainbow II*, stole the show and was a harbinger of the coming lightweight trend. The aggressive Kiwi crew sailed *Rainbow II* like she was a skiff; she won the Hobart

made it extremely difficult for anyone outside the US to take advantage of many of the advances gushing forth from that behemoth economy. And top-level yacht racing was now about technology.

In 1968, the first of a string of legendary *Ragamuffins* for Syd Fischer came on the scene. An S&S design with many features of the 12-metre *Intrepid*, such as trim tab and separate rudder on a skeg, she also sported one of the new short keels.

Ragamuffin did to ocean racing in her time what *Solo*

“I’ve never seen a boat sailed like it ... she ran through us like the old packet of salts. Every time she broached, the spray would shoot up as her spinnaker hit the water, the kite would spill, and as it filled again there was a report like a gun as the sails and rigging tightened”

race with a devil-take-the-hindmost display of derring-do, as described by this entry in the log of one of the competitors, *Catriona*. At the time the two boats were running down the Tasmanian coast in heavy, following winds.

“Rainbow II came screaming down through us, carrying a huge, masthead, blood-red spinnaker, broaching, rolling, shaking and shuddering, thrashing wildly about, being knocked down with a report like a cannon, then staggering to her feet and rushing onwards ...

“I’ve never seen a boat sailed like it ... she ran through us like the old packet of salts. Every time she broached, the spray would shoot up as her spinnaker hit the water, the kite would spill, and as it filled again there was a report like a gun as the sails and rigging tightened ... and with this banging, roaring and spray going up, off she flew out of sight.”

Technology abounds

In 1967, Australia’s America’s Cup challenger, *Dame Pattie*, went down to the new American *Intrepid*, with her super-technology. The deed of gift of the America’s Cup

did to ocean racing in hers; she was just so good on every point of sail that she redefined what the word ‘competitive’ meant. But the 1968 race first prize eluded her (she took third), as it was to elude Fischer for many more years.

That year American shipping magnate ‘Huey’ Long was out again for the Hobart race with his new 22-metre aluminium ketch, *Ondine II*, which had already won line honours in both the Bermuda and Trans-Atlantic races. He was after another world-class trophy, which the Hobart race had now become, and he was chasing his own fastest-time record set in 1962. He achieved line honours but was 31st out of 54 on handicap, the first prize going to the Kaufman-designed *Koomooloo*.

More international glitter was attracted to the 1969 Sydney-Hobart race and Southern-Cross Cup series. The Brits sent out a team for the first time, which was defeated by NSW (NSW 419 points to the UK’s 387). A substitute on the UK team, the S&S 34 *Morning Cloud*, won the Hobart race, sailed by the then Leader of the Opposition, Edward Heath, who later became Prime Minister of Great Britain.

The year 1970 was all Australia's, except for line honours, taken by the New Zealand plywood flyer, *Buccaneer*.

It was a tough race, won well by Bob Crichton-Brown's *Pacha*, with *Ragamuffin* again having to be satisfied with the 'maid of honour' role in second place.

The plot thickens

In 1971 foreigners won the Southern Cross Cup series and also the first three places in the Sydney Hobart race. They were all from across the Tasman – *Pathfinder*, *Rumaway* and *Wai-Aniwa*. New Zealand had consolidated its position as a formidable ocean racing force, and its designers were attracting international attention.

There were many foreign competitors – *American Eagle* (Ted Turner, US), *Ondine* ('Huey' Long, US), and *Kialoa II* (Jim Kilroy, US) made up an American Southern Cross team, and the British were here again with Ted Heath (now Prime Minister) in *Morning Cloud*, Arthur Slater in *Prospect of Whitby*, and Bob Watson in *Cervantes IV*.

Controversy marked the 1972 Sydney Hobart Yacht Race. The race had a record number of entries – 84 yachts, a good roll-up for a non-Southern Cross Cup year. Perhaps the catalyst was the introduction of Age Allowance by the CYCA, looking to boost fleet numbers and also giving a sop to the increasing number of skippers who might be feeling that ocean racing was becoming an

expensive technological game.

Age Allowance gave *American Eagle* an edge of seven places in the Hobart Race, and she became only the second yacht ever to take out 'the double' – line honours and a victory on handicap (the first was *Rani* in the inaugural race in 1944–45).

The relatively 'ancient' *Caprice of Huon* was lured out of retirement by the carrot of Age Allowance, and Gordon Ingate took second place with her, snatching defeat from the jaws of victory when fickle airs in the Derwent stalled him near the finish – not the first nor the last skipper to suffer that fate.

Ingate, who sometimes took exception to the way the CYCA ran things, was vocal after the race; decrying the fact that an ocean race that finishes in a river makes a mockery of the term 'ocean race'.

"If it was a true ocean race we would have won it ... it's a lousy race ... I did it once and saw how bad it was, and I have done it four times since," he said.

He never did it again.

Others complained too. Bill Psaltis commented: "While an age allowance, which appears to pander to the owners of older boats at the expense of progress in the form of new design, is used, I would sooner save my money and spend Christmas cruising with my family than slogging the guts out of my boat and crew in this almost hopeless quest".




next Generation

- new autopilots with extreme control

Prize winners...

The tradition and design philosophy of Simrad is simple: Listen to the customer, use our experience in autopilot engineering to make innovative products and, make no compromises on quality. This philosophy has given the Simrad autopilots a reputation as second to none, also confirmed by a number of awards.

- The world's most awarded autopilots



SimNet interface simplifies installation and setup.







PHONE (08) 8447 1277

Distributed by Quin Marine Pty. Ltd.
77 St Vincent Street Port Adelaide SA 5015
Sydney Ph: (02) 9918 9853 Mob: 0409 988 023

Call for the new Simrad Catalogue or visit our web site.

www.simrad.com

MAXIMIZING YOUR PERFORMANCE AT SEA



A KONGSBERG Company

QUIN186



LOVE & WAR



MERCEDES III

What goes up ...

It was another Southern Cross year in 1973, and the fleet going to Hobart swelled to more than 90. Foreigners took out the first three places in the Southern Cross series (Britain, New Zealand, and Hong Kong). The Hobart itself was won by a Hong Kong yacht, *Ceil III*.

It was the first year that the race suffered a fatality, though not one brought about by the elements or a mishap at sea; a crew member aboard the NZ yacht *Inca* suffered a heart attack.

There was no doubt that it was an era of technological experimentation, and the line honours winner, *Helsal*, raised many eyebrows. Tony Fisher's 22-metre Joe Adams designed ferro-cement sloop, dubbed 'the flying foot-path', bore the brunt of much scepticism, but with the benefit of following winds over the entire course, she tore up *Ondine's* fastest time record with a finishing time of 3-01-32-09, shaving 12 hours and 19 minutes off the previous record.

Arthur Slater, owner of the UK yacht *Prospect of Whitby*, quipped: "I'm in the concrete business myself. I make about 5,000,000 cubic yards a year, but I still wouldn't go to sea in a concrete boat".

The 30th anniversary Sydney Hobart race in 1974 was something of an anti-climax. Fleet numbers were down (63 started), and the weather was the flukiest and lightest seen for years.

However, a number of competitors would not have called it a dull race. Peter Kurts, one of the great competitive skippers in the history of the race, won his first handicap trophy in the S&S-designed *Love & War*. Kurts always had a top crew and ran his boats with the same panache that he named them. He would win another Hobart race with *Love & War* four years later and would be robbed of a third win seven years after that when a technical protest saw the race 'lose its innocence'.

Jack Rooklyn had just launched the largest ocean racer ever built in Australia, his 22.5-metre Lexcen-designed aluminium sloop *Ballyhoo*. Off the Tasmanian coast she took a knockdown from which she was rather slow to recover, demonstrating that she had probably come off the drawing board a bit too soon. Designers were seeking the edge.

The year 1974 was also the year in which the hottest racing machine ever built for an Australian arrived on the scene. This was the aluminium *Bumblebee III*, designed by German Frers for steel magnate John Kahlbetzer. Her experienced crew managed to ground themselves on the Sow and Pigs reef in Sydney Harbour at the start of the race, giving them perhaps their 'highest point' in the race if it wasn't the high point. In spite of that, *Bumblebee III* finished second to *Love & War* in the placings.

During the next decade the technological edge would continue to be pursued and tested to breaking point. Gone were the days of wooden ships and iron men. ■




BENETEAU

SPIRIT OF THE SEA SINCE 1884



FIRST

211

260

27.7

31.7

36.7

40.7

NEW
44.7

47.7

Forge ahead!

Feel the thrill of a sailing boat that responds to every touch of the helm, accelerates at the slightest flurry or reacts to the smallest change in the trim. In a **First**, enjoy top notch racing one day and family cruising the next. The all-round sailing experience!

All the fun of sailing crafted by Beneteau.

Sydney
Beneteau – Vicsail
d'Albora Marinas
New Beach Road
Rushcutters Bay NSW 2011
Tel : 02 9327 2088
Email : info@vicsail.com

Pittwater
Beneteau – Vicsail
Royal Prince Alfred Yacht Club
Mifala Street
Newport NSW 2106
Tel : 02 9999 0944
Email : vicsailpitt@ozemail.com.au

Melbourne
Sundance Yacht Sales
Sandringham Yacht Club
Jetty Road
Sandringham VIC 3191
Tel : 03 9598 8999
Email : info@sundanceyachts.com.au

Queensland
Beneteau – Vicsail
6 / 453 The Esplanade
Manly QLD 4179
Tel : 07 3893 1855
Email : sales@manlybrokers.com

Adelaide
Vicsail Brokerage S.A.
Shop 2, Gulf Point Shopping
Centre
North Haven SA 5018
Tel : 08 8248 5622
Email : vicsails@ozemail.com.au

Auckland
Yachtfinders Global Ltd
6A / 18 Daldy Street
Westhaven
Auckland New Zealand
Tel : 09 377 3328
Email : gary@yachtfindersglobal.co.nz

Fremantle
Beneteau – Vicsail W.A.
c/- W.A. Yachting Centre
177 South Terrace
Fremantle WA 6160
Tel : 08 9336 5532
Fax : 08 9336 5599

www.vicsail.com



BENETEAU EXPERTS

DESTINATIONS

CRYSTAL CLEAR
WATERS OF LIFOU IN
THE LOYALTY ISLANDS
ALL PHOTOS:
COURTESY OF
CHARTER WORLD

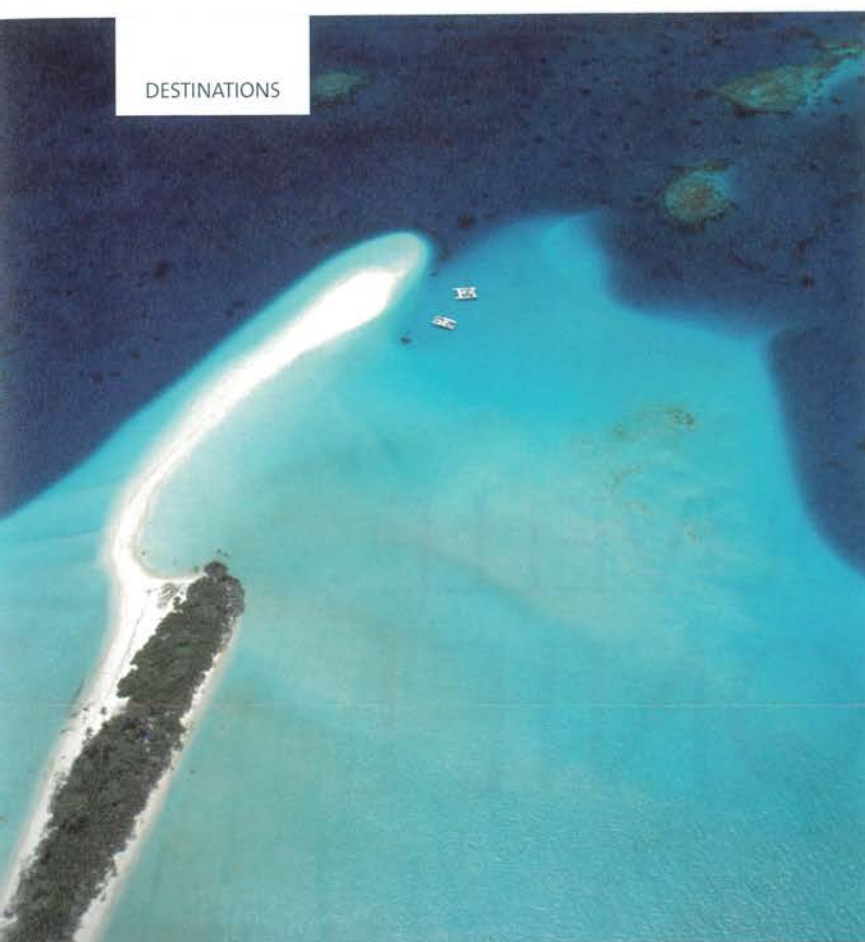


FONTAINE PAJOT
LAVEZZI 40 UNDER
SAIL AT THE ISLE OF
PINES

VIVE LA NOUVELLE CALÉDONIE!

New Caledonia is set to emerge as a major destination for Australian yacht charterers seeking sun, sophistication and some of the best tropical anchorages in the world





KOYEN ISLAND,
JUST INSIDE THE
BARRIER REEF

Charter World manager Brook Felsenthal says one of the most attractive things about chartering in New Caledonia is that charterers can experience a completely different culture after only a relatively short flight.

Just over two hours' flying time from Sydney, you land in a piece of France complete with French cars, food, wine and, of course, the excellent French-built Gib' Sea yachts and Fountaine Pajot catamarans that make up the charter fleet.

“Unspoilt anchorages featuring powder-white sand, clear waters, and pine tree lined foreshores”

The large cruising area, known as The Lagoon, provides diverse contrasts: the city lights of Noumea, the mountainous wooded coastline of much of the New Caledonian mainland and the idyllic Isle of Pines, an enormous limestone outcrop, fringed by coral off the southern tip of the mainland.

Felsenthal says: “The Isle of Pines is unique in the Pacific and a magnet to cruising yachtsmen. In terms of natural beauty it is unsurpassed in the tropics, offering unspoilt anchorages featuring powder-white sand, clear waters, and pine tree lined foreshores.”

It is also possible to sail to the Loyalty Islands off the eastern shore of the mainland. Felsenthal says the best plan is to leave the Isle of Pines or mainland in late

afternoon and sail the about 70 nautical mile passage over night. This should be a perfect opportunity to set up the MPS and autopilot and sit back to enjoy a superb warm tropical evening. The Loyalty Islands archipelago is made up of three main islands, Ouvéa, Lifou and Maré plus smaller islands.

Captain James Cook, who sailed along the east coast of the New Caledonia mainland in September 1774, passed by too far away to catch sight of the Loyalty Islands. In 1793, the French explorer d'Entrecasteaux, while searching for missing compatriot the navigator La Perouse, almost went aground not far from Ouvéa at Beautemps Beupré. But it was only in 1827 that Dumont d'Urville officially recorded the positions of the three islands.

Felsenthal says that, without question, these islands are the most beautiful and remote in the Pacific accessible by charter vessels.

These are, of course, ideal cruising waters for catamarans. The builders of the charter catamarans available in New Caledonia, Fountaine Pajot, are at the cutting edge of design and innovation in cruising catamaran design and are the world's leading builders of catamaran charter vessels. “If a monohull sailor was ever to try a catamaran, these boats should be at the top of the list,” says Felsenthal.

The quality of the charter vessels and their inventories that are available in New Caledonia are of world class, and most of the fleet are 2002-built vessels. Standard inventory includes GPS mapping with inside and outside displays, autopilots, radar, desalinators (on the catamarans), and spinnakers.

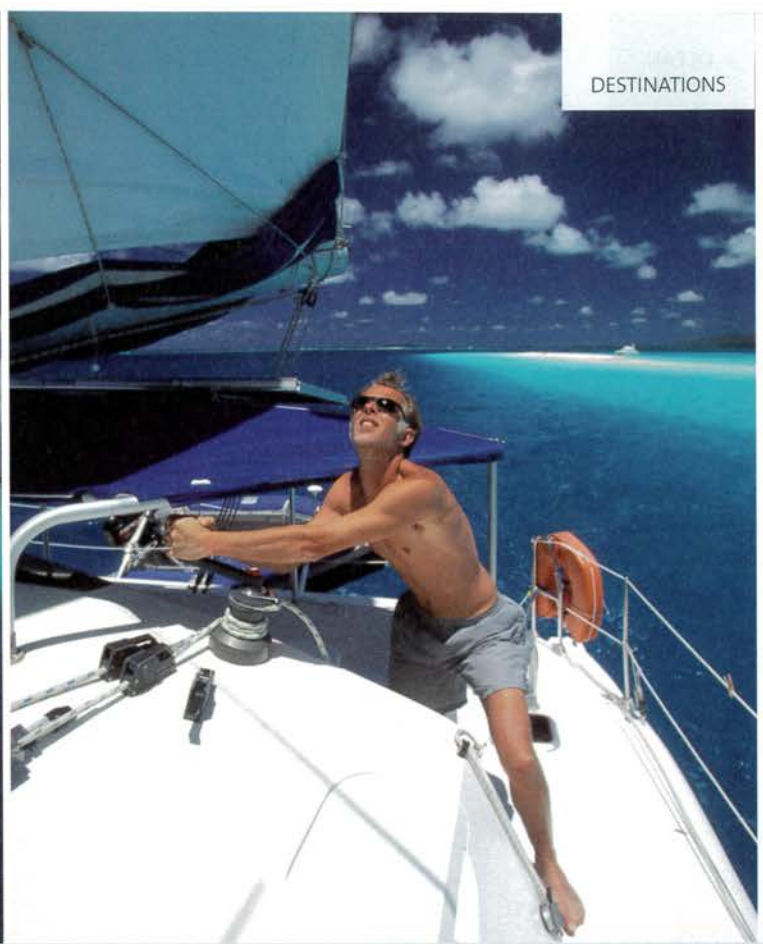
A unique and convenient feature of the catamaran fleet is 220-volt power thanks to massive solar panels. This means that crews can use electric bread makers and even hairdryers!

Cruising conditions are ideal between May and November, with south-easterly trade winds producing great sailing breezes of around 15–20 knots. The subtropical climate ensures long hours of sunshine with temperatures between 25 and 30 degrees.

The Cruising Yacht Club of Australia has a strong link with New Caledonia. Many members competed in the Sydney Noumea races of some years ago.

Last year the Brisbane Noumea race attracted a fleet of 25 yachts and it is now planned for this to be a biennial event. As an alternative, a charter yacht regatta has recently been established starting and finishing in Noumea.

This event, Regate de New Caledonia, is a new concept combining racing and cruising on a fleet of 12 Fountaine Pajot catamarans. The event starts on 10 June, 2005 with



LEFT: FOUNTAINE PAJOT BELIZE 43 UNDER SAIL
RIGHT: SELF-TAILING WINCHES ALL LEAD BACK TO THE COCKPIT
AND ALLOW EASY SAIL HANDLING

a night at the five-star Le Meridien hotel, Noumea, followed by four passage races over seven days to the Isle of Pines and back again.

Package costs begin at \$2,295 per person including flights and accommodation. For further information, contact Brook Felsenthal at Charter World on 1800 335 039; email: charter@charterworld.com.au; website: www.charterworld.com.au ■

REGATE DE NEW CALEDONIA 2005

Regate de New Caledonia 2005 is a passage racing/cruising regatta in a fleet of charter catamarans

The first race is approximately 25 nautical miles to Baie du Prony where you dine ashore at an island's restaurant and visit waterfalls.

Day two is a race to the Isle of Pines main port of Kuto. There are free sailing days and a group cruise across to the stunning anchorage of Gadji, before returning to Noumea via Port Baise at the southern tip of the mainland.

Cost from \$2,295 per person.

Further information available at:
www.charterworld.com.au

CRUISING DETAILS

SAILING CONDITIONS:

April to November is the best time to visit with south-easterly trade winds of 15–20 knots providing excellent sailing conditions with approximately a half metre tidal range and negligible currents. Sailing conditions are good all year round.

THE YACHTS:

Gib' Sea yachts and Fountaine Pajot catamarans.

HOW TO GET THERE:

Direct flights from Sydney, Brisbane and Auckland. One-hour travel by coach from Noumea. (No visas required).

PACKAGE COSTS:

From \$1,435 per person including seven-day yacht charter (party of six sharing Gib' Sea 37 or party of eight sharing Gib' Sea 43) and return air travel from Sydney.

FURTHER DETAILS:

Charter World Yachting Holidays

Toll free: 1800 335 039

For Melbourne callers: (03) 9521 0033

Email: charter@charterworld.com.au

Web: www.charterworld.com.au

PEAKS OF SUCCESS



ABOVE: HICK 50,
FUNNEL-WEB
CENTRE: ADAMS 14,
WILDCARD
RIGHT: CHAMBERLIN
CAT, SLINGSHOT
BELOW RIGHT:
VICTORY CELEBRATION
PHOTOS:
PAUL SCAMBLER

The introduction of a fully crewed division in addition to the traditional short-handed sailing crew concept has given a boost to the Hydro Tasmania Three Peaks race, the tough combination of offshore sailing and endurance mountain running around the rugged eastern coastline of the island state. In particular, it is making the event more attractive for modern offshore racing yachts that need larger crews than three to be sailed safely and efficiently.

“The introduction of a fully crewed division ... has given a boost to the Hydro Tasmania Three Peaks race”

Multihulls again dominated the sailing legs of the 2004 Three Peaks race and took first and second overall in the Racing Division, but all the boats in the Fully Crewed Division were monohulls. In fact, of the total of 15 competitors, 12 were monohulls.

Yachts competing included three NSW entries, the big catamaran *Incinerator*, from Jervis Bay, skippered by Kanga Birtles; *Harris Skarfe*, a Beneteau Oceanis 361 skippered by another round-the-world sailor, Tony Mowbray from Newcastle and the Hick 50, *Funnel Web*,

skippered by Osaka race competitor Ivan Macfadyen, also from Newcastle. The S&S 34, *Misty*, skippered by Brian Claque of Victoria sailed in the Cruising Division.

Queensland multihull designer, builder and sailor Rob Chamberlin had an outstanding result with catamarans of his design finishing first and second in the Racing Division. His own boat, *Orana Respite Mersey Pharmacy (Excess)* won the Three Peaks for a record fourth time and slashed the overall race record while the close runner-up, *Slingshot*, set a new overall sailing time.

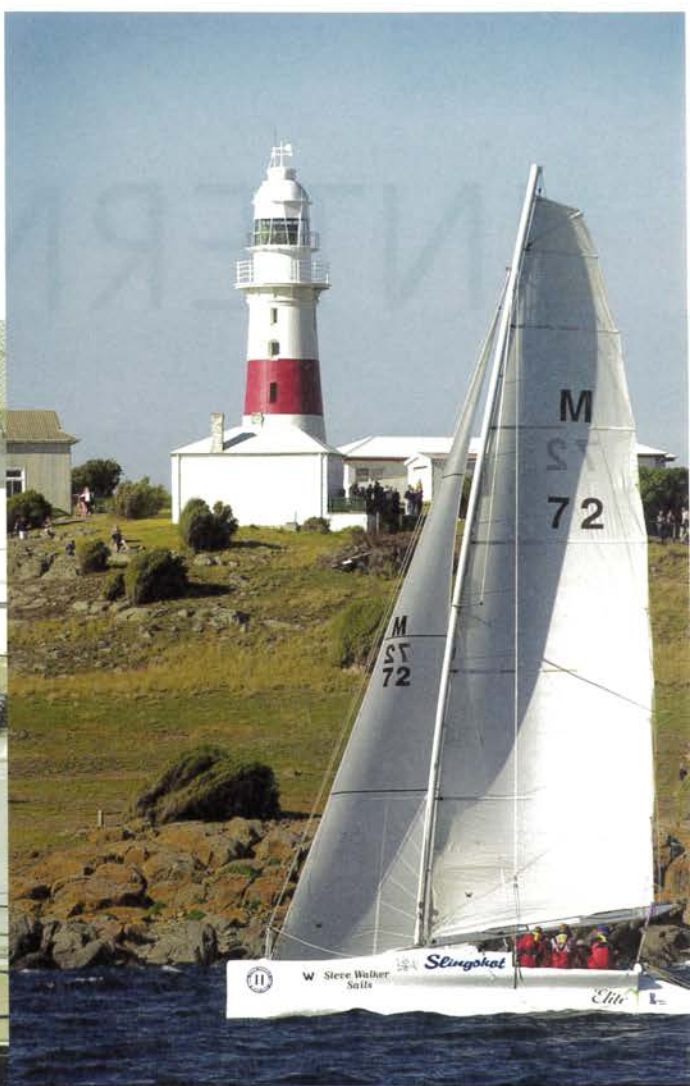
Orana Respite Mersey Pharmacy, jointly owned by Chamberlin, of Caloundra, and pharmacist Terry Travers, of Devonport in north-west Tasmania, won from the smaller *Slingshot*, skippered by sailmaker Steve Walker from Wynyard, also on the north-west coast of Tasmania, by a mere 1 minute 26 seconds.

This was the closest finish in the history of this tough combination of short-handed offshore racing and mountain running, held over Easter. The winner was decided on the final run to the peak of Mt Wellington and back to Hobart's Constitution Dock.

Third place in the Racing Division went to *Everybody Fitness*, an Adams 13 skippered by race newcomer Jason van Zetten from Launceston.

Veteran Richard Edmunds, from Sidmouth on

Peter Campbell and Lisa Gray follow Tasmania's Three Peaks race, 2004, which attracted boats from Victoria and NSW to join a fleet of strong local competitors



Tasmania's Tamar River, celebrated his 16th Three Peaks with a hard-fought win in the Fully Crewed Division with his Radford 14, *Wildcard*.

Wildcard was fastest boat in the division on two of the three sailing legs and won from the Mumm 36, *Underwater Video Systems*, skippered by Hobart yachtsman Jeff Cordell, who was competing in his 15th Three Peaks.

Third place went to *Logica CMG*, a 12m sloop built by the owner, Julian Robinson, from Deviot on the Tamar. *Logica CMG* finished third in the 2003 Melbourne to Launceston race across Bass Strait.

Kingston Computer & Photo Service, a UFO 34 skippered by Richard Brabazon, another newcomer to the Three Peaks, won the Cruising Division from *Misty* and *Harris Scarfe*.

The Hydro Tasmania Three Peaks comprises three offshore sailing legs around the rugged eastern coastline of Tasmania and the Bass Strait islands totalling 335 nautical miles. The three mountain-running legs total 131km with a total ascent of 2,646m to the peaks of Mt Strzelecki on Flinders Island, Mt Freycinet near Coles Bay and finally the 1,270m dash to the peak of Hobart's Mt Wellington and back to the finish at historic Constitution Dock. ■



INTERNATIONAL RACING



Australian yachtsmen are now achieving success in major events in the Northern Hemisphere

Alfa Romeo, line honours winner of the 2002 Rolex Sydney Hobart Yacht Race, has taken the gun in one of Europe's most prestigious yacht races, the Giraglia Rolex Cup. The victory gave owner/skipper and CYCA member Neville Crichton a clean sweep of line honours wins in the Giraglia Rolex Cup series following the 90-footer's victories in three inshore races leading up the 243 nautical mile offshore race in the Mediterranean in late June.

Crichton's aim of beating the race record set by *Alfa Romeo* in last year's race was not achieved, however. The task proved impossible in very light winds. *Alfa Romeo's* time of 31 hours, 32 minutes, 11 seconds was more than nine hours slower than last year's record-breaking course from St Tropez, France, to Genoa, Italy. But Crichton was relieved just to have finished before sunset on the second day as there was a danger of the light breeze fading away altogether with darkness.

The decision to re-rate the boat under the IMS handicap system and use a large Code 0 sail paid dividends.

As Crichton said: "Coming in to the coast, if we hadn't had that big genoa we'd have struggled quite hard. We ran completely out of breeze at the Giraglia rock, and it helped us then, too."

Alfa Romeo won the Beppe Croce Trophy by being first to round the Giraglia Rock, almost 90 minutes before *Magic Carpet Squared*, L'Oreal CEO Lindsay Owen Jones' Wally Maxi. Rounding the rock just three minutes after *Magic Carpet Squared* was *Nokia Enigma*, Charles Dunstone's lightweight maxi, which was provisionally named as the IMS handicap winner as the smaller boats in the record 186-boat fleet struggled home in the light winds.

Moloney 4th in Transat

Australian Nick Moloney has sailed his Open 60 *Skandia* to finish fourth in class in the Transat 2004, the single-handed race across the North Atlantic from Plymouth, England, to Boston, US. His voyage ended on 13 June and took 13 days, 9 hours, 13 minutes, 9 seconds. The race started on 31 May. *Skandia's* average speed over the 2,800 nautical mile course was



LEFT: NICK MOLONEY SHOWING A BIT OF THE FLAG FOR SKANDIA
PHOTO: NICK MALONEY
RIGHT: MUMM 30S RACING IN THE NEW YORK YACHT CLUB REGATTA
PHOTO: ROLEX
OPPOSITE PAGE: ALFA ROMEO COMPETING IN THE GIRAGALIA CUP
PHOTO: ROLEX

8.72 knots. Moloney, originally from Melbourne, has now completed his qualifying voyage for the Vendee Globe solo race around the world, which starts in November and should be the climax of a remarkable sailing career.

In Boston, after completing the Transat, Moloney said: "It's a tough race and a long way. Most of it felt uphill but right now, looking back, there aren't many moments I didn't enjoy. I had some pretty amazing experiences out there. I came to terms with the fact, at the beginning, that I wasn't as quick as the front-runners so I said to myself: 'I have to get smart and sail better than everyone else'."

By not juggling too much information and focusing on a few 'valuable and crucial sources', Moloney was able to make some astute tactical decisions that pulled him back into contention from 10th place in the first week.

"I've beaten a lot of other boats that are, perhaps, a lot quicker than me. I feel pretty happy with that," he said.

Early concerns about boat speed at the beginning took a turn for the better on 6 June.

"One night I was doing 12 knots reaching in 18 knots of breeze. I was racking my brain, saying, 'what's going on?' possibly something was stuck on the rudder. Suddenly it let go and I started doing 18 knots," he said. "I did feel the race started again from there. I started to reel boats in."

Moloney said the low-point of the race for him was the severe cold of the second depression (low pressure system). "Sailing downwind was dodgy as we had just entered the Labrador Current and the water temperature dropped; the water was freezing cold and the ambient air temperature was bitterly cold. Luckily it didn't last long!"

Waking up from a nap and finding several tonnes of cold seawater sloshing around in the stern area of *Skandia* was perhaps the most nerve-racking moment. "The aft hatch had washed open while I was below in

the nav seat resting with my ear plugs in. I couldn't believe what I was seeing, and worried that one of the cockpit drains had burst – but opening the aft emergency escape hatch vented much of the water and, after one-and-a-half hours of hand pumping, all compartments were dry.

"I was very lucky not to lose my Fleet 77 high-speed satellite telephone and, more importantly, my autopilot system – the main control boxes for these are mounted in that compartment – it could have been race over."

The Transat also served as part of Moloney's necessary learning process on fatigue and sleep deprivation. His 13 days at sea was only one-seventh of the time he will spend alone in this November's Vendee Globe.

"I maybe went further [into a state of fatigue and exhaustion] than I wanted to in this race and had a few stupid thoughts (one was that another solo sailor actually had a full crew with him) but I know my limits and how to recuperate," he said.

Skandia crossed the line 20 hours after class winner *Ecover*, skippered by Moloney's friend Mike Golding.

"He sailed a really nice race," said Moloney, congratulating the British yachtsman. "His position was under threat from Mike Sanderson (*Pindar*) and Dominique Wavre (*Temenos*), but he pushed himself hard, made some good calls on the weather, took control, covered well, advanced and closed the deal."

Perini second in Mumm 30s

Cruising Yacht Club of Australia member Richard Perini finished second in the Mumm 30 OD division in the 150th annual New York Yacht Club Regatta sailed off Newport, Rhode Island. Sailing *Foreign Affair*, Perini notched up three wins in the nine race series. Despite winning the last two races, Perini could not beat local yachtsman Nelson Stephenson in *Teambold*, who scored four wins.

In the Farr 40 OD class, Jim Richardson sailed *Barking Mad* to a comfortable victory, winning four



CONVENTIONAL
KEELED MAX286
WIND QUEST: SHE
WAS BEATEN TO
BERMUDA BY TWO
CANTING KEEL
SISTER SHIPS
PHOTO: BARRY
PICKTHALL

races, including the last two. Richardson, the Farr 40 OD class world chairman, will contest the 2004 World Championship in San Francisco in September and the 2005 Worlds in Sydney in March.

The New York Yacht Club's Annual Regatta, which was presented by Rolex, is the longest running event of its kind in the US. For this year's major anniversary, 100 boats turned out for the first-ever Around the Island Race, which turned the traditional two-day event into a three-day event attracting 127 boats to compete in regatta racing.

Although the NYYC Annual Regatta began in 1845, one year after the founding of the club, it lost 10 years to events such as the American Civil War and two world wars.

Bertrand for Cowes

This Cowes Week (7–14 August) on England's Isle of Wight, will be *Skandia's* 10th anniversary as title sponsor of the world's longest-running and largest sailing regatta. Prominent Australian sailors at the event will be America's Cup winner John Bertrand and Grant Wharington, owner skipper of the maxi *Skandia*.

Bertrand, currently ranked world No. 2 in the Etchells class, will act as an ambassador for *Skandia's* twin event, *Skandia Geelong Week*, which will be run 21–26 January 2005.

Wharington now has a new claim to fame as the winner of the 2004 Etchells Australia Winter Championship at Mooloolaba, in which he beat Bertrand (see separate story). Five lucky teams, to be

announced shortly as this year's *Skandia Squad*, will be coached by Bertrand and Wharington for the event.

IMS World Championship

A week of racing in light and shifty winds for the 66-boat fleet at the Rolex IMS World Championships in the Mediterranean ended with Italian boats winning both divisions. *Meridiana-Italtel*, a Grand Soleil 42 R, with Vasco Vascotto at the helm, won the non-Corinthian division, while *Tsunami*, a Canard 41 MKII, skippered by Alberto Bolzan, won the Corinthian division.

The regatta was not without controversy. A number of crews protested the running of race one which was affected by a big wind shift after the start. The race jury upheld the protest and dropped the race from the pointscore. Subsequently, after further consideration, the jury reinstated the race, moving *Meridiana-Italtel* into first place from third and dropping *Talisman* from first place to fourth.

The reinstatement of race one also impacted on standings in the Corinthian division, putting *Tsunami* first, and *Cherokee* second.

Gilmour wins Swedish Match

Australian Peter Gilmour, skipper of the multi-national Pizza-La Sailing Team, clinched the championship of the Swedish Match tour 2003–2004 by finishing second at the ACI HT mobile Cup in June. With 117 points after six of eight regattas, Gilmour, 44, from Perth, Western Australia, is the tour's fifth champion in

its five years of competition and the first Australian winner.

The Pizza-La Sailing Team, which Gilmour refers to as the 'United Nations', features crew members Rod Dawson (Auckland, New Zealand), Mike Mottl (Sydney, Australia), Kazuhiko Sofuku (Niigata, Japan) and Yasuhiro Yaji (Tokyo, Japan).

Thirty-four different teams have participated on the 2003-2004 Tour, and there have been five different winners of the six events. Gilmour's crew was the only one to contest every event.

Round Britain and Ireland Challenge

BP Explorer, skippered by David Melville, has won the Round Britain and Ireland Challenge 2004, crossing the line after 11 days and 20 hours at sea. In an amazing final 24 hours, *BP Explorer* snatched the lead from *Kunachi*, skippered by Amedeo Sorrentino, gaining victory by the amazingly narrow margin of just 24 minutes after over 2000 miles of racing.

During the final night the two teams had been locked in a relentless tacking duel, where the yachts were often just metres apart. Third place went to *Team Seven*, followed by *Barclays Adventurer*.

Bermuda record

Morning Glory, the 86-foot canting ballast twin-foil maxi owned and sailed by San Francisco's Hasso Plattner, set a new race record for monohulls in the Newport Bermuda race in late June. *Morning Glory* finished first in the 157-boat Newport, Rhode Island, to Bermuda event with a time of 48 hours, 28 minutes, 31 seconds.

Sailing in the IMS Big Boat Demonstration Division, *Morning Glory* peeled a whopping five hours, 10 minutes, 51 seconds off the official race record for conventional-keel boats set by Roy Disney two years ago with the 75-foot turbo sled *Pyewacket*.

Morning Glory finished off Bermuda's St David's lighthouse under mainsail and jib and doing 15 knots in a 15-knot westerly to capture line honors in the new Big Boat Demonstration Division.

Disney, from Los Angeles, skippering his new 86-foot CBTF maxZ86 *Pyewacket*, finished five hours and 15 minutes later to take second place. *Wind Quest* a conventional-keel maxZ86 sailed by Dick and Doug DeVos, of Ada, Maryland, was third. All three boats were designed by the San Diego naval architects Reichel/Pugh. ■

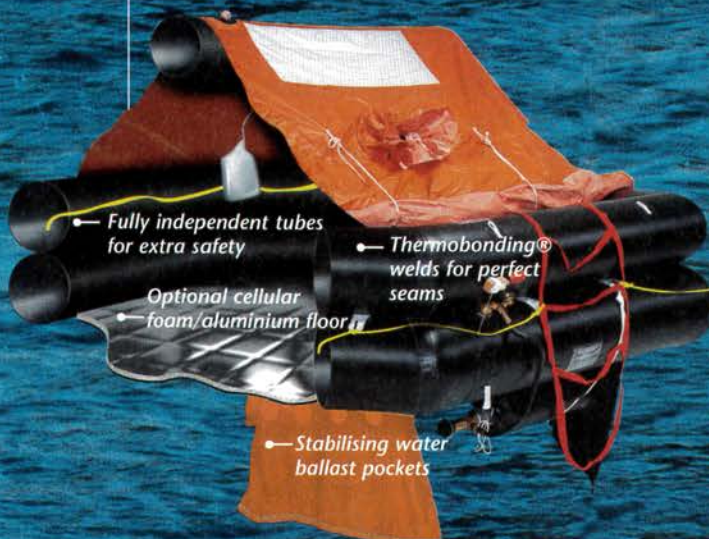


ZODIAC

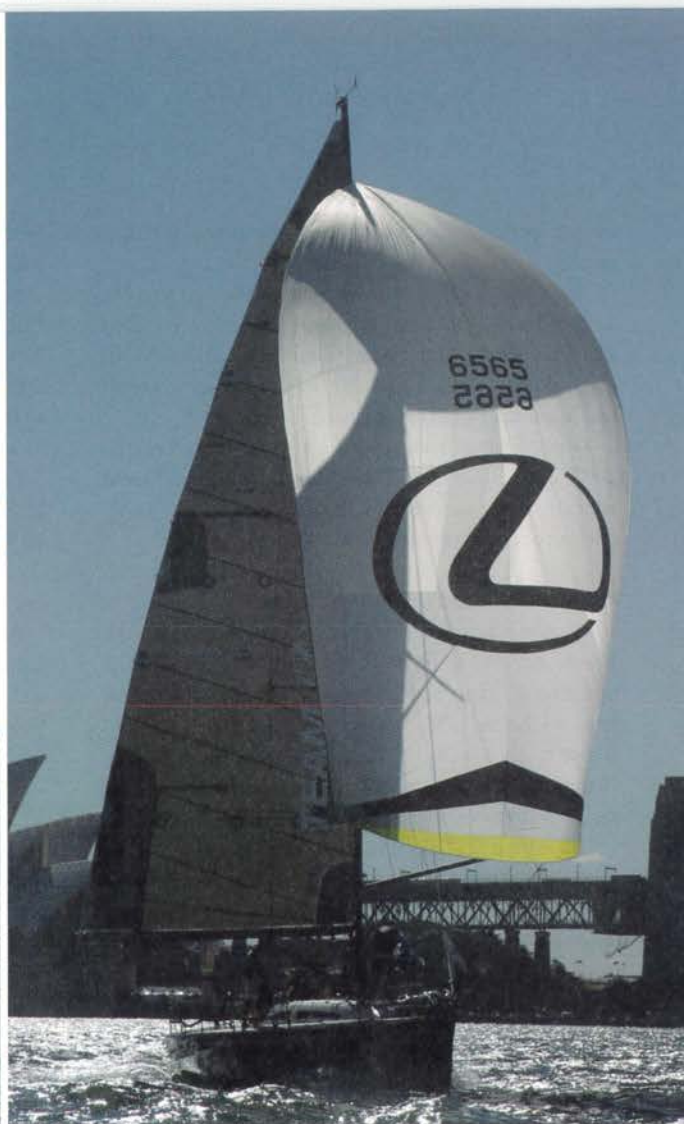
We're here to help!

The world's most trusted name in liferafts and inflatables now offers a complete range of liferafts with comparative pricing, full AYF certification, Australia-wide service plus Zodiac's exclusive 12 year factory warranty*.

For complete details and the name of your nearest authorised Zodiac Liferaft service station FreeCall 1800 688 552 * conditions apply



WORLD'S NO. 1 IN LIFERAFTS & INFLATABLES



SAILING PARTNERS

Owning a racing yacht is an expensive exercise, but having a soundly-based partnership is an excellent way to cut costs, as the three owners of the Sydney 38, *Team Lexus*, have proven. Peter Campbell looks at their experiences

Having successfully owned a cruiser/racer yacht in partnership for almost 25 years, I was particularly interested to review the success of three younger yachtsmen in setting up a partnership to own and actively race a Sydney 38 One Design yacht, inshore and offshore.

Not only have James Mayo, Angus Miller and Rupert Henry been partners in the boat for the past season without any major conflict of interests, but they've obtained excellent sponsorship backing from the Sydney distributors of Lexus, the luxury car marque, Lexus, Australia's third-highest selling luxury car. The yacht is thus called *Team Lexus*.

Partnerships call for trust and mutual respect for each other's specific interests in sailing, along with meticulous organisation and planning in finance and sailing logistics. *Team Lexus* shows younger people can afford to own and race a yacht, and the boat gets used to the maximum.

This is a course that I have followed throughout my own partnerships with three different part-owners. There were three partners early on; in recent years, two.

Mayo, Miller and Henry are successful businessmen in their mid-30s but not members of the rich list who can afford to individually outlay several hundred thousand dollars to buy a yacht and then to maintain it as an active racer. Each is a member of the Cruising Yacht Club of Australia and is competitive in his own field of business and sport. The Sydney 38 One Design class offered each of them the chance to compete in Australia's fastest growing one-design offshore racing class.

Of the three, Mayo is the most experienced and successful sailor. He has gone through two Olympic selection campaigns in the Soling class and has taken part in an America's Cup campaign. He also crewed with Cameron Miles and Andrew Palfrey in winning an Etchells world championship.

Henry had a very competitive background in dinghy classes, included 420s and 470s, and was keen to get into bigger boats, including ocean racing. Miller had had little experience in sailing but came into the partnership with

OPPOSITE PAGE:
ON THE WIND AND OFF THE
WIND, *TEAM LEXUS* SHOWS THE
SPONSOR'S NAME AND LOGO
THIS PAGE:
THE BOAT IS SAILED BY A
STRICTLY AMATEUR CREW
PHOTOS: ANDREA FRANCOLINI

enthusiasm to learn and expertise in business management.

"Angus looks after all the organisation and finances of the yacht partnership, keeping meticulous details of all our expenditure and setting up the budget for our campaigns," Mayo told *Offshore Yachting*. "At any time any one of us can access the spreadsheets showing how we have spent money, and considering such future expenditure as new sails."

Before buying the boat (originally called *Pitch Black*), the three partners drew up a legal agreement, which split everything three ways. "It has been a very amicable agreement," says Mayo. "Apart from sailing together, we have regular partnership meetings and we have a flexible roster when we nominate days that we would specifically like to use the boat."

Mayo says that although Miller had less sailing experience than he and Henry, he could now race at an elite level with confidence. "He has proven to be an extremely good pit man in the crew in elite racing and is now also fully confident to take the boat out on his own and race with friends in twilights and so on," Mayo adds.

Mayo obviously enjoys the cut and thrust of one design racing and has concentrated on being the tactician in championship events and the CYCA's Winter Series.

"Rupert is generally the helmsman, but when he is not available we invite a helmsman along; Tom King (the 2000 Olympic gold medallist in the 470 dinghy class) has been helming *Team Lexus* during the Winter Series."

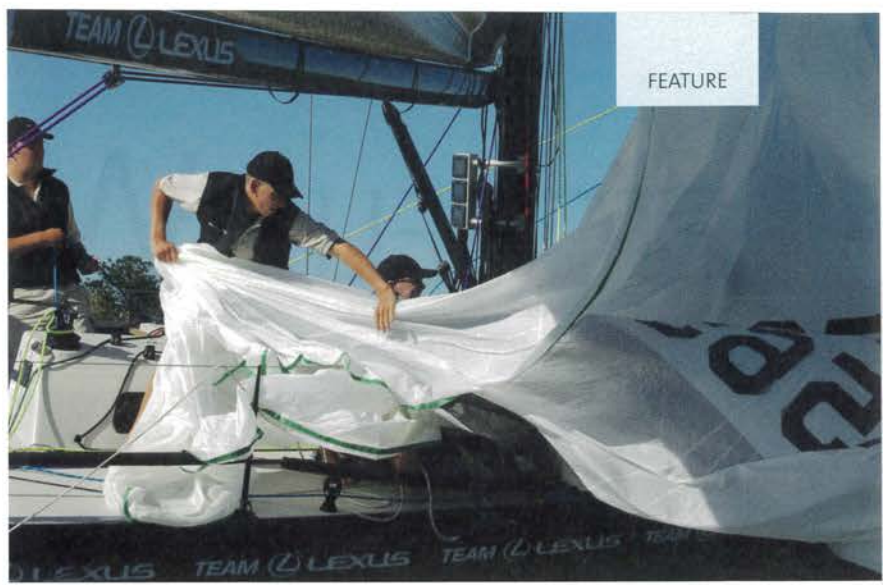
A specific role for Mayo in the partnership is to ensure that *Team Lexus* has a crew of nine experienced sailors for each race it contests. "I maintain a crew base that sets out in detail their ages, experience, weight and their particular crewing skills," explains Mayo.

"I sit down on a Tuesday each week and work out who we need for the coming races; the experience needed varies with the level of one design racing. Our crew regularly includes young sailors from the CYCA Youth Sailing Academy, and we have had helmsmen such as Tom Slingsby and Tom King.

"But it is a fully amateur crew of enthusiastic young sailors," Mayo stresses. "Sean Kirkjian and his champion J24 crew will be joining us for the Port Stephens Regatta, Middle Harbour's Short Ocean Racing Championship and the Sydney 38 Nationals at Geelong."

Henry skippered *Team Lexus* in the 2003 Rolex Sydney Hobart Yacht Race with his father David on board, along with the experienced Rob Howard and his two sons Will and Richard.

They finished eighth in IMS Overall, fourth in IMS Division B and third in the Sydney 38 OD Division. In the Sydney 38 OD Nationals, *Team Lexus* finished sixth



overall following a third in the keenly fought Rex Sprint Series.

Henry is responsible for all maintenance on the boat, including sails, repair and replacement.

The cost between three owners?

"It owes us about \$400,000 over the 12 months or so we have owned the boat; but that includes buying new carbon fibre sails and bringing it up to Category One safety for the Rolex Sydney Hobart," Mayo says.

Sponsorship is thus an important factor in owning and actively campaigning the boat. A professional approach is essential. Mayo organised and presented a proposal that set out sponsor benefits including naming rights for the boat and the sponsor's logo on spinnakers, the mainsail and crew uniforms. "The fact that the boat was already black was a good marketing tool when approaching Lexus," Mayo points out.

The proposal also included having Lexus staff and customers aboard during the summer and winter racing programs, social days and learn-to-sail days for the sponsor's staff and customers. The partners also organised a spectator boat for the start of the Rolex Sydney Hobart.

The *Team Lexus* partnership is an excellent example of how three yachtsmen can share the cost of buying, maintaining and racing a grand prix racing yacht – or any boat.

Just as significant is that a partnership means that use of a boat is optimised and it does not languish on a mooring or marina berth. Owners can each take out friends and/or a topclass crew can be put together for major regattas.

Team Lexus has competed every weekend in the

"It has been a very amicable agreement. Apart from sailing together, we have regular partnership meetings"

CYCA's BMW Sydney Winter Series. The program for 2004–2005 includes most Sydney 38 One Design regattas in NSW, the Hahn Premium Hamilton Island Race Week in Queensland, Middle Harbour Yacht Club's Short Ocean Championships, the Rolex Trophy, summer twilights, possibly the 60th Rolex Sydney Hobart Yacht Race and the Sydney 38 National Championship at Skandia Geelong Week. Good sailing, *Team Lexus!* ■

ETCHELLS WARM UP

The Etchells Australian Winter Championship at Mooloolaba on Queensland's Sunshine Coast was a remarkable warm up to the 2004 Worlds on the same course in early August. Peter Campbell reports



CLOSEST OF CLOSE RACING PHOTO: PETER DUNCAN

A scriptwriter could not have produced a more exciting finale to the Etchells Australian Winter Championship at Mooloolaba – two of Australia's most high profile yachtsmen, John Bertrand and Grant Wharington, going into the final race equal on points, then match racing from start to finish in the deciding eighth heat.

With a record fleet of 67 boats, this event was also a brilliant preview to the 2004 Etchells World Championship which Mooloolaba Yacht Club is hosting in early August, with the fleet boosted by international sailors from the US, New Zealand, Hong Kong, Italy and Great Britain.

Ocean racing skipper Wharington added another dimension to his illustrious sailing career when he narrowly outsailed former America's Cup winner Bertrand in a cliff-hanger match-race final heat.

Wharington, at the helm of *Sutu II*, finished just two boat lengths – but two vital placings – in front to Bertrand, steering *Two Saints and a Magpie*, to win the championship by two points. Third place overall in the record 67 boat fleet was the young Brisbane sailor Jason Muir at the helm of *Racer XY*.

Going into the final heat equal on 25 points after one discard race, Wharington grabbed the advantage over Bertrand as the two Victorians jockeyed for starting line positions in the 67 boat fleet. Covering Bertrand's every subsequent move in the light, 8–9 knot breeze, Wharington maintained a vital lead of between two and

five places throughout the race. "We only had to beat him across the line to win the championship, and we never let him get ahead," a delighted Wharington said after the race.

Both Wharington, representing the Mornington fleet, and Bertrand, sailing for the Melbourne fleet, were planning to contest the Etchells Worlds (early August), along with many others who sailed in the Winter Championship.

Wharington mixes his Etchells sailing from Mornington Yacht Club with high-profile ocean racing, last summer sailing his super maxi *Skandia* to his first line honours victory in the 2003 Rolex Sydney Hobart Yacht Race and then also winning two ocean races in Queensland waters, the Sydney Mooloolaba and the Brisbane Gladstone. However, he found time to finish second in the Etchells Australian Championship in Adelaide earlier this year and has sailed sufficient club races to qualify for the 2004 Worlds.

Wharington was scheduled to skipper his super maxi *Skandia* in the Sydney Gold Coast race due to start only three days before the opening race of the Etchells World Championship – so he was hoping to make a record dash north. ■

RESULTS:

1. *Sutu II* (Grant Wharington, Mornington fleet) (8)-3-1-3-6-6-6-7, 32pts
2. *Two Saints and a Magpie* (John Bertrand, Melbourne) 1-1-(12)-12-2-2-7-9, 34pts
3. *Racer XY* (Jason Muir, Brisbane) 11-7-(30)-9-7-8-2-21, 65 pts
4. *Bananas in Pyjamas* (Ian Johnson, Mornington) 7-5-4-16-(20)-19-4-15, 70pts
5. *Racer X* (Mark Bradford, Brisbane) 13-4-3-6-1-13-35-(DNF), 75 pts
6. *1219* (David Turton, Mooloolaba) 29-17-2-8-11-(33)-5-3, 75 pts
7. *Embers* (Cameron Appleton, Gulf Harbour, NZ) 14-9-8-4-19-4-17-(DNF), 75pts.
8. *Pacesetter* (Cameron Miles, Pittwater) 4-10-20-1-5-24-3-(29), 76 pts
9. *Little G* (David Clark, Sydney) 18-11-(28)-5-3-26-13-2, 78 pts
10. *War of the Roses* (David Rose, Brisbane) 3-16-21-21-(34)-11-1-25, 98pts.



GREEN AND GOLD

Australia's experienced sailing team goes into the Athens Olympic Games in winning form, writes editor Peter Campbell who has covered five Olympics

Australia again has outstanding prospects of winning medals in sailing at the Athens Olympic Games.

Eleven of the 19 sailors in the Australian team represented Australia with distinction at the Sydney 2000 Olympics, where we won two gold medals, a silver and a bronze. I believe Australia could repeat, or even improve on, this tally this year.

As they head for Athens, several individual Australian sailors and crews are ranked among the top in the world following excellent results in the major international regattas and world championships sailed in Europe.

Nathan Wilmot and Malcolm Page, the newly crowned World Champions in the Men's 470 class, were listed number one in ISAF rankings issued in early June. They will go to Athens as favourites to repeat the gold medal win of 2000 by Tom King and Mark Turnbull.

Jenny Armstrong and Belinda Stowell, the Australian women sailors who won Olympic gold at the Sydney Games, are looking for a unique back-to-back success in the Women's 470 class. Sailing consistently, they are ranked number two in the ISAF rankings.

Michael Blackburn was at the top of ISAF rankings in June for the Laser dinghy class, just ahead of Brazil's Robert Scheidt, the record-breaking winner of seven World Championships in Lasers. Blackburn won the Laser bronze medal at the Sydney 2000 Games after placing a close fourth at Atlanta in 1996.

Chris Nicholson, a former World Champion in the Olympic 49er class, is out to make amends for not winning a predicted medal in this high-performance double-handed class in Sydney in 2000. He and his current crew, Gary Boyd, in June were ranked third by the ISAF.

Doyen of the Australian Olympic team is Colin Beashel

who will be representing Australia in the Star keelboat class for an unprecedented sixth time. Colin and David Giles, who have sailed with him since the 1992 Games, won the bronze medal at Atlanta in 1996. Although not ranked in the top three, they must be a medal chance.

Former World Champions Darren Bundock and John Forbes won silver in the Tornados at Sydney and since then have continued to sail consistently in top level competition in Europe. They must be a chance, particularly in fresh winds.

With vast experience behind them, Lars Kleppich and Jessica Crisp will again represent Australia in the Men's and Women's Mistral sailboards. Twice winner of the Women's Professional Windsurfing Association World Cup, Crisp recently notched up an important second overall at a major European regatta. And Kleppich is a former Mistral world champion.

Anthony Nossiter in the Finn single-handed dinghy is back in the team after spending most of the time since Sydney 2000 sailing offshore – including the Volvo Race.

Making her Olympic debut to climax an outstanding international sailing career is Sarah Blanck in the Europe dinghy class, while the Australian crew of Nicky Bethwaite, Karyn Gojnich and Kristen Kosmala will be one to watch in the new Yngling keelboat class for women.

The sailing events for the Athens Olympic Games will run 14–28 August, based at the Agios Kosmas Sailing Centre, in south-west Athens. One of the very first event venues to be completed for the Athens Games, the centre covers more than 336sqm of land area, plus the same again in terms of marina space. By the Opening Ceremony on 13 August, the centre should be hosting more than 51 teams comprising about 400 competitors. ■

THE OLYMPIC
FLAME IS BURNING
BRIGHTLY FOR
OUR ATHENS
SAILING TEAM
PHOTO: ANDREA
FRANCOLINI

DEAN OF YACHT DESIGN

JOUBERT'S YACHT
KINGURRA – AN
IDEAL EXAMPLE OF
THE STYLE OF
CRUISER/RACER
YACHT HE HAS
ALWAYS FAVOURED



Peter Joubert, a veteran of 27 Sydney Hobart races and renowned yacht designer, speaks with Kevan Wolfe

JOUBERT DESIGNED
BERRIMILLA, A BROLGA 34
PHOTOS: RICHARD
BENNETT
BOTTOM: PETER JOUBERT

Peter Joubert has long been an outspoken critic of grand prix racing handicap rules like IOR and IMS. He says these rules have seen ocean racers become virtually big 18-foot skiffs. When rules change they become 'throw away' boats he says. "And now there is a new rule, IRC."

Emeritus Professor of Engineering at Melbourne University, and WW II fighter pilot, Joubert is well qualified to be critical. He began yacht designing soon after WW II, working with the late Alan Payne in his breaks while he was studying for his engineering degree. Joubert later also gained an aeronautical degree, and has since used his combined knowledge of aeronautics and hydrodynamics in yacht design. As he says, yacht design is complicated by the fact that the designer is working at the crossroads of two mediums – one a gas and one a fluid.

Joubert has lost count of the number of yachts he has designed. Many of his cruiser/racer designs have done well in major ocean races, including the Sydney Hobart. In 1982 one of his smaller designs, *Zeus II*, won the Hobart race on handicap. Twenty years later and with the same owner, Jim Dunstan, the 30-footer almost did it again. In 2002, *Zeus II* ran out of time within sight of the finishing line and finished second on corrected time. A fibreglass boat designed under the IOR, even today – when it gets the right weather – *Zeus II* does well.

Last year, another of Joubert's designs, the timber-hulled Melbourne yacht *Tilting at Windmills*, finished second on handicap behind the highly optimised Beneteau 40.7, *First National Real Estate*, skippered by Michael Spies.

Typical of Joubert boats, *Tilting at Windmills* was designed as a cruiser/racer. As Joubert is at pains to point out: "An owner puts so much effort into it, the boat should have a life after the war. A yacht needs to have multi functions."

A good example of such a multi-function craft is his own yacht *Kingurra*, which has competed in 12 Sydney Hobarts – 10 skippered by Joubert and two under the previous owner, the late Sir William Pettingell. Joubert has sailed 27 Hobarts but, after being badly hurt in the



A LONGTIME
SPLASH OF
COLOUR IN THE
HOBART RACE,
THE JOUBERT
DESIGNED
LOLLIPOP, A
CURRAWONG 30
PHOTO:
PETER CAMPBELL



1998 storm, he has given up ocean racing. The veteran will be 80 in August, but he still races with his home club, Royal Brighton Yacht Club, Melbourne.

Joubert says that the design of *Tilting at Windmills* is a good compromise. "We satisfied all the owner's requirements. Thorry (owner Thorry Gunnerson) wanted so much in the way of cruising features, but I had in the back of my mind that he might like to race it as well, even though he told me to ignore all the racing rules. It has a fast shape and is just a little heavier than the exotic carbon fibre hulls. But the extra weight doesn't seem to matter much going to windward and, if the boat can be continually surfed, the speed difference is not much between it and the lighter boats.

"You also need good seamen to sail the boats. Jim Dunstan is a good seaman, Thorry Gunnerson is a good seaman; he set a spinnaker in last year's Hobart race when everybody was taking them down and he sailed sustained speeds of 20 knots for 12 hours. The boat didn't broach and didn't misbehave," says Joubert.

Joubert was one of the first designers to explore the use of plastic composites in hull construction. He designed Australia's first fibreglass-foam-sandwich ocean racer, *Boomerang VII*, which finished second in the Hobart race in the first year it competed.

He has also designed steel and aluminium boats but, as he quickly adds: "I have never had a concrete boat built."

Joubert admits that he prefers wooden boats.

"Wood has a nice feel to it, it looks nice, you can varnish it and it is a good material to work with," he says.

Tilting at Windmills has a wooden hull skinned either side with composite material to reduce maintenance. Such wooden construction is light and, according to Joubert, gives more than adequate strength and can be built at reasonable cost because it does not require building enormous moulds as with plastic composites.

Joubert has named most of his designs after Australian creatures, mainly birds and fish. *Zeus II* is a Currawong, *Tilting at Windmills* a John Dory and his own *Kingurra* is a Black Swan.

The dean of Australian yacht design may have mellowed in recent years but, despite having retired from university teaching, he has no plans to retire from design work.

In Joubert's study are two original artworks by the late Jack Earl. But when I visited, on his drawing board was the outline of the hull of a Collins class submarine. The Defence Department had called on Joubert to resolve continuing design issues with another type of boat. ■

KIWIS BACK IN CUP CONTENTION



New Zealand is back in contention for the America's Cup in 2007, with commercial and government support. Peter Campbell reports

Emirates Airline and Team New Zealand have announced the creation of Emirates Team New Zealand and its challenge for the 2007 America's Cup.

This new sponsorship arrangement propels Emirates to the front row of the sailing world, in the same way that its sponsorship of Chelsea Football Club and its status as Official FIFA Partner of the Germany 2006 World Cup have made the airline a major player in football.

Emirates Team New Zealand, as the syndicate will be known, will mount a campaign to regain the Cup from its current holder, the Geneva-based Swiss team Alinghi, in the 33rd staging of the regatta, which will take place in Mediterranean waters off the Spanish city of Valencia.

New Zealand's Sports Minister Trevor Mallard has confirmed the New Zealand Government will provide an additional NZ\$18m (AUD\$16m), which had been contingent on the syndicate finding substantial corporate sponsorship.

In total, the NZ Government will provide NZ\$33.75m (AUD\$30.75m) as an investment to receive trade and tourism spin-offs from the Cup and lead-up regattas in Europe over the next three years. It is generally accepted that the team needs at least US\$80m (AUD\$118m) to run a serious campaign.

Team New Zealand has already made major changes to the crew that sailed in 2003. Skipper Dean Barker and Australian Adam Beashel are the sole remaining members. New to the team is British sailor Ben Ainslie (an Olympic gold and silver medallist), along with

former *Stars and Stripes* tactician Terry Hutchinson.

New Zealand won the America's Cup from the US in 1995 and successfully defended it off Auckland in 2000. Soon afterwards, the skipper, Olympic gold medallist Russell Coutts, quit the Kiwi camp to join the Swiss syndicate Alinghi, which he skippered to a 5-0 victory over New Zealand in the America's Cup Match in March 2003.

Alinghi, formed by Swiss biotech billionaire Ernesto Bertarelli, launched its campaign to defend the Cup in Valencia with a full team presentation at Newport Shipyard at Newport, Rhode Island, once the home of the America's Cup. Interestingly, the launch coincided with New Zealand's announcements.

“It is generally accepted that the team needs at least US\$80m to run a serious campaign”

Alinghi's team manager is Australian Grant Simmer, while new members of the sailing team include German Olympic gold medallist Jochen Schuemann as Team Alinghi sports director, prominent American sailor Peter Holmberg as helmsman, several other New Zealanders and Australian Mark 'Sting' McTeague.

At the time of writing, Russell Coutts continues as skipper with fellow New Zealanders Brad Butterworth as tactician, Warwick Fleury as mainsheet trimmer and Murray Jones as strategist. Australian Will McCarthy continues in the team as a grinder. ■

WINTER ON THE HARBOUR

What better way to spend a winter Sunday than sailing on Sydney Harbour! That's what an average of more than 1,100 sailors have been doing aboard about 140 yachts each weekend in the Cruising Yacht Club of Australia's 2004 BMW Sydney Winter Series. Almost every Sunday has brought bright sunshine and mostly light to moderate breezes (too light at times) and intensely close competition. In fact, going into the final few races only a handful of points separated the leaders in each of the nine divisions.

PHOTOS: ANDREA FRANCOLINI





THINK SAFETY



Kevan Wolfe reflects on the ever-present dangers of sailing and what we can do to make our sport safer

The death of a yachtsman in a major race on Port Phillip has, sadly, once again focused attention on safety at sea and the responsibilities of those who go to sea, whether taking part in an organised offshore race or just cruising.

A prominent member of the Royal Yacht Club of Victoria and successful racing yachtsman, Graeme Paul, died after falling overboard from his yacht during heat two of the Association Challenge Cup on Port Phillip on 1 May.

Paul had skippered his Adams 10, *Adams Den*, into first place in heat one of the series.

In heat two, a 70-boat fleet from all the major yacht clubs on Port Phillip was racing in a gusty southwesterly wind that varied from 10 to 30 knots.

Adams Den was well placed, running under spinnaker when a sharp wind gust caught the yacht and it broached. The tiller broke and Paul was tossed overboard. Another crew member also went overboard from *Adams Den*, but was pulled back onto the yacht which, without steering, was out of control and sailing away from the hapless skipper.

“Race organisers are not the only people who should take safety seriously”

Paul was pulled from the water by the crew of *Another Challenge* from Sandringham Yacht Club, under owner-skipper Lou Abrahams. The crew of *Another Challenge* abandoned the race and headed under motor to a waiting ambulance at Brighton, giving Paul CPR on the way.

Paul could not be resuscitated. It is significant that Paul's boat did not have safety lines (usual for an Adams

10) and Paul was not wearing a life-jacket, although some other members of his crew were.

Since the disastrous 1998 Sydney Hobart Yacht Race, the Cruising Yacht Club of Australia has implemented strict mandatory safety requirements for that event, including required levels of crewing experience.

The storm off the New South Wales south coast that devastated the 1998 Hobart fleet was a harsh reminder of the dangers faced by anyone who goes to sea aboard a small craft.

All too often we become complacent about safety. It is easy to say: “It will never happen to me.” It can and it will.

Race organisers are not the only people who should take safety seriously. The owners and skippers of racing yachts are also responsible for the safety and the well being of the crew members they invite to sail with them. Cruising skippers should similarly be aware of their responsibilities.

Safety is not just a matter of throwing a few life jackets into a locker along with a few safety harnesses, a couple of buckets, a torch and an EPIRB. Safety is an entire package of considerations. These include an appreciation of weather conditions, the suitability of a boat to sail in prevailing conditions and the experience and capabilities of the crew to handle the conditions.

Safety is also a matter of keeping gear in good condition and up to date. Inflatable life jackets require regular inspection; it is very easy for the trigger mechanism that fires off the little gas cylinder to corrode and seize up, torch batteries to go flat, or harness snap hooks to get damaged or the tether of a harness to become frayed.

Even EPIRB batteries need checking at regular intervals. It is no good finding something doesn't work at



SPECIAL FEATURE

the five-minute gun of a race.

In heavy conditions, crew members should wear harnesses and life jackets. Life jackets are not the cumbersome things they once were, when they were probably more of a hindrance on deck than they were worth. Today's inflatable jackets are easy to wear and many incorporate harnesses and strobe lights as well. It should be a must that they are worn on deck at night at all times. Not everyone could be as lucky as Gary Schipper who had a torch in his hand when he went overboard.

When was the last time you checked your EPIRB? Do you know what frequency it operates on? EPIRBs operating on 121.5MHz will become non-operational on 1 February 2009. Because of the high level of false alerts received from the beacons and the difficulties in upgrading their performance, the service will no longer be active from that date. COSPAS-SARSAT beacons transmitting on 406MHz will replace beacons operating on 121.5MHz.

But that is not until 2009 will be the cry! Yes, but it is only five years away. Many yacht owners already have beacons that are more than 12 years old and these should be replaced now. If your EPIRB falls into this category replace it now with a 406MHz beacon.

The 406 beacons access five satellites in polar orbit that talk to 37 ground stations in 24 countries to give global coverage on land as well as at sea. There are two ground stations in Australia, at Bundaberg, Queensland, and Albany, Western Australia as well as one in New Zealand.

The coverage makes a 406 beacon 400 times more accurate than the 121.5MHz version. Another advantage of a 406 is the ability to encode the vessel's GPS position and details of its name and origin.

The rescue of a Japanese sailor from the Southern Ocean in March is an example of the effectiveness of the coverage of the COSPAS-SARSAT 406 system.

AusSAR, Australia's search and rescue organisation in Canberra, received a distress message from a yacht in a position 200 nautical miles west-south-west of Cape Leeuwin at the southern tip of Western Australia. The yacht, en route from Cape Town to Perth, had a 67-year-old Japanese man on board. A bulk carrier was diverted from its course and a private long-range jet was dispatched to fly to the reported position to locate the vessel and assist in communications. Using the system, the yacht was located by the aircraft after only 20 minutes of searching. During this incident, the RCC (Rescue Coordination Centre) received 46 detections on 406MHz from places as far away as Hawaii, Texas, California, Alaska, Cape Town, Bangalore and Jeddah.

In 2003 there were numerous other rescues when people in trouble set off EPIRBs, some at sea and some on land.

Safety is a personal thing and different people approach it differently. Some think that wearing a life jacket, albeit a modern inflatable type, is sissy. Others are very particular about wearing them, especially on deck at night.

Some of those who crew regularly on yachts have bought their own personal gear. Personal safety gear is not prohibitively expensive compared to the top-of-the-line wet weather gear that many regular crew members buy. A personal EPIRB can be bought for about \$300, an inflatable jacket with a harness for about \$400 and a tether for about \$120. Prices, of course, vary depending on the brand.

Next time you go to sea think SAFETY! ■

PART OF THE CREW TRAINING FOR THE ROLEX SYDNEY HOBART YACHT RACE, CONDUCTED BY THE PACIFIC SAILING SCHOOL IN THE QANTAS POOL. PHOTOS: CYCA/PACIFIC SAILING SCHOOL

SAILING TO GALLIPOLI

ONE OF THE GALLIPOLI
YACHT RALLY YACHTS
AT ANCHOR OFF
ANZAC COVE,
GALLIPOLI
**PHOTOS: TEKI DALTON
AND BRIAN TULLOCH**



A group of Australian yachties this year made their own memorable landing on Anzac Cove, Gallipoli, for the Dawn Service. Report and photos by Teki Dalton

“G’day, I know we told you not to; but thanks for coming anyway!”

These were the words of greeting from Australia’s Ambassador to Turkey, Jon Philp, at this year’s Commemorative Service at Lone Pine on the Gallipoli Peninsula. Included in the record crowd were 41 participants of the Gallipoli Yacht Rally who had sailed to Anzac Cove along the Turkish Aegean Coast.

To attend the Dawn Service and the Commemorative services at Lone Pine and Chunuk Bair is a pilgrimage for all Australians and New Zealanders; to see the battlefield from the sea and to step ashore at Anzac Cove is a rare and sobering thrill.

Apart from the special symbolism and emotion of being involved in the Anzac Day services, the special sightseeing and cultural program of the Gallipoli Yacht Rally gave all participants an everlasting memory.

The rally’s program of one day of sailing and one day of sightseeing began at Ephesus near Kusadasi, where we learned about the most recent findings of Vienna University’s School of Archaeology. Over the years, the archaeologists have unearthed the ruins of the rich Greco-Roman city piece by piece. The recent excavation of a gladiators’ cemetery, complete with anatomical analysis of the wounds of those buried there and an account of their lifestyle and commercial value are another example of Turkey’s bountiful ancient history.

After visiting Ephesus, skippers of the flotilla of six 47–52ft yachts gathered for a briefing by myself as rally director. The weather forecast for the first sailing day was 28–40 knots out of the north for the first windward leg of the 44 nautical miles from Cesme to Foca, so wisdom dictated full-power use of the ‘iron topsail’ to power into the brisk wind-driven chop.

Foca’s charm lies not so much in antiquity, despite its 15th century buildings, but in its timeless lifestyle. Seine net fishing boats of local design leave each afternoon to bring in a harvest of sea bass, snapper and bonito for a line of waterside fish restaurants. A nearby military barracks reminds the visitor of Turkey’s role as NATO’s easternmost ally during the Cold War.

The next leg north from Foca passed by several islets, homes to the endangered Mediterranean harp seal, and on to the modern marina at Ayvalik. From here we had access to the lovely classical site of Pergamum, whose Acropolis towers over a 15th century Turkish village gathered around the remains of the ancient library, second only to Alexandria’s in the ancient world.



TOP: RALLY YACHTS MOORED IN
BOZCAADA HARBOUR
BOTTOM: ASSOSS HARBOUR



THE ANZAC COVE
COMMEMORATIVE
SITE AND THE
SPHINX VIEWED
FROM THE WATER

A lovely sail on to the ancient port of Assos had the little flotilla passing through the straits between Asia Minor and the Greek island of Lesbos to drop anchor below a towering headland topped by a 4th century BC temple to Athena. Here Aristotle met his bride, daughter of the local ruler, who encouraged the development of a school of learning and philosophy until marauding Persians ravaged the area and tortured Aristotle's father-

“For modern Anzacs, remembering this campaign has reached near cult status, and 12,000 people camped overnight at Anzac Cove”

in-law to death. The armies of Alexander the Great later took Assos from the Persians as Alexander passed through on his way to conquer Persia itself.

Many of the yacht rally participants took a day tour from Assos to the ancient multi-layered city of Troy, where windy plains were the scene of those ancient battles so graphically chronicled in Homer's *Iliad*.

Little of the tourist scene has reached Assos town, so the modern visitor is treated to scenes of a rustic Turkish village with older men spending waking hours at backgammon in the coffee houses, while the young tend herds of sheep and goats on the hillside nearby.

A dawn departure had the fleet enjoying a fast sail west to the peninsula tip at Babakale, before turning into the teeth of a brisk northerly breeze as they made their way to the picturesque harbour of the ancient island of Tenedos, now Bozcaada. The yachts moored in the shadow of a massive stone fortress that reflects the island's importance as guardian of the Black Sea.

The next day was a holiday honouring Turkish Independence Day and National Children's Day, and celebrations filled the small town square with parades and dances by children dressed in colourful Turkish costume.

At first light next day, the flotilla gathered into a tight group to cross the Dardanelles and the courses of a parade of giant tankers and local coasters to reach the landing sites of the fateful campaign.

During the 1915 dawn invasion of Gallipoli, an uncharted north current had the Anzacs drift up to land

troops in a cove surrounded by steep-sided sandy bluffs where Turkish troops were able to pin them down under withering fire. For those rally sailors, who anchored in Anzac Cove and went ashore by dinghy, it was a sobering time to reflect on some of the difficulties faced by the original Anzacs.

For modern Anzacs, remembering this campaign has reached near cult status and 12,000 people, mostly backpackers, camped overnight at Anzac Cove in an atmosphere resembling Woodstock. These numbers defied the Australian Government's warning that the gathering could pose a security hazard, but reminders of this were apparent in the large contingent of Turkish soldiers patrolling the forested ridges nearby.

At dawn, the atmosphere changed to one of sombre reverence as ministers from the Turkish, Australian and

New Zealand governments eulogised the bravery of days past in poem and prayer, and a lone bugler from the Australian Naval Band brought tears to the eyes as he sounded the plaintive notes of *The Last Post* to a crowd mostly of ages similar to those who had died.

For the dedicated, there were three more memorial services scheduled through the morning, each bringing forth its own sombre memory of the fruitless sacrifice of young lives. Hardy sailors from the rally flotilla were guided in their own climb through the crumbling gravel walls of Shrapnel Gully to marvel at the challenge the route presented even to modern travellers as they struggling up the path unfettered by shellburst or machinegun fire.

Homage paid at Lone Pine and Chunuk Bair, the little flotilla slipped moorings for the last time to sail past the British landing sites at 'V' and 'W' beaches, sites of equal carnage, and then around the lighthouse tip at Cape Helles to make their way across the busy shipping lanes to the modern ferry city of Canakkale. There the yachts spent a final night before handover the next day and the rally participants' departure for Istanbul. ■

The Turkish Ambassador to Australia is the patron of the Gallipoli Yacht Rally and the event has the full support of the Turkish Government. Rally Director is Teki Dalton and Mariner Boating provides yachts and makes travel arrangements. For details of the 2005 event, go to www.marinerboating.com or contact Mariner Boating on (02) 9966 1244 or emailinfo@marinerboating.com.au

ASYMMETRIC SPINNAKER TRIM

The use of asymmetric spinnakers has extended far beyond sports boats and they are now being carried with great effectiveness by grand prix ocean racers and super maxis. The first of a series on boat speed and boat handling, North Sails Australia provided this chapter on trimming asymmetric spinnakers from the publication *North U. Trim*

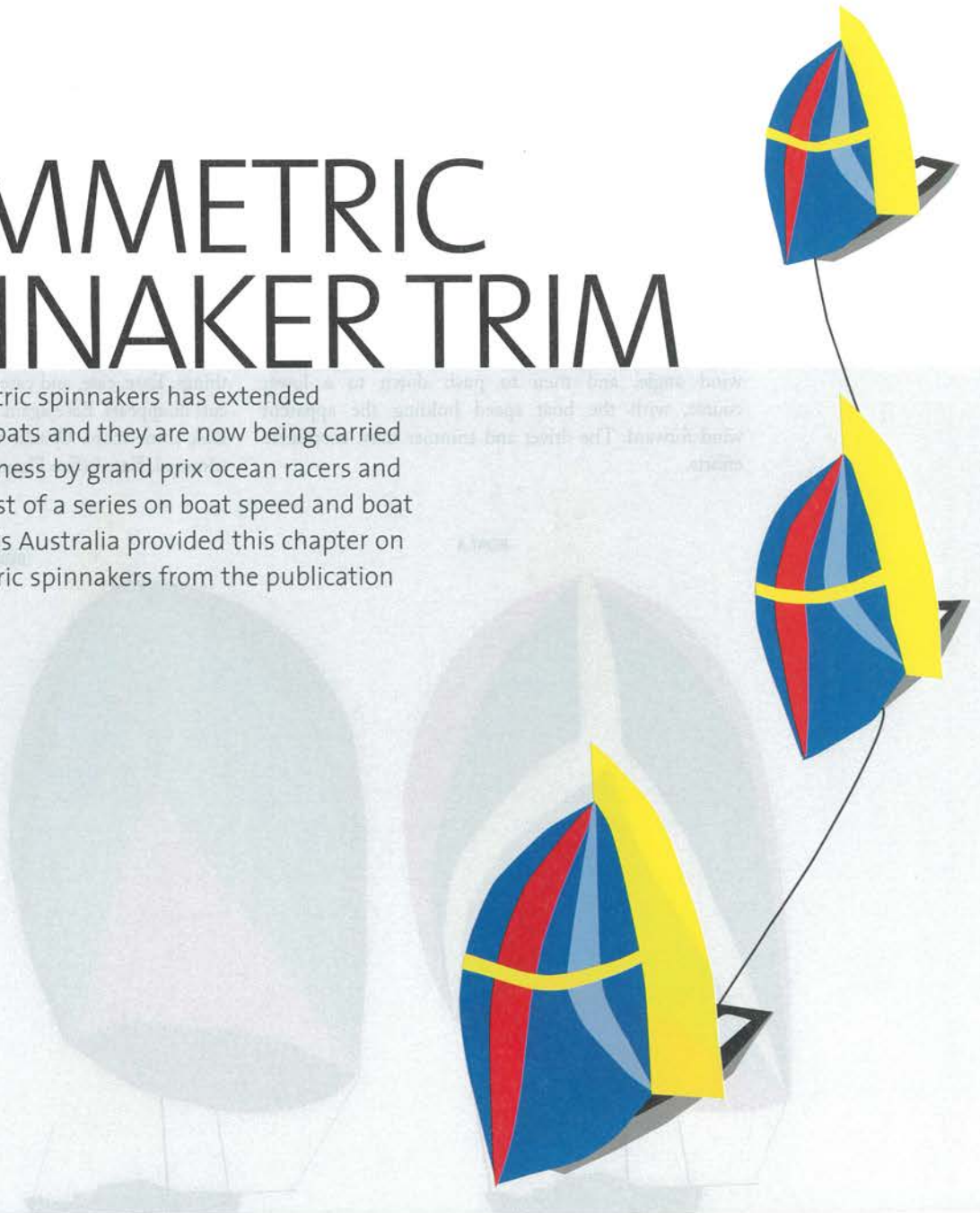


FIGURE 1 : SAIL WELL ABOVE DEAD DOWNWIND TO BUILD SPEED, AND THEN DRIVE OFF AS THE APPARENT WIND ANGLE SHIFTS FORWARD. IF THE BOAT SLOWS, HEAD UP TO REBUILD SPEED AND ANGLE, AND THEN DRIVE OFF WIND AGAIN

VMG trim

The asymmetric spinnakers used on sports boats obviously have to be trimmed differently to conventional spinnakers. Due to their use with an extended, fixed-position bow sprit they also differ from the asymmetrics flown on conventionally rigged boats.

Aside from the sheet and halyard, the only other controls over spinnaker shape are the spinnaker tack line, which runs from the end of the sprit to the spinnaker tack, and the halyard. Some boats also have twings to choke down the sheet.

Reach up to go downwind

Asymmetrics don't go downwind, at least not dead down wind. The fastest way to reach a downwind destination is to reach up and sail fast. The extra speed more than makes up for the extra distance. The optimum sailing angle is as much as 40 degrees above dead down wind – nearly as wide an angle as we sail upwind.

Sailing at these high angles the boats maintain strong apparent wind, and maintain fast boat speeds. The trick is to build speed at an aggressive apparent wind angle, and then to push down to a lower course, with the boat speed holding the apparent wind forward. The driver and trimmer must coordinate efforts.

As load builds in the sheet, either from aggressive sailing angles or a puff, the trimmer should call the driver to bear off, and then ease the spinnaker sheet to unload the helm and allow the boat to turn down. As the load in the sheet drops the sheet should be trimmed and the boat brought up to rebuild power and speed. Get speed, then carry it down.

Work up to rebuild, and drive down again. You should always feel the breeze blowing across the boat – not over the stem. When you lose apparent wind-flow across the boat, head up, rebuild speed and apparent wind, and slide down again. (See Figure 1 on page 53.)

For best broad-reaching performance, the tack line (and sheet) must be eased to allow the sail to roll out to windward. As you work the boat up and down play the sheet. As the boat bears off, ease the sheet to take pressure off the helm. As you head up trim the sail to add helm and bring the boat up.

Ease, ease, ease the sheet

We asked one expert trimmer for advice on sailing deep with a sprit boat, and he said: "Remember these three things: Ease, ease, and ease. Ease to a curl, pause and the curl disappears. Ease again. Carry a curl, and keep easing. Ease some more. Usually the sail stalls from being over trimmed. Ease." (See Figure 2, below.)

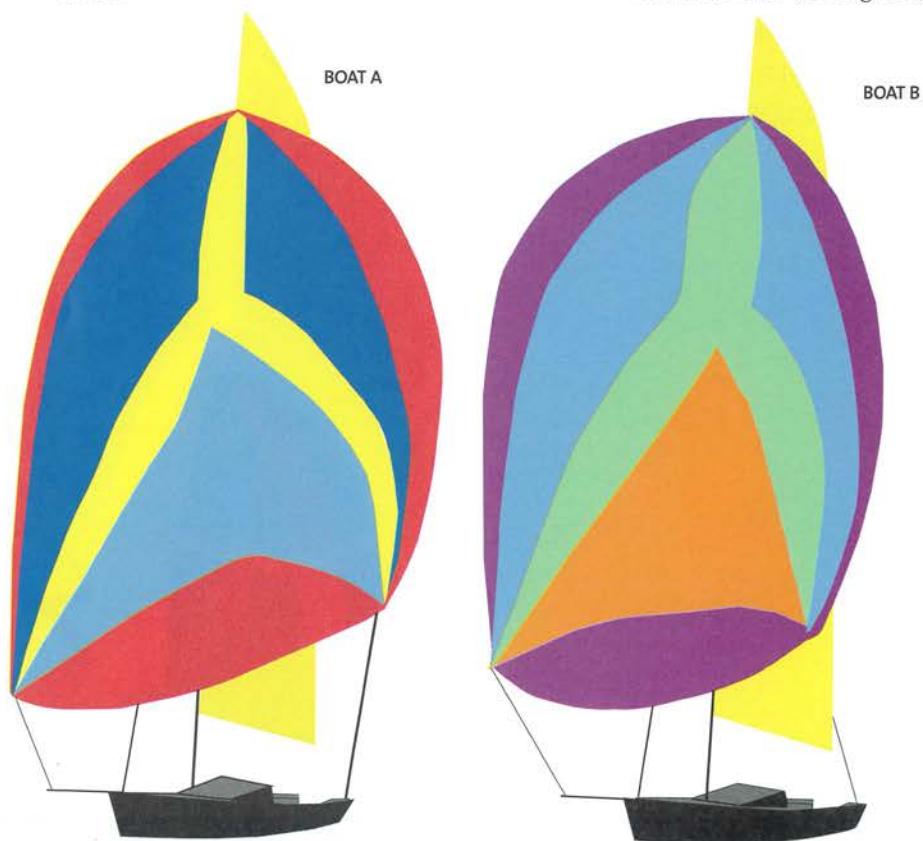


FIGURE 2: BOAT A – ON A BROAD REACH EASE, EASE, EASE THE SHEET AND EASE THE TACK LINE TO GET THE SPINNAKER OUT FROM BEHIND THE MAIN. BOAT B IS ABLE TO SAIL DEEPER BY EASING THE TACK LINE FURTHER, WHICH ALLOWS THE ENTIRE SAIL TO ROTATE FURTHER OUT TO WINDWARD

At times on a broad reach, it may also pay to ease the halyard a foot or two as well. This will allow the entire sail to rotate further out to weather. There are a couple of things to guide you in how far you ease the halyard:

Does the sail rotate out to weather?

Can you sail lower or faster?

If the sail hangs down, instead of rolling out to weather, then you have over-eased the halyard, or you are sailing too low! Likewise, if you lose control with the halyard eased then snug it up.

With refinements in design and A-sails purpose built for VMG sailing, there is less need to ease the tack line, and often no call for easing the halyard.

Marginal planing conditions

As the true wind builds to around 15 knots you may be able to plane. It will pay to reach way up to get on a plane and then carry the plane down-wind. Your planing speed will more than compensate for the extra distance sailed to get on a plane, and crush the competition. On the other hand, if you can't plane you can waste plenty of energy going the wrong way ...

Reaching

When the destination is a reach, rather than a run, the process is less complex. We no longer need concern

ourselves with angle. We just go, go, go. Or so it would seem. Regardless of the point of sail, the basic principles apply: Ease to a luff and trim. Given the rapid acceleration of sport boats, the apparent wind angle is changing all the time. Aggressive trimming is required to keep up as the boat builds speed, and an equally aggressive ease is needed to prevent a stall as the boat slows. Overtrimmed is slow.

On a close reach, trim to telltales, or a small curl. On a beam reach the asymmetric is much faster than a symmetric spinnaker. On a broader reach force the sail out to a bigger curl. You will be surprised how far out it can go. (See Figure 3, below.)

Tack line

As the course opens up from a close reach to broad reach the tack line can be eased. On a close reach the tack should be snug to the pole, putting the sail into a gennaker shape. On a broader reach add power and allow rotation out from behind the main by easing the tack line a few feet. (See Figure 2, page 54.) There are a couple of clues to guide how far to ease the tack line: First, the tack should pull to windward as the tackline is eased. If the tack sags to leeward then keep the tack line down. (See Figure 4, page 56.) A second guideline is sail shape. Easing the tack line adds power, so adjust

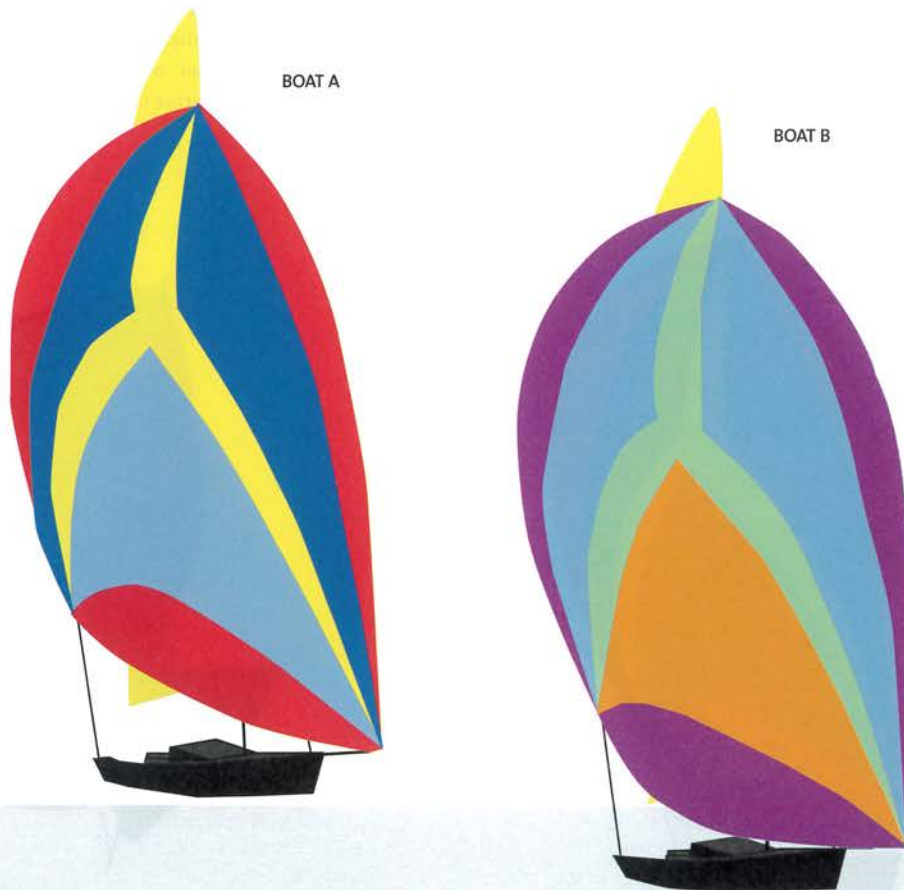


FIGURE 3:
BOAT A—ON A CLOSE REACH, WITH THE SHEET TRIMMED HARD.
THE ASYMMETRIC SHAPES LIKE A GENNAKER, WITH A LESS POWERFUL,

HIGHER POINTING SHAPE.
BOAT B—ON A BEAM REACH THE SHEET IS EASED, CREATING A
MORE SPINNAKER-LIKE SHAPE, WITH EXTRA POWER.

accordingly. In light air ease the tack line some, even on a beam reach. Broad reaching in a big blow you may not want to ease as far as you would in lighter air. Another valuable set of guides are the spinnaker telltales. Put telltales 1.5 to 2 feet from the luff at 1/3 and 2/3 height.

When your tackline is set at the proper height the telltales should behave similarly high and low.

Let's go fast

Often you can use techniques similar to those described for VMG sailing to improve speed on a reach. Rather than simply point and trim, head up slightly to build speed and apparent wind. As speed builds, the apparent wind will build, and also move forward. As the apparent wind angle goes forward you can drive off, and then carry the extra apparent wind speed and boat speed at a lower angle.

When performance cycles down, heat it up (head up) again. Rebuild speed, and drive off. The trimmers and driver must coordinate efforts to optimise performance. If the helm loads up it will be difficult to drive off. As speed builds the trimmers will need to ease to allow the boat to drive down without loading up the helm. Similarly, trim the sails to help head the boat up, rather than steer with the rudder.

Asymmetric tips and tricks

Running by the lee

In some conditions it is fast to run by the lee. Sail a

little by-the-lee and gybe the main. Ease the tack line and halyard a couple of feet to fly the spinnaker well out to weather. The boat will roll to weather. Let it roll, and hang on! Wing and wing can be fast in a fresh breeze that is not quite strong enough to put the boat up on a plane. (See Figure 5, below).

Ducking downwind is tricky!

On a port-starboard crossing downwind beware the hazard when ducking. As you reach up to take the starboard boat's stern you will accelerate, and need to head up higher still!

You may suddenly you find yourself rail down, with your spinnaker draped over the starboard boat, or you may round up and broach. The crossings can be tough to call. Look ahead so you can make a gradual turn. Don't gybe. Go ahead and duck.

You'll be set up with right of way, inside and starboard, for a port rounding; and you'll be positioned for a gybe drop.

Mark rounding hazards

Stow your sprit at the corners

If you are trying to cut inside a competitor at a leeward mark rounding, make sure you retract your sprit. Otherwise, you may get your bow inside the rival, only to foul him as your sprit clips his stern!

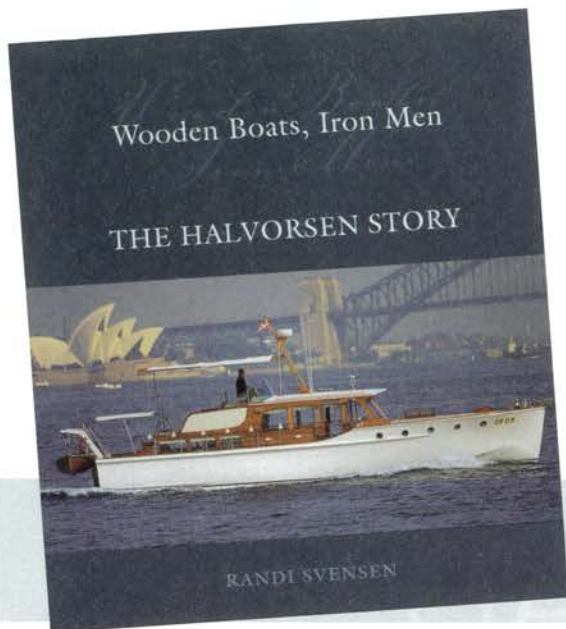
Similarly, sprits create a real hazard in traffic at a weather mark. Most classes prohibit extending the sprit prior to rounding. ■



FIGURE 4: IF THE SAIL FALLS TO LEEWARD WHEN THE TACK LINE IS EASED THEN KEEP THE TACK LINE SNUGGED DOWN TO THE SPRIT



FIGURE 5: IN MODERATE TO HEAVY BREEZE, SAILING SLIGHTLY BY THE LEE AND CARRYING THE ASYMMETRIC SPINNAKER WING AND WING WITH THE MAIN IS A VERY DIFFICULT, BUT FAST, POINT OF SAIL



HALVORSEN'S HISTORY LOGGED

From Norway to South Africa to Australia – the tales of the Halvorsen family are a treasure chest of intrigue and inspiration, writes David Colfelt

Wooden Boats, Iron Men: The Halvorsen Story

By Randi Svensen

Halstead Press in association with the Australian National Maritime Museum 217mm x 235mm, 192 pages, hard cover and dust jacket RRP \$65.

There would be few people around Sydney's waterways not familiar with the name Halvorsen, probably Sydney's best-known boat builders.

The first of this pioneering Norwegian family came to our shores via South Africa in 1925. Lars Halvorsen took a huge leap of faith, arriving with only a letter of introduction. His first commission was a 28-foot yacht (*Sirius*) for a Sydney solicitor.

The list of boats that Lars and his sons subsequently built fills a 13-page appendix in Randi Svensen's recently published history of her amazing family – *Wooden Boats, Iron Men: The Halvorsen Story*. (Randi Svensen is Lars's granddaughter).

Before Lars left Norway he already had wide shipyard experience there and in the US. He started his own business in Norway and earned a reputation for his fine workmanship. But tough times after World War I saw him invest everything he had in building a cargo ship, which went uninsured because of the prohibitive cost of insurance at the time. The ship foundered and everything the family owned went to the bottom.

Lars then sought a new beginning in Cape Town. His wife Brigithe Klemmetsen and their children joined him there after she had tidied up the family affairs. Cape Town wasn't big enough for what Lars planned and an Australian suggested he cast his lot on the other side of the world.

Lars and Brigithe had a family of six, five boys and one girl (Harold, Carl, Elnor, Bjarne, Magnus and Trygve), all of whom eventually joined the business. Lars's Australian business started in Drummoyne, then expanded and moved to Careening Cove. It expanded

again with a move to Neutral Bay and then Lars acquired land and built a large factory at Ryde and then, after World War II, another boatyard at Bobbin Head.

During the war, the company was mainly occupied with building craft for the armed services. Among the work were seventeen 38-foot air-sea rescue boats, forty-three 62-foot fast supply boats and sixteen 112-foot Fairmile cruisers.

Cruising Yacht Club of Australia members are most familiar with the successes of Magnus and Trygve (and their able crews, which always included Stan Darling and Trevor Gowland).

Their record in the Sydney Hobart race almost defies belief, with a string of first and high placings including a hat trick of firsts in 1963–65. They gave up ocean racing in 1965. Trygve opened his own design consultancy and Magnus became a navigator of note. They

“The ship foundered and everything the family owned went to the bottom”

were involved for some years in Australia's America's Cup and Admiral's Cup campaigns and Magnus continued to navigate various yachts until the 1980s.

The Halvorsen name is probably best known to the wider public as the originators of bareboat charter in Australia; countless families have enjoyed holidays aboard Halvorsen cruisers. They were well built, comfortable and seemed almost indestructible.

Randi Svensen's story is an easy read, laced with anecdote and comment, and gives a thorough picture of the accomplishments of all members of this highly talented migrant family. The book is printed on high-quality heavy art paper, and features sumptuous colour photographs by Brendon Read interspersed throughout the text showing details of decks, fittings and beautifully varnished woodwork. The photographs show off not only the artistry of the Halvorsens and their associates but also that of their master craftsman Trevor Gowland. ■



BENETEAU FIRST 44.7

The new Bruce Farr designed Beneteau 44.7 has an enviable racing pedigree, but it also has another side to its character – a comfortable cruising boat, writes Barry Tranter

THE BENETEAU 44.7 IS A COMFORTABLY FITTED OUT CRUISER/RACER WITH THE PERFORMANCE CAPABILITY TO WIN THE HOBART RACE
PHOTOS: BARRY TRANTER

Winning co-skipper of the 2003 Rolex Sydney Hobart Yacht Race Michael Spies has adopted an unorthodox approach to this year's 60th Race. He has a new boat, a 12ft skiff. The skiff represents a return to Spies' sailing roots but will also serve to fill the gap until the arrival of his next new ocean racer, a Beneteau 44.7.

The Hobart-winning Beneteau 40.7, *First National Real Estate*, has been sold. The new 44.7, also to be called *First National Real Estate*, is due to arrive from France in August. So, presumably, between August and December Spies will be busy preparing the new boat, racing it, and campaigning his skiff as well – along with anything else he may get involved in. Grass never grows under Spies' feet, or should it be barnacles never grow under his hulls?

The first two Farr-designed Beneteau 44.7s to arrive here will live very different lives. Hull No.8 is David Mason's *Planet Ark*, which will be campaigned from the CYCA with Neville Wittey helping in its set-up and sail development. *Planet Ark* will predominantly test the racing capabilities of the design. Hull No.9, *After Noon* (owner Greg MacMahon's previous boat, a Beneteau 40.7, was called *Noon*) will test more the racer/cruiser compromise.

MacMahon is a cruising sailor who likes to go twilight racing, do some Saturday club races and enjoy the Hogs Breath and Hamilton Island race series. He plans for his new 44.7 to spend time in Sydney and Port Douglas. We were given the opportunity to use MacMahon's boat for our test sail.

Spies, who was helping MacMahon set up *After Noon*, joined us on the sail. Sailmaker Ian Short and his team also came along, bringing with them the boat's mainsail, No.1 and No.3 headsails and a borrowed spinnaker. This was only the second sail so everyone was keen to learn more about the new boat.

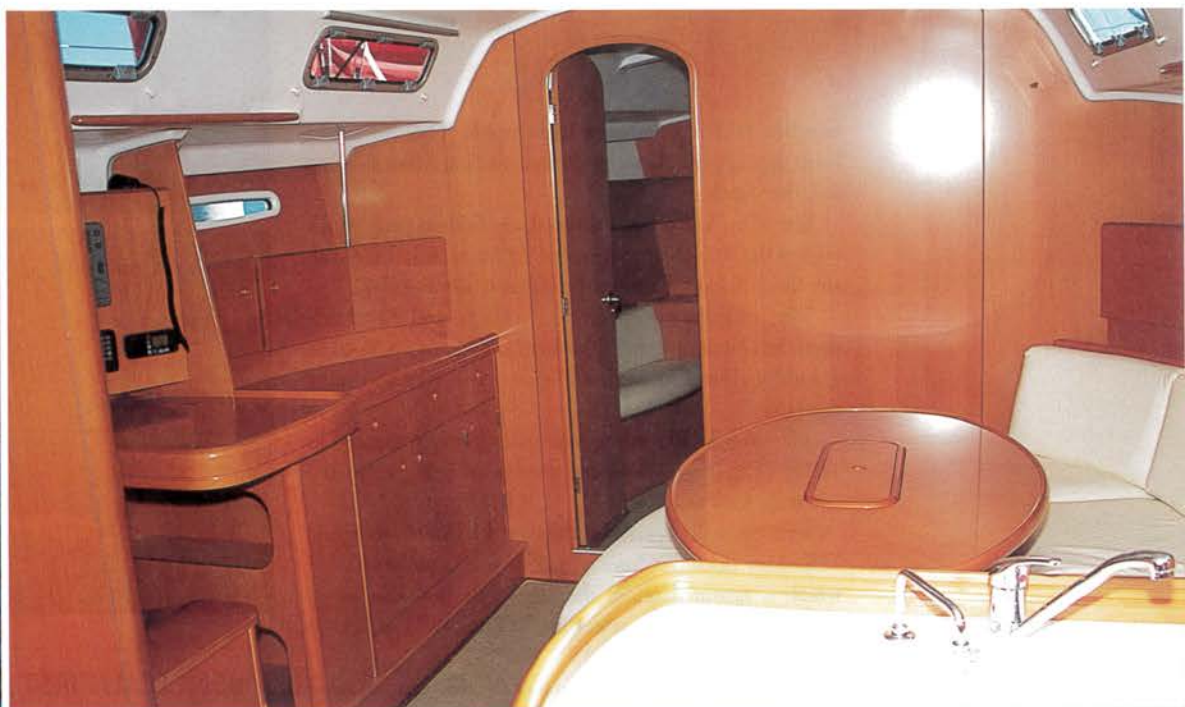
Beneteau Vicsail's Shane Crookshank reported that since the first outing the mast had been given more rake, as Spies thought the helm was too neutral. This boat has the two-spreader rig (three spreaders are optional), which brings a rating advantage; but Spies feels the longer spar panels make tuning a bit more difficult.

MacMahon's boat is intended to be less optimised for racing than Mason's, but she has already undergone some well-considered tweaking. A double-action hydraulic backstay has replaced the standard single-action backstay and she has been fitted with a Tuff Luff headsail foil.

"We made things a bit easier for the crew," says Crookshank. "The outhaul goes to 12:1 and there is a second set of genoa cars to make life easier when changing headsails. We've done a bit of work on the keel and rudder to get the trailing edges right."

And the new Short sails are carbon fibre. A set of jumbo repeaters will go on the mast, mounted on a Sydney Yachts console which also gives the crew a step up the mast. To aid the boat's cruising role, there's a chart plotter at the helm as well as down below.

Why did MacMahon choose the 44.7?



"I wanted a bigger boat because I do a lot of delivery trips up and down the coast, and I wanted the privacy of the forward cabin with its own head," he said.

"I looked at the pure racing boats and, although they are great boats, the resale value is not there. When I sold my 40.7 I had no trouble selling it and I basically got back the base price.

"Like the 40.7, on the 44.7 only a little bit of work should make it very competitive. What I loved about the 40.7 is that if you sail reasonably well you can be up there."

MacMahon takes good care of his boats and so, in a different way, does Spies. "The first day I get a new boat I take out the floorboards and make copies in marine ply, of the same thickness and weight. I also make racing cushions and put the standard ones away until I am ready to sell the boat," he says.

As we prepare for our test sail, Spies prowls around After Noon's saloon, working out how he will install temporary berths on his boat to suit ocean racing. The challenge is to build in extra berths without damaging the interior trim. "I haven't got my head around it yet," he says.

Only about 20 minutes later we are shy-reaching across Pittwater under the borrowed spinnaker with 9.2 knots on the clock. The wind indicator says 20 knots, true. Feels a lot less to me. I ask if the instruments have been switched to apparent wind.

"No," says Short, "it's one of those days when there is 20 at the masthead but not on deck."

That was the gust of the day. For most of our sail the wind is around 10 knots.

Spies is at the helm, hacking at the huge wheel to try to persuade the rudder to let go. It doesn't. "This is a really forgiving boat," he says.

To MacMahon, watching from the pushpit, Spies offers a few tips. "With such a big rudder any lock adds to the drag so you always have to unload the rudder to get a bit of speed up". As he says this, he centres the helm and boatspeed instantly jumps a tenth or two.

Upwind under the No.3 it is my turn at the wheel. Spies coaches me to cut down on wheel-twiddling. He encourages me to let the boat follow the wind up in a lift, then check it gently with the helm so no positive lock is needed. I think I get it. Later, under the No.1, we get an upwind reading of 7.3-7.4 knots, a representative figure because the crew is happy with the rig tune, the sails look good, we have crew weight on the rail and Crookshank guarantees the instruments are freshly calibrated. Boatspeed readings correspond with the GPS, but Spies feels the wind speed may be a bit optimistic.

The helm position is fine, the teak foot support just far enough outboard for short people to see the sail tufts. The big wheel has a deep trough, but it is mounted on a wide binnacle, which should confine most of the rope tails to the cockpit and out of the trough. The traveller is on the floor ahead of the binnacle; the 4:1 control lines cam cleat to the traveller car. The German mainsheet system leads to

winch within the helmsman's reach. The mainsheet leads through clutches so you can cam cleat either side and free the winch.

The 55hp Volvo has a three-speed folding prop which pushes the 44.7 to a top speed of 8.8 knots. But Spies feels the three-bladers are treated unfairly under the IRC.

"The difference between three-blade and two-blade props is 12 seconds per 100 minutes. You don't have to be a naval architect to work out that it will cost you more than that."

After Noon's IRC rating was tentatively estimated as 1.118. (The boat was in the process of being measured when we took our sail.)

"Farr has really optimised the boat for IRC," says Spies. "The keel does not have a bulb – it is parallel-sided – which is favoured under the IRC. The hull also seems quite narrow on the waterline." (The 40.7's BMax is 3.73m, the 44.7's is 3.98m.)

Short had not made a spinnaker for the boat when we took our sail and the day's final discussion was about the length of the spinnaker pole.

The standard pole is J length (4.81m). MacMahon wanted a longer pole; he and Spies discussed how long it should be.

I ask why he wants to go for a bigger sail. "Spinnaker area is penalised relatively lightly," says Spies, "so it makes sense to put more area there." Sail area/displacement ratio is around 26.6 by my calculations, which is quite high.

We motor back the Royal Prince Alfred Yacht Club's marina (economical speed is 8.4 knots, says Greg). At top speed under power the boat lifts her nose and drags her stern as she starts to climb onto her bow wave. The hull seems to have plenty of volume in the bow and would probably appreciate keeping crew weight forward when going upwind. She keeps her bow up when running, which should keep her straight.

The fully-fitted three-cabin interior is comfortable and the timber trim is classy (pearwood, a really nice colour) although some interior volume is lost to the narrow beam when compared with other 44s. The interior has all the facilities that buyers in this class expect, including two heads, big cabins, plenty of stowage. A nice detail; the centreline dinette seat fits under the table when not needed.

As Spies says, it will be easy to sail the 44.7 to 90 per cent of her ability. For the more zealous racer, chasing the last 10 per cent, she seems to have on her side a slippery hull with a lot of sail area and, we assume, a favourable IRC rating.

According to Crookshank, Spies is looking for his boat to provide him with back-to-back Hobart wins. Watch this space! ■



BENETEAU FIRST 44.7

LOA	13.68m
Hull length	13.37m
LWL	11.50m
Beam	3.98m
Displacement (light)	.9129kg
Draught:	2.65m
Optional draught	2.15m
Mainsail	64.50 sq m
Genoa	63.30 sq m
Spinnaker (approx)	123 sq m
I	17.50m
G	4.81m
P	17.27m
E	6.23m
Engine	55hp
Fuel	200 litres
Water	400 litres
Price	\$478,000 (basic boat, which includes a comprehensive equipment inventory) \$506,990 (fitted with electronics, VHF and Cat. 7 safety gear)
Contact	Beneteau Vicsail, Pittwater Phone (02) 9999 0944 Beneteau Vicsail Sydney Phone (02) 9327 2088

SURVIVAL

Switch to 406

Analogue 121.5 MHz distress beacons will no longer be detected after February 2009.

Digital 406 MHz distress beacons are smarter and safer.

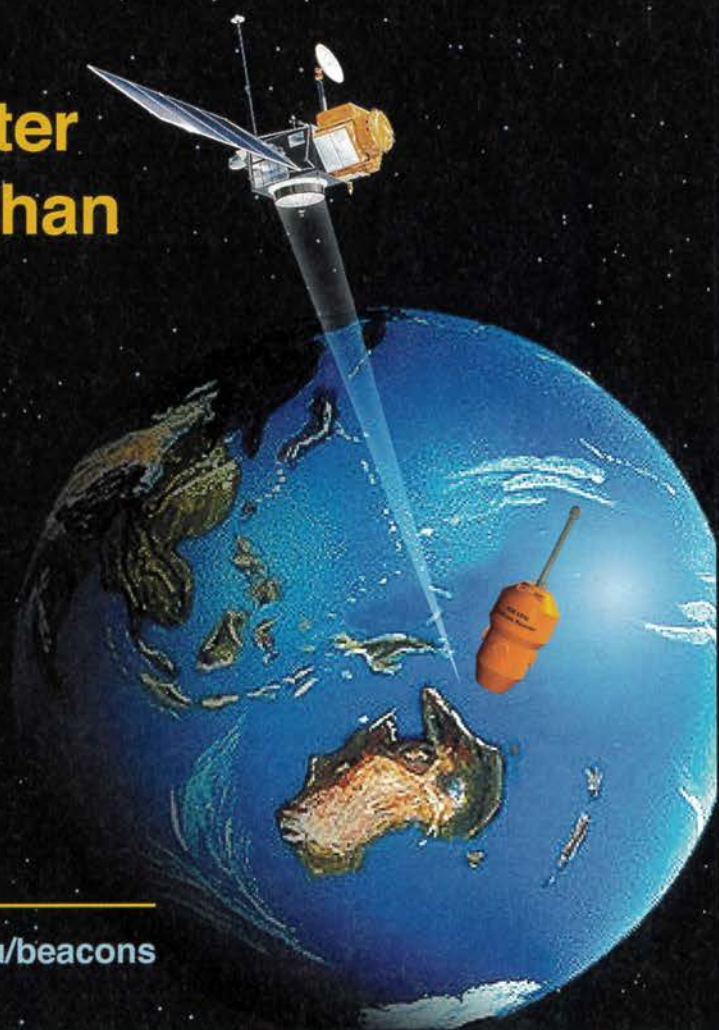
They are detected faster and more accurately than analogue beacons.

Make the safe switch to 406 NOW.



Australian Government
Australian Maritime Safety Authority

For more information see www.amsa.gov.au/beacons





SOME LIKE IT HOT

Exotic curries have Hugh Fitzhardinge hooked and you too can savour such delights at sea

Not so long ago I did an article on Hayman Island and the resident chef, Sri Lankan Peter Kuravita. He's now turned up at one of Sydney's newest and trendiest restaurants, 'Flying Fish'. But don't let the fact that it's trendy put you off, because it recently scored rave reviews in the Good Living section of *The Sydney Morning Herald* which can make or break expensive places. 'Flying Fish', which is in Pyrmont, also has a facility where they will pick yachties up off their boats if they're in Sydney Harbour!

What Kuravita is really into is curries. Talking about his upbringing in Sri Lanka and curries is seriously fascinating. He reckons that a curry is all about the spices involved and he separates his curries into three varieties: 'dry', 'white' and 'black'. A 'dry' curry is one that is cooked with spices and put in an earthenware pot and is called *ambultail*. The beauty of the dry curry and its reason for being is because it keeps for a very long time, and this is particularly important when no refrigeration is available, especially in hot spots like Sri Lanka or India. A 'white' curry is essentially one that has coconut cream in it and is mild while a 'black' curry is all about fire! No coconut cream to tone it down – just serious lashings of chilli and other spicy stuff.

At 'Flying Fish', Kuravita is getting famous for his Sri Lankan snapper curry, which is basically his signature dish. He takes loads of time over this preparation and he uses curry spices, always fresh coconut milk and then the off-cuts and heads of the snapper. This all gets reduced and strained resulting in something that is rich and divine. He uses the off-cuts at this early stage because the fleshy white bits of the snapper would be overwhelmed by the

spice. The dish is served with the curry separate to the prime, fleshy bit of fish, which is seared and then served separately on a bed of rice. Kuravita suggests that you pour the curry sauce over the fish at the table and then mix in condiments like coconut sambal and chutney.

This all sounds rather exotic, but we know that sailors don't have the time to do this sort of cooking in the galley so I'm giving you something that my work assistant Michelle whips up at home; its degree of difficulty is small. Even an old sea dog whose repertoire doesn't extend much past bangers and mash could do it. ■

PHOTO:
TYRONE BRANIGAN

MICHELLE'S QUICK FISH CURRY

- 4 fillets of white fleshed fish
- 1 cup coconut milk
- 1 tbs fresh basil
- 2 kaffir lime leaves
- 1 tsp palm oil
- 2 stalks lemongrass
- 1 red chilli, sliced lengthways
- 1 tsp oil
- Zest and juice of 1 lime

Line a baking tray with foil and place the fish in the centre. Pour over the coconut milk and sprinkle with the ginger, chilli, basil, kaffir lime leaves and lime zest and juice. Drizzle with oil and top with lemongrass. Season and cover with foil, seal and cook in the oven for ten minutes until fish flakes.

• *Hugh Fitzhardinge is a reviewer for The Sydney Morning Herald Good Food Guide.*



THE HARD STUFF

Whisky, brandy, and the ultimate hot toddy – Ben Canaider considers good reasons for imbibing and choosing the best drop

If you use such noble drinks as whisky and brandy in a Pavlovian manner, that is, as a reward system for doing something good (like repacking the jib in the bow locker after the Sunday-sailor idiots stuffed it in there higgledy-piggledy), then you ought not skimp on quality. Pavlov's dog was not, after all, trained on tinned food; the tidbits were gourmet delights.

So forget the 'Thirteen Pipers McBargain Whisky' from the drive-through bottle shop and concentrate instead on some peaty, smoky, almost medicinal single malts from Islay, one of Scotland's western isles.

Single malt whisky – no matter where it comes from in Scotland – is made entirely from malted barley (no other grain) at a single distillery.

Scotland has just over 100 working distilleries and single malts are their 'winemaker's reserve' whiskies, if you like. Single malt is matured in barrels for a few years – anything up to 25 – to add to the drink's complexity of flavour and smoothness.

Islay's single malts – such drinks a Laphroaig and Lagavulin – attract many whisky drinkers' attention because of their distinctive seaweedy aroma and strong, pungent taste. This character is not an imaginary effect brought on by over immoderate consumption. The peat used to fire the kilns in which the barley is dried has more than a touch of the sea about it. Brackish peat water and the assertive presence of a rugged marine environment leave their mark on the peat, and, via the peat smoke, on the whisky as well.

Sip this whisky in small amounts, from heavy tumblers, sans-ice, and with only the tiniest drop of still spring water to set the flavours flying. Be warned. People either love or hate this stuff. Laphroaig means 'the beautiful hollow by the broad bay'.

Lagavulin is the other Isaly whisky worth sniffing and sipping. Established in 1742, it's one of Scotland's oldest distilleries. The style is more full and round than Laphroaig, which is a decidedly more heady and oily whisky. Both are about \$85 for 700ml.

Of course, if you're in need of something richer and rounder, then brandy might be the answer. Brandy, to many, means Cognac. But, before thinking offshore, do not overlook local delights. Australia once had a much more robust brandy industry. Changing tastes, stunning Pacific-Rim cuisine, and new tax laws changed all that, however. But there are a few good Ocker brandies left; one of which is St Agnes Seven Star Very Old (\$55). With some older material in the blend (going back more than 50 years) this drink is smooth and long, without the fiery heat of younger, rougher brandies. All it needs is a small glass and a relaxed frame of mind. Keep this away from the cola and ice-cube deranged young people.

Before cold tablets we relied on brandy to keep us soldiering on. This drink, along with a few other ingredients, gave us the hot toddy. The name toddy itself, as far as I can tell, comes from an Indian word meaning the sap of a palm tree; sweet, sticky stuff. Mix it with brandy – or whisky for that matter – and you've got the drink in question.

This recipe comes from an elderly friend, who claims it dates back to pre-WWI:

Into a large coffee cup, squeeze the juice of one lemon; add a tablespoon of honey and 60ml (or two shots) of brandy. (Hardy's Black Bottle is very good for this; and it's not a bad mixed drink, either \$25.) Top up with boiled water from the kettle and drink before retiring to bed. ■

• *Ben Canaider's new book, Cooking Under The Influence – food to drink to, is now available for \$34.95.*

SIGNAL BURST EPIRB

New products and developments in the world of yachting

ACR Electronics in Australia

Every 406MHz EPIRB manufactured by ACR Electronics now includes the company's proprietary oscillators, virtually guaranteeing users with an immediate full-activation frequency signal burst to overflying COSPAS-SARSAT satellites.

An electronic device used for the purpose of generating a signal, oscillators typically are the most expensive item in the electronic composition of today's highly sophisticated 406MHz EPIRBs. Oscillators assist in jump-starting a full-frequency EPIRB signal burst from a cold start.

The new ACR oscillators are part of the new 2004 406MHz line-up, which includes the GlobalFix, RapidFix, and Satellite2 EPIRBs.

Based at Fort Lauderdale in the US, ACR Electronics designs and manufactures a vast range of safety products including EPIRB's, PLB's personal utility lights, marker lights, radios, SARTs and safety accessories. The entire ACR Electronics range is available through RFD Australia and can be viewed online at www.rfd.com.au along with RFD's range of safety equipment.



Seal of approval

Don't tell your wife or girlfriend, but the seal or signet ring, most commonly worn by men, has the longest and most distinguished history of any piece of jewellery. Over the centuries they have played a part in many of history's most significant events and customs. Countless historical documents

have been authenticated with a wax seal from a seal, or signet, ring, and they have been referred to in many of the great works of literature.

Today, this most traditional piece of jewellery appears to be making a comeback. Sydney-based master hand engraver John Thompson says there has been a real resurgence in the popularity of gold and platinum rings with family crests for use as wax seals.

"They are worn by men who are proud of their family history, and are a symbol that has remained unchanged throughout the generations," he says.

Thompson, whose ancestry can be traced back to William Hogarth, the 18th century engraver and satirical artist, spent his early career, in England. He served his apprenticeship in London where he worked on commissions for many members of the British aristocracy and other prestigious clients. Amongst them was Prince

Charles for whom Thompson made a signet ring when he became the Prince of Wales. It is a ring that the Prince wears to this day.

If, after research, a link cannot be identified between a customer's family and a specific family crest or coat of arms a seal ring can still be designed using almost any style of lettering, background or shape that the client wishes. Also popular are regimental crests, club badges and monograms, while those of Scots descent can have their ring engraved with the clan badge associated with their family name, thereby signifying their allegiance to the chief of that clan.

For further information, call John W. Thompson & Son, Sydney: (02) 9233 3520.



Soft shoe deck shuffle

Available in Australia through Burke, is the Henri Lloyd Navigator, a classic hand-sewn moccasin construction deck shoe with the comfort and technology of a sports shoe. The upper is made from waterproof leather for durability, low moisture pick-up and quick drying. It features a leather in-sock combined with a cushioning heel. The brass eyelets are rustproof and the leather laces non-rotting and salt resistant.

The Navigator features the same non-marking high grip performance sole as Henri Lloyd's Extreme Deck and Ocean Racer boots.

Also available through Burke is the new Eclipse jacket from Henri Lloyd in the classic bomber style, with a waterproof, windproof and breather outer shell.

Visit the website: www.henrilloyd.com

Maritime plotter expands

Perfect map display on a 16.9 format screen in the boat's cockpit, increased computer performance and even more connection and installation options are some of the characteristics of VDO's latest generation MAP 7 ocean map plotters. The screen diagonal on the ocean map plotter has grown by about 25 per cent to 176mm, with more information displayed more legibly and in perfect resolution, even in bright sunshine.

VDO has announced two models in the program, MAP 7W with external GPS antenna and MAP 7 WI

FAR LEFT: JOHN THOMPSON SIGNET RING.
LEFT: HENRI LLOYD NAVIGATOR DECK SHOE



with integrated GPS antenna. Both have a display of 154mm x 86mm and a screen resolution of 480 x 234 pixels with 256 colours instead of the 16 of earlier models.

The VDO MAP 7 WI also supports a true split-screen function that allows the screen to be divided, providing a more useful display of relevant navigation information. The left-hand side of the screen displays a large format ocean map, while the right-hand side displays the continually updated navigation data.

A range of NMEA connections and other interfaces means the MAP 7WI is also perfectly equipped for integration into sports boat and yachting information networks.

For further information, contact:

David Meehan at Siemens VDO Australia, on 1800 335 282 or email: davidmeehan@siemens.com

Sailboat solutions

Marine intelligence is a most useful publication from Raymarine when considering the best instrumentation system for yachts of various sizes. The suggested set-up is, of course, based around the award-winning SeaTalk instructions, with the ST60 systems recommended for ocean racing yachts up to 50 foot.

For yachts up to 35 foot (10.8m) LOA, the basic instrumentation suggested is the ST60 Tridata display and the ST60 Wind display. Traidata combines depth and speed instruments in an easy to read three-line display. The magnified Close Hauled Wind instrument provides vital information the helmsman needs.

For yachts between 35 and 50 foot (10.8m and 15.4m) the recommended instrumentation is the ST60 Wind, Speed and Depth displays as the basic units. ST60 Wind is a combined analogue and digital wind instrument for precise measurements of wind speed and direction.



ST60 Speed is full size display of speed through water, speed over ground (GPS required), sea surface temperature and trip and log. ST60 Depth is a large digital display of depth, with audible shallow, anchor and deep water alarms, depth trend indicator and min/max depth displays.

Depending on the planned use of the yacht, Raymarine offers a wide range of additional instrumentation, including the ST6001 Plus autopilot, the RL70C Plus Raychart chart plotter, the Raystar 120 GPS sensor through to RayTech Navigator software on a PC.

Raymarine instruments are distributed in Australia by Oceantalk Australia in Sydney. Further information, call (02) 9981 9500, email: sales@oceantalk.com.au or visit the website: www.oceantalk.com.au

Location, location

The latest Magellan GPS handheld receivers were the first in Australia with secure digital memory capability and Australian street mapping. The Magellan Meridian Marine's 16MB of map details includes Australian motorways, major roads and parks as well as waterways, fixed nav aids, lighthouses etc.

The Median Marine is one of four rugged GPS handhelds, the others being the Meridian GPS with 2MB of map details, the Meridian Gold with 16MB of details, the Meridian

Platinum which also includes an electronic compass and barometer/altimeter (obviously for mountain climbers).

For further information, contact Magellan GPS Systems, Perth: (08) 9444 0233 or email: info@magellan.com.au or the website: www.magellan.com.au



Beneteau birthday

French yacht builder Beneteau is celebrating its 120th anniversary this year at Saint Gilles Croix-de-Vie in Vendee, where Benjamin Beneteau designed and built his first sailing trawler. Today Beneteau is one of the world's leading producers of glass reinforced polyester (GRP) or fibreglass sailing yachts.

Full details of Mariner Boating Holidays
on www.marinerboating.com.au
or call 02 9966 1244

Email info@marinerboating.com.au

or call in at Suite 802/83 Mount Street, North Sydney NSW 2060

MARINER BOATING
VACATIONS • EVENTS • REGATTAS

NEWS FROM ALL PORTS



TO BE READIED FOR AN ACTIVE SUMMER OF COMPETITION: THE YOUTH SAILING ACADEMY'S ELLIOTT 6S PHOTOS: IAN MAINSBRIDGE

SEAN LENDS A HAND

Sean Langman, one of Australia's most successful offshore racing yachtsmen and marine industry businessmen, is putting back into the sport his time and effort to support youth sailing.

For example, earlier this year he made his Open 66, *AAPT*, available to take kids from the Hunters Hill Sailing Club's Nippers Group out for an exciting introduction to sailing before their training camp.

Now Langman has again offered the services of Noakes Boat

& Shipyards at McMahon's Point to clean the Cruising Yacht Club of Australia's Youth Sailing Academy's Elliott 6s in preparation for an active summer ahead including a big season of interclub and international match racing, starting with the NSW Youth Match Racing Championships in September.

In addition to expanding the Noakes Boat & Shipyards enterprise to Newcastle, a facility has been opened at Nelson Bay and both new operations are also conducting learn to sail courses.

SYDNEY GEARING UP

The 2004 Sydney International Boat Show was looking huge as *Offshore Yachting* went to press. Extra exhibitors were to be located in the six halls at the Convention and

Exhibition Centre and the Cockle Bay Marina was to be expanded to accommodate over 230 boats. The show was to run 10am to 8pm daily from 29 July to 3 August.

YACHTING VICTORIA'S CEO

Yachting Victoria president Peter Merritt has announced the appointment of Ross Kilborn as the group's new chief executive officer.

Kilborn's business background includes 10 years in financial management roles, before moving to general management in several medium-sized companies.

Most recently Kilborn was general manager of a consumer marketing consultancy

company, which he established seven years ago, and which developed to be the leader in its field in Australia.

Kilborn has been involved in yachting in Victoria for nearly 30 years, sailing off-the-beach, trailable and keelboats. He is currently an active catamaran sailor at Port Melbourne Yacht Club, where he also serves as principal of the club's sailing school.

IMS FOR LORD HOWE

The Gosford-Lord Howe Island Race Committee has decided to stick with IMS and PHS as the two handicap divisions for the 2004 event, starting in Broken Bay on 30 October. The decision contrasts with the Cruising Yacht Club of Australia policy of replacing IMS with IRC for all major offshore races and regattas, including the Rolex Sydney Hobart Yacht Race.

LHI race fleet coordinator for the Gosford Sailing Club, Allan Fenwick, said the committee's decision not to join the trend to IRC was based on practical considerations.

"Every yacht entering a Category One event like the Gosford-LHI still has to satisfy the stability requirements via a valid IMS certificate," he said. "There just doesn't seem much point putting owners through the trouble and expense of getting an IRC number, especially when that rating system isn't guaranteed as a long-term prospect.

"People have been happy to sail their boats to Lord Howe under IMS or PHS for many years. There's no good reason to change that. We're confident they'll continue to support the race," Fenwick said.



Fastfind Plus

406 Mhz PLB



- Built in GPS
- 3 minute alert time
- Accurate to 30 metres
- 121.5 Mhz homing signal
- 20 minute positional update
- Replaceable 5 year battery
- 24 hour operation
- Weighs only 0.26 kg
- Supplied with lanyard and carry pouch

Pains Wessex Australia Pty Ltd
PO Box 25, Glen Iris, Victoria 3146
Ph (03) 9885 0444

painswessex
.com.au

INGLIS DESIGNS IN WA



FAST FORWARD LEADS SYRENKA – THE EVENTUAL LINE HONOURS WINNER – AND VENDETTA OUT OF BUNBURY HARBOUR IN THE BUNBURY FREMANTLE RACE PHOTOS: NEIL SMITH

The dominance of Inglis designs in ocean racing on Australia's west coast was highlighted in a recent presentation night in Perth.

Inglis 47s, of which WA already has four of the 12 built and is rumoured to have a fifth arriving soon, scooped the pool with Daniel Patterson's *Abbotts Fast Forward* taking out the Siska Trophy as the state's top ocean racer.

Patterson also won the awards for the top boat in the Yachting Association's home-grown handicap section and that under IRC for the Blue Water Championship – one of the three series sailed off WA between October and April.

Second placed on YAH and IRC in the Blue Water series was Barry Bond, with *Vendetta*, the second of the Inglis 47s which also took out prizes for third in YAH in the spring and summer series, and second in YAH in the summer series.

Apart from *Abbotts Fast Forward* and *Vendetta*, Mark and Lenci Millman sail another of the breed, *Scavenger*, out of the Geraldton Yacht Club, 300 miles north of Perth.

South Perth Yacht Club member Tony Mitchell is now also sailing an Inglis 47, the boat with which Grant Warrington first attracted attention in the Sydney Hobart Yacht Race under the name *Wild Thing*. Renamed *Wild One*, the boat arrived in February, too late to have any impact on the championship series.

Apart from those, Western Australian's most consistent line honours winner in Division A has been Garth Curran's Inglis 58, *Walk on the Wild Side*, and in Division B, Geoff Backshall's Inglis 27 sports boat, *Ka Boom*, another consistent line honours and handicap contender.

Patterson and his *Abbotts Fast Forward* crew received the Siska Cup, a spectacular "recycled trophy" donated by



NIKKI JONES, THE 2003 WA WOMEN'S KEELBOAT CHAMPION (BLACK SPINNAKER) SHOWS THE WAY IN A RUN TO THE FINISH LINE OF THE WA FOUNDATION 36 CHAMPIONSHIP ON THE MATILDA BAY REACH OF THE SWAN RIVER

the former top WA yachtsman and Australia's first Olympic medallist in sailing, Rolly Tasker.

The presentations highlighted a season which saw more than 60 boats racing regularly on alternate weekends between October and April, and also heralded an important change for next season with a new Green Water Championship, eliminating a number of existing category two races to encourage more division one and two boats out of the Swan River onto the ocean.

The presentation night also highlighted the introduction of three 'new' high performance competitors. These boats are:

- Bob Von Felton's new Mumm 30, *Expresso*, the first of its breed in WA which blitzed some of the bigger competitors in the short races of the five-race WA Week Regatta in March.
- *Wild One*, Tony Mitchell's earlier mentioned Inglis 47

which has yet to make its full impact.

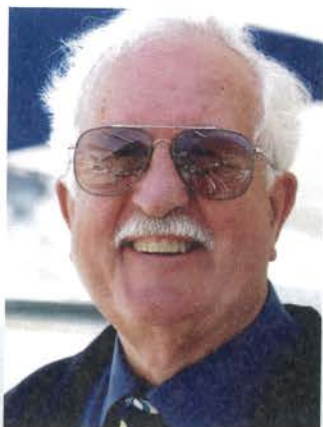
Mitchell previously campaigned the Farr 40, *Prime Minister*.

- *Ausmaid*, a Farr 47 seen as the best chance of challenging the Inglis boats, which has recently been taken over by Trevor Taylor, a former Siska Trophy winner.

Other new additions to the WA fleet, but which arrived too late to make any impact on the championships include:

- *Hi Flyer*, a First 40, the former winner of the King's Cup in Phuket when sailed by legendary Hong Kong sailmaker, Neil Pryde, and now owned by Brett Young of Fremantle Sailing Club.

• *Aquilla*, a Northshore 37 newly built to a commission by Roger Passmore who collected four prizes at the awards night for performances in his old boat, *Delphis*, an S&S34. – Neil Smith



DOWN THE RHUMBLINE

By Peter Campbell

Every two years the Cruising Yacht Club of Australia elects a new Commodore, with the retiring Commodore ending his long stint as a member of Club Committees, as a Director and then as a Flag Officer before reaching the most senior role of Club Commodore. The role requires many years of dedicated service, but it has the rewards of seeing progressive changes implemented for the benefit of fellow members and, indeed, those many sailors who visit the CYCA each year.

John Messenger stood down as Commodore at the CYCA's Annual General Meeting on 12 July this year, his place taken by Rear Commodore Martin James who has been elected unopposed.

'Messo', as we all know him, can look back with immense pride on his contribution to the CYCA as a Committee member, Director, Flag Officer and, finally, as Commodore. In particular, his role in overseeing the building of the outstanding floating marina had great personal connotations as his father Charlie's boatshed and slipway once stood on the land now occupied by the Club. 'Messo' was virtually born and bred on the foreshores of Rushcutters Bay.

We all wish 'Messo' well in his retirement from the Board, but one thing is certain, he will continue to be an active sailing member of the Club with his Sydney 38, *Utopia*, encouraging more people to get involved in sailing and other club activities.

New Commodore Martin James is also an active sailor as owner/skipper of the Farr 65, *Infinity III*. Few members know the contribution that he has made to the CYCA as a Director and Flag Officer, dealing with many complex administration, finance and legal matters over the past few years.

Two highly significant achievements led by Martin have been the successful signing up of Rolex as the sponsors of the Sydney Hobart Yacht Race and the Rolex Trophy regatta and his interest in the design, construction and successful operation of the award-winning Rolex Sydney Hobart Yacht Race website and the Yacht Tracker system for the Hobart and other long ocean races.

Talking of Commodores, Robert 'Biddy' Badenach has retired from a rather long, in fact, double stint in that role with the Royal Yacht Club of Tasmania. The good news is that 'Biddy' will continue in his role as chairman of the RYCT's Rolex Sydney Hobart Yacht Race Committee. At the time of writing, the tip was that Marion Cooper would move from Vice Commodore to become the first woman Commodore of the RYCT.

On a sad note, Rhumblines joins many others in paying tribute to the contribution to ocean racing and the success of the Rolex Sydney Hobart Yacht Race made by Jim Bacon, former Premier of Tasmania, and Bernard Lewis, maxi yacht owner and Sydney Hobart Race winner back in the 1980s, both of whom sadly passed away in June.

Jim Bacon will be remembered as the driving force in Tasmania's economic recovery. He was a great supporter of the Sydney Hobart Yacht Race as a means of promoting the island state and, through his personal direction, the Tasmanian Government provided logistical support and funding in the year when the CYCA and RYCT were without a sponsor. I remember clearly his enthusiastic and convincing concept of the race conveyed to representatives of Rolex when they visited Hobart before making a decision on sponsorship.

He also added recognition to long-time competitors by introducing the presentation of special medallions each year to those male sailors who reach 25 Hobart Races and to female sailors who achieve ten races.

Bernard Lewis became a great enthusiastic for ocean racing in the late 1970s and 1980s – first with the converted America's Cup challenger *Gretel*, then with *Vengeance* (ex *Siska IV*) and finally with his magnificent maxi yacht *Sovereign*, which in 1987 took line and handicap honours in the Sydney Hobart.

As David Kellett, his Sailing Master with each of these boats, recalls: "Bernard was a wonderful supporter and mentor; he had such a desire and passion to achieve – he inspired the will to win, trust and loyalty from all around him. The sport needs more gentlemen sailors like Bernard Lewis." ■



PEUGEOT

1800 307 607
www.peugeot.com.au



OFFSHORE RACING CALENDAR

MAJOR OFFSHORE AND INSHORE EVENTS IN AUSTRALIA AND INTERNATIONAL 2004-2005

AUSTRALIAN

2004

JULY

- 31 Sydney Gold Coast Race, IRC, PHS, 384 nautical mile, CYCA
- First Race CYCA Blue Water Pointscore Race 2004-2005
- 31-7 Etchells World Championship 2004, Mooloolaba YC, Qld

AUGUST

- 14-19 Hog's Breath Race Week, Airlie Beach, Qld, Whitsundays SC
- 21-28 Hamilton Island Week, Hamilton Island, Qld, Hamilton Island YC
- 30-4 Hayman Regatta, Hamilton Island, Hayman Island YC

OCTOBER

- 15-17 Farr 40 One Design Regatta, Peppers Anchorage, Port Stephens, NSW
- 30 Gosford to Lord Howe Island Race, 408 nautical mile, IMS, PHS, Gosford Sailing Club

NOVEMBER

- 12-14 Farr 40 One Design Rhodes Waterside Regatta, RPAVC
- 27-28 Short Ocean Racing Championship, IRC, IMS, PHS, JOG, Sydney 38, Farr 40, Middle Harbour Yacht Club

DECEMBER

- 10 Canon Big Boat Challenge, Sydney Harbour, CYCA
- 11-13 Rolex Trophy One Design classes. Farr 40, Sydney 38, Sydney 32, Mumm 30 OD classes, Sydney Harbour and offshore, CYCA
- 16-19 Rolex Trophy, IRC, PHS, Sydney Harbour and offshore, CYCA
- 16-19 Rolex Challenge international teams series as part of Rolex Trophy, continuing through to Rolex 60th Sydney Hobart Yacht Race, IRC, CYC A
- 25 Rolex 60th Sydney Hobart Yacht Race, IRC, IMS, PHS, 628 nautical mile, Tasman Sea, CYCA
- 26 Melbourne Hobart West Coaster Race, ORCV
- 27 Melbourne Launceston Bass Strait Race, ORCV

2005

JANUARY

- 2 Pittwater Coffs Harbour Race, IRC, PHS, RPAVC
- 2 King of the Derwent, Hobart, Derwent SC
- 2-5 Boags Sailing South Race Week, RYCT
- 23-26 Skandia Geelong Week, Royal Geelong YC
- 26 169th Australia Day Regatta, Sydney Harbour

FEBRUARY

- 12-14 Australian Wooden Boat Festival, Hobart
- 18-20 Farr 40 One Design Australian Championship, Sydney Harbour & offshore, CYCA
- 19-22 Great Southern Regatta, Adelaide, Divs 1, 2, 3, IRC and class racing, Cruising Yacht Club of South Australia
- 24-26 Farr 40 One Design Pre-Worlds Regatta, Sydney, CYCA

MARCH

- 1-4 Rolex Farr 40 One Design World Championship, Sydney, CYCA

INTERNATIONAL

2004

JULY

- 16-15 New York Yacht Club Sailing Week, Newport, Rhode Island, US
- 25-3 Rolex Commodore's Cup, Cowes, Isle of Wight, UK
- 31-7 Int Etchells World Championship, Mooloolaba, Qld

AUGUST

- 8-15 Rolex Baltic Week, Neustadt, Germany
- 14-28 Olympic Regatta, Athens, Greece

SEPTEMBER

- 8-11 Rolex Farr 40 Worlds, San Francisco, California, US
- 4-19 St Francis Big Boat Series, San Francisco, California, US
- 4-11 Maxi Yacht Rolex Cup, Porto Cervo, Italy
- 12-19 Rolex Swan Cup, Porto Cervo, Sardinia, Italy

OCTOBER

- 20-1 Rolex Middle Sea Race, Malta

NOVEMBER

- 9 Rolex World Sailor of the Year Awards, Copenhagen, Denmark

DECEMBER

- 11-19 Rolex Trophy Series, Sydney, Australia, including Rolex Challenge international teams series
- 26 Rolex 60th Sydney Hobart Yacht Race, IRC, PHS, One Design, final race Rolex Challenge international team series, CYCA, Sydney, Australia

2005

MARCH

- 1-5 Rolex Farr 40 One Design World Championship, CYCA, Sydney

206 | 307 | 406 | 607

ENGINEERED TO BE ENJOYED



PEUGEOT

SYDNEY
02 4340 5083

HOBART
03 6234 5422



MELBOURNE
03 9646 5273

BRISBANE
07 3252 5161

PERTH
08 9430 5366

DOYLE FRASER SAILMAKERS

www.doylefraser.com

Proudly Australian - Truly International

City Boating International 

Phone: 9331 4180 151 Bayswater Road
Fax: 9331 3427 Rushcutters Bay
Paul Williamson N.S.W. 2011

Open 7 Days
Discount Boating Gear
www.cityboating.com.au

10% off wet weather gear

nannidiesel 

MARINE PROPULSION 

• ADVANCED TECHNOLOGY • SUPERIOR QUALITY

NANNI DIESEL AUSTRALIA

26/17 Bowden St, Alexandria Sydney 2015
Phone: (02) 9319 5222
Email: sales@collinsmarine.com.au



Halsey Lidgard Sailmakers

For more information please visit our great web site at:
www.halseylidgard.com

SYDNEY LOFT
PH: 02 9529 4108
3/185 Ramsgate Rd, Ramsgate.

OTHER AUSTRALIAN LOFTS IN BRISBANE, MELBOURNE AND PERTH.



Most Medals – Barcelona '92
Most Medals – Savannah '96
Most Medals – Sydney 2000!

Be a Contender ... Buy Contender!

Call or write to: Contender Sailcloth Pty Ltd 4A Wilmette Place Mona Vale 2103 NSW
(02) 9997 4099 or 1800 252 350

Stockist of: Contender Sailcloth, Rutgerson Hardware, P.N.P. Products, Blue Streak Batteries, Webbing, Tapes, Adhesive Sailcloths, Furlex Furlers, Selden Rodkickers, Ferrari PVC Fabrics.

LEWMAR

• WINCHES • HATCHES • HARDWARE
NAVTEC NORSEMAN GIBB

• ROD RIGGING • DYFORM WIRE • HYDRAULICS • TERMINALS

Whitlock Steering Systems

BARLOW DISTRIBUTORS (AUSTRALIA) PTY LTD
177 PHILLIP STREET REDFERN NSW 2016
TELEPHONE: (02) 9318 2128 FAX: (02) 9319 1858
EMAIL: barlow@hotkey.net.au



Australian Yacht Charters
"come join us in our little bit of paradise"

Luxury, club & budget class yachts, catamarans and cruisers available for charter in the magnificent Whitsundays. Quality boats and service for your bareboat or crewed charter. A holiday of a lifetime at attractive rates.

1300 300 753 + 61 4 1299 0000 www.austyachtcharters.com.au



FURLEX

JIB FURLING & REEFING SYSTEM

The best selling Jib Furler in the World

(02) 9997 4099
1800 252 368

Whitsunday
rent yacht

Yachts • Catamarans • Motor Cruisers
Incorporating AUSTRALIAN BAREBOAT CHARTERS

Choose from the BIGGEST fleet of charter yachts for boating holidays in the Whitsunday Islands.

FREE CALL 1800 075 000

Website: www.rentayacht.com.au Email: rentayacht@bareboat.com.au



Telephone: (02) 9363 2130
Facsimile: (02) 9327 1465
Mobile: 041 2032 130

D. & R. SHIPWRIGHTS (C.Y.C.A.)

• REPAIRS
• PAINTING
• FITTING

New Beach Road
Rushcutters Bay NSW 2027

vival, Survival, Survival, Sur
Beat the Ultimate Storm



Para-Anchors Australia

PO Box 1377 Sale, Vic 3850
 Ph 61 (03) 5144 1244 Fax 61 (03) 5144 1320
 Email: alby@paraanchors.com.au
www.paraanchors.com.au
Proudly Manufactured in Australia Since 1986




406 MHz EPIRB/PLB



- **Approved**
- **Lightweight**
- **\$1695**

Safety at Sea (Australasia) Pty Ltd

Phone: 1800 141 499 Fax: 1800 002 073
 Website: www.safetyatsea.com.au
 e-mail: sales@safetyatsea.com



**DAVID HOLMES
 BOATBUILDING**

- **FITOUTS • REPAIRS**
- **DETAILING • PAINTING**

Phone/Fax: 02 98100691
 Mob: 0412 918 289

Balmain Marine Centre
 1-3 Phoebe St, Balmain NSW 2041

www.wetweathergear.com.au

Australia's only dedicated wet weather gear site

*Dinghy to Offshore Gear, Clothing, Shoes,
 Safety Equipment, GPS, V.H.F Radio, EPIRB's*

Famous brands like-

*Musto, Henri Lloyd, Burke, Helly Hansen, Douglas Gill, Sperry,
 Sebago, Line 7, Ronstan, Dubarry, Stormy Seas, Pains Wessex,
 Suunto*

Lots more stock coming on board soon

Subsidised freight - Australia Wide



a division of Power Drive Marine Pty Ltd

Going North?



Sails

new or old
 cruising or racing
 repair-recut
 recover-restitch

Trim

awning-shades
 bimimis-dodgers
 sail- boat covers

Bryn Wooding Ph 49555477

LAST THOUGHT

LAST THOUGHT

Silhouetted against the winter sun, the for'ard hand on this yacht prepares the spinnaker pole for a hoist during the BMW Sydney Winter Series on Sydney Harbour. An average of 140 yachts raced each Sunday in close competition

PHOTO: ANDREA FRANCOLINI

ONSHORE



MEMBERS NEWSLETTER

THE NEWSLETTER OF THE CRUISING YACHT CLUB OF AUSTRALIA

AUGUST 2004

PHONE: (02) 9363 9731 FAX: (02) 9363 9745 EMAIL: cyca@cyca.com.au RESTAURANT: (02) 9327 6723

ONCE A COACH, ALWAYS A COACH

At 70, Mike 'Fletch' Fletcher is often asked: "How long are you going to be a coach?"

Like the man, his reply is no-nonsense and it makes perfect sense. "If people are still asking for you, you're still a coach."

As a consultant coach to Yachting Australia, Mike Fletcher has been based in Athens and Europe for the past six months, working full time with the world silver medal combination of Darren Bundock and John Forbes in the Tornado class, and with Finn sailor Anthony Nossiter.

When his charges head out of the starting gate at the Athens Olympic Games this month they will literally have a lifetime of sailing and Olympic competition knowledge behind them with the Athens Olympics 'Fletch's' record seventh as a coach – and he's not discounting an eighth.

Having seven Olympics on his sailing resumé puts Mike Fletcher in a class of his own in this country with only Colin Beashel close to that mark with six Olympics behind him after Athens.

However, when asked about his greatest sailing achievements, his answers relate very much to his own highlights, not those of the athletes he has coached.

Being part of the winning NSW Southern Cross Cup team at the CYCA in 1979 was "one of the big ones", as was coaching the winning America's Cup boat *Australia II* in 1983, selection for the Australian Dragon team that competed at the 1972 Olympics and finally winning a handful of national championships in his younger days.

Mike Fletcher began his sailing career as a patent engineer before heading to the Elstrom sail loft in Sydney in 1962 to use his engineering knowledge to improve the performance of their sails. Two years later he bought the business and he remained there for 20 years until his successful foray into America's Cup racing when *Australia* recorded its historic win.



THE ATHENS OLYMPICS WILL BE MIKE FLETCHER'S RECORD SEVENTH AS A COACH AND HE IS NOT DISCOUNTING AN EIGHTH.

His first Olympics was in Kiel, Germany, in 1972 where he was the reserve helmsman in the Dragon Class and, by default, coach for the Australian team led by John Cuneo that went on to win the gold medal in this class.

Since then, Fletcher has coached at every Olympic Games with the exception of the Moscow Olympics in 1980, where no Australian sailors competed, and has seven Olympic medal-winning sailors to his credit – one gold, three silver and three bronze.

'Fletch' has looked hard at the competition and believes that Bundock and Forbes are the number one contenders for the gold medal and that Nossiter will probably be looking at top ten finish, a personal best for him.

When *Onshore* spoke to 'Fletch', he had just trained with his Tornado team for 14 days straight and he admitted he sometimes wishes he was 30 once more but, then again, many 30-year-olds would be envious of the energy and stamina that keeps him on the water coaching or on the road between overseas regattas for months at a time.

While 'Fletch' has his name stamped all over the dinghy sailing world, he has also had a major influence on his own offshore racing club, the CYCA, where he has been a

member for 34 years, as one of those responsible for establishing the Youth Sailing Academy back in 1993.

"A lot of good young sailors can now move into keel boats or dinghy sailing because of the Academy," he says.

And he sees an easier transition these days between dinghy and keelboat sailors.

"In the past, you were either an ocean racing yachtsman or a dinghy sailor, but now sailors like Chris Nicholson, Michael Blackburn and Anthony Nossiter are experienced ocean racers as well as champion dinghy sailors."

So what will 'Fletch' do after Athens? He's looking forward to returning home to track down old friends for a drink at the CYCA and to enjoy a social sail with his mate Johnny Messenger. But when pressed about whether he really knows how to just step on a boat and relax, he admits he can't stop being competitive, ever.

"You are always looking around and talking tactics, trim and speed ... it's just something you do all the time as a coach ... you never switch off".

Like the man says, when the people are still asking for you ...

Lisa Ratcliff

PAST COMMODORES RECOGNISED FOR SERVICES TO THE CYCA

Towards the end of June and during the final weeks of his term as Commodore, John Messenger hosted an intimate gathering of Past Commodores at a cocktail party held in the Morna Room at the Club.

The evening was well patronised with 12 from 16 living past Commodores in attendance. Those that were unable to make it on the night were not in Sydney at the time.

The highlight of the night was the presentation of a specially designed lapel badge to each of the past Commodores recognising their previous role and contribution to the Club.



(LEFT TO RIGHT) PAST COMMODORE DAVID KELLET AM, HIS WIFE KENDI, KAYE BROOKS AND PAST COMMODORE JOHN BROOKS TOGETHER AT THE PAST COMMODORE'S GATHERING.

"The idea was suggested by Immediate Past Commodore Hans Sommer and I believed that it was a very meritorious idea. It was then presented to the current Board and was subsequently ratified. These 16 past Commodores have chaired the Board of Directors over a period of 50 years during the development of the Club to the prestigious position it holds in world yachting today," says Commodore Messenger.

It was the first time that there had been such a gathering at the CYCA, and there were many interesting and reminiscent discussions taking place. The eldest in attendance was Past Commodore John Bleakley. A CYCA member for over forty years, John is still young at heart in his early nineties and regularly enjoying racing in Club events.

Christina Del Conte
Editor



(LEFT TO RIGHT) MARGARET PSALTIS, DIRECTOR MATT ALLEN, PAST COMMODORE BILL PSALTIS AND PAST COMMODORE JOHN BLEAKLEY.



(LEFT TO RIGHT) PAST COMMODORE LEIGH MINEHAN, DIRECTOR GARRY LINACRE AND LEIGH'S WIFE JO.

BARRANJOEY COMES OUT OF RETIREMENT FOR 5.5 METRE WORLDS

Well-known sailing identities Michael York and Bill Solomons announced recently that they will bring the famous 5.5 metre keelboat *Barranjoey* out of retirement from the Sydney Maritime Museum, restoring her to sail in the 5.5 Metre Gold Cup and the World's on Sydney Harbour in December/January, both to be hosted by the Royal Sydney Yacht Squadron.

Barranjoey was originally built for Olympic keelboat sailor Bill Northam in

1964, the same year he represented Australia with his crew Peter O'Donnell and Dick Sargeant at the Tokyo Olympic Games and won the gold medal. This was the only Australian entry to win a medal at those Games and the only Australian 5.5 to win a medal in the history of the Games.

Leading up to the 1968 Games in Mexico, it was Bill Solomons and Michael York who campaigned the wooden boat for her second berth to an Olympics, winning Australian selection.

Like a number of others in those earlier years, York was unable to get away from work to go to Mexico and was subsequently replaced by Sir James Hardy. Scott Kaufmann, son of boat designer Ted, made up the threesome – they finished seventh.

Barranjoey has not been in the water since 1968. She was on the hard out in the open, then moved to better surroundings at Wharf No. 7 at the Sydney Maritime Museum where she has been gracefully aging. An excited Michael York commented, "We'll be putting her in the workshop first to fix the rot in the deck – she is just a shell at the moment. Then, we will move her to the Royal Sydney Yacht Squadron and give her a refit and hopefully she'll float."

York said that they expected the work would take them around two months to complete, then he and Bill Solomons would get out on the harbour for some practice before campaigning their famous charge in both the Gold Cup and the World

Continued on page 77

BREAKFAST CLUB STALWART HONOURED

Anyone who has enjoyed a hearty breakfast on a Sunday morning before BMW Sydney Winter racing at the CYCA will probably know Philip Grounds by sight, if not by name. A quiet but amiable man, Grounds has had a continuous association with the Breakfast Club for 17 years, one of the many volunteers who contribute to the core success of the CYCA as a great Club.

Members honoured Grounds for his long service to the Club when he was elected a Life Member at the Annual General Meeting on 12 July, joining an illustrious list of Members who have been so recognised over the years.

Former Commodore Les McClean, himself a Sunday Breakfast Club member, nominated Phil Grounds for Life Membership, with David Lawson the seconder and another Life Member, Alan Brown, supporting the nomination for Grounds' outstanding contribution to one of the great traditions of the CYCA – Sunday breakfast on the deck during winter.

Grounds became involved with the Breakfast Club not long after joining the CYCA in 1986, and in 1995 he took over breakfast operations from Alan Brown.

This involves recruiting volunteers to cook the sausages, eggs and so on, procurement of all goods and accessories each week, preparation of some items, such as cutting up onions, storage at home of all equipment and doing the banking. Sunday breakfast is not all done between 7am and 11am on that day.

"He has been generous with his time and the running of his vehicle, in procuring necessary supplies during the weeks, organising volunteers, and he has personally worked almost every Sunday Breakfast, Commodore's Barbeque and The Quiet Little Drink function during the past 17 years," remarks Past Commodore McClean.

Apart from providing these extra culinary benefits for CYCA Members and guests, the Breakfast Club has raised many thousands of dollars for the Club to buy additional facilities.

As Life Member Brown comments, "Phil is not a person who stands out in a crowd or a person who seeks personal attention, but he does have a small group of friends in the Club to whom he is very loyal. While he owns a yacht, he does not become very involved in Club sailing



PHIL GROUNDS HAS RECENTLY BEEN ELECTED A CYCA LIFE MEMBER IN RECOGNITION OF HIS TIRELESS SERVICE TO THE CLUB

because of his commitments to his work and to his wife, who is unfortunately not well.

"In his 17 years continuous service of volunteering, there has never been a more generous member prepared to give of himself for the benefit of members.

"In my opinion, there are few members, past or present, who are more worthy of being recognised for their work for the members than Phil Grounds," adds Brown.

Peter Campbell

Continued from page 76

Championship, where he hopes to see at least 50 other competitors on the line.

"We haven't decided who our third crew member will be – it may be a veteran like Bill or myself, or we might find a young bloke who'll put up with us," York laughed.

The veteran Sydney yachtsman is looking forward to competing against some other formidable Aussies. These include Gordon Ingate, with crew Tony Header and Mark Downer, who have just left Australia for Hanko in Norway to compete in the 5.5 Metre Scandinavian Gold Cup and the European Championships, along with the Australian President, Colin Ryan, who will take his crew.

Ingate recently won the right to represent in Norway after winning the 5.5 Metre Gold Cup on Sydney Harbour, hosted by Vaucluse Yacht Club.

Incidentally, Gordon Ingate, Michael York, Bill Northam, Dick Sargeant and Peter O'Donnell were team mates aboard Sir Frank Packer's *Gretel*, challenging for the America's Cup in 1962.

Di Pearson

ULYSSES CHALLENGE BLOWS INTO THE CYCA

On 19 June, the CYCA joined 62 countries around the world in celebrating Bloomsday, inspired by James Joyce's great book *Ulysses*.

Joyce went back three thousand years to Homer's *Odyssey* to connect with the spirit of an adventurer called Odysseus, who was renowned as a master mariner. Homer, in lyrical poetry, tells us of his 10-year voyage back to his home in Ithaca when he had to contend with wild winds and seas and the wrath of the gods, which brought shipwreck and the loss of all his crew.

The James Joyce Foundation Ulysses Challenge Yacht Race was held on Sydney Harbour, and Poseidon did indeed send some challenging winds for those wanting to win the Bloomsday Perpetual Trophy.

The trophy, crafted from a bronze tiller head from the Archina by artist John Firth Smith in 2000, now stands proudly within the Trophy cabin at the CYCA as a reminder to yachts people of the poetic fusion of the elements in great poetry and great yachting.

Participants adjourned to the RANSA Drill Hall where dramatised excerpts from Homer's *Odyssey* captivated the audience. The party atmosphere was further enhanced



KARL GARAVAN (LEFT) WITH NICK CASSIM, OWNER OF *LOLITA* AND 2004 CENTENARY WINNER OF THE ULYSSES CHALLENGE YACHT RACE.

by Yiannis Polkas playing the bozouki and singing Greek songs.

Club Member Karl Garavan together with Monica Nehrey from the Irish Tourist Board welcomed Irish Consul General Anne Webster to the CYCA to present the 2004 Trophy.

Clara Mason, artistic director of the James Joyce Foundation, introduced members of

Continued on page 78



IRISH EYES ARE SMILING FOLLOWING THE POST-RACE CELEBRATIONS FOR THE ULYSSES CHALLENGE YACHT RACE.

Continued from page 77

the competing crews, including Rob Hampshire from *Zephyrus*, Stuart Birdsall from *Pretty Fly* and Nick Cassim from *Lolita* (which was declared the 2004 centenary winner) to read extracts from Homer.

Joyce believed in serendipity and what could be more wonderful than the fact that Cassim's father came to Australia from Kythera in 1908.

Cassim grew up hearing stories about the pirates of the Aegean along with stories of Odysseus's wanderings, but it is his interest in marine history that got him absorbed in the boat building techniques described in detail by Homer and relied on by historians.

Lolita, a 35-foot sloop built of Huon pine, was the oldest boat in the race. Owned by Cassim for over forty years, *Lolita* has a

history of great adventures including being rolled in a Sydney Hobart Yacht Race and, like *Odysseus*, still managing a safe homecoming.

The Ulysses Challenge Yacht Race is now part of the CYCA racing calendar, and organisers look forward to building bridges to some of the other cities where Bloomsday is celebrated.

The James Joyce Foundation will ensure that copies of Homer's *Odyssey* are available to CYCA members. Please contact the Foundation on email ozbloom@smarthat.net.au to obtain a copy.

Shane O' Neill once again took some brilliant shots of the race which are available from his website at:

www.oneillphotographics.com.au

James Joyce Foundation

STARLIGHT SAILING CHALLENGE



We're racing to brighten the lives of seriously ill children and would love you to be involved. On Friday, 17 September 2004 the Starlight Children's Foundation will once again be hosting our annual

regatta – the Starlight Sailing Challenge presented by CommInsure. It is a fantastic event that skippers, crew and participants all enjoy.

Starlight aims to brighten the lives of as many of Australia's seriously ill children and their families as possible, through the granting of wishes and providing entertainment both in and out of hospital.

We invite you to support Starlight by entering your yacht in our fourth regatta (non-spinnaker). The minimum yacht capacity should be approximately six guests plus crew. Divisions will be advised prior to the race.

All corporate guests will make a generous donation to Starlight for the opportunity to enjoy a competitive sailing regatta, as well as a gourmet lunch and refreshments which are served on board for guests and crew. Your involvement will help to ensure this fundraising event is a success.

The regatta, managed by the CYCA race team, will commence at 1pm from the CYCA. There will be more fun following the race with an afternoon at the CYCA, including a BBQ, champagne tasting, open bar and fantastic entertainment, as well as prizes and trophies presented by a celebrity MC. We require access to your yacht at approximately 10am to load the lunch hampers.

If you would like to participate in a fantastic and fun regatta, please register your interest by contacting Pino Foti on (02) 8437 4311 or by email: pfoti@starlight.org.au

CRUISING CAPTAIN'S REPORT

CRUISING AGM

The Cruising AGM was held on Tuesday, 6 July. A full report on this meeting, the Committee Members for 2004–2005 and plans for cruising activities for the following year will be in the next edition.

TOP END CRUISING

We were recently lucky enough to do a bit of "cruising" around the Top End and naturally took the opportunity to visit local yacht clubs and see what was happening. Darwin is a popular port for cruising yachts whether circumnavigating Australia or the world.

One of the challenges of anchoring and sailing around Darwin is the tide, with a tidal range of up to 7 metres. The new marinas, including Cullen Bay Marina, have overcome the problem of tide by installing a lock system. This keeps both the marina and the yachts afloat at low tide, and it was an amazing experience to enter and exit Darwin Harbour this way.

While in Darwin we met up with Colin Blair and Commodore Peter Sutor from Dinah Beach Cruising Yacht Association, who are assisting the Dili Yacht Club in the organisation of the Darwin Dili Yacht Race.

This is the first time this event has been run in 30 years, the last event being 1973. The race started on 31 July with over 10 entries. For further information, go to their website www.darwindilidaily.org.au

Interestingly enough, we were told the rules being used for this event are straight out of the International Rules covering Prevention of Collisions at Sea and the entrants are all responsible for their own safety equipment.

We also visited the Darwin Sailing Club where we met Life Member and Sailing Manager Don Rayment, who coincidentally was on his way to Sydney to do an AYF Race Officers Course, and naturally he called into the CYCA while he was here.

Darwin Sailing Club is a very friendly club, and the perfect spot to watch the beautiful Darwin sunsets and enjoy a relaxing drink and a great meal. After Darwin we visited Gove, very briefly, and Cairns, but more about this next time.

Note: This cruise was actually done on four wheels, but naturally cruise control was used most of the way!

*John Keelty
Cruising Captain*

VALE BERNARD LEWIS

Bernard Lewis, prominent maxi yacht owner of the 1980s passed away on 2 June after a long illness. Lewis was born in Yorkshire, England, on Boxing Day in 1933. His parents moved to Australia at the end of World War II and settled in Hobart. After relocating to Sydney in the 1960s with \$100 and an old Ford Zephyr car, Lewis continued his career in real estate and became one of the most successful property developers in Australia.

I first met Lewis in early 1978 soon after he purchased the famous Australian yachting icon *Gretel* sight unseen. On arrival in Sydney, *Gretel* was moored in front of Bernard's waterfront home in Vaucluse. Thus began the love affair with that particular yacht and yacht racing, which saw Lewis become a very successful ocean racing sailor.

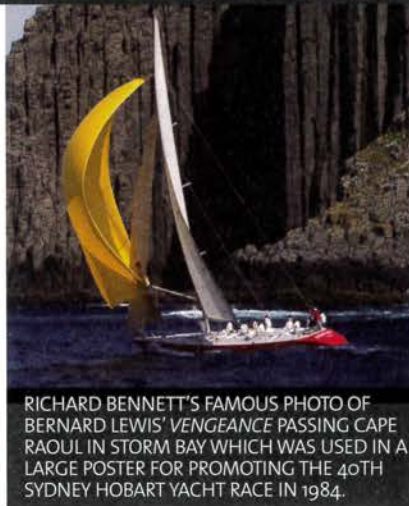
Lewis decided to renovate her and asked me to assemble a crew capable of racing her to Hobart. *Gretel* competed in all the major east coast races with reasonable success and fulfilled his dream of his yacht racing in the Sydney Hobart Race in 1978, followed by 1979 and 1980 where she finished fifth over the line and second on handicap. A marvellous achievement for an 18-year-old yacht designed for the America's Cup.

Lewis loved the competition and camaraderie that sailing brought. The crew lived by his saying, "How do you spell fun – WIN". He also became a great proponent of Club life, having joined the CYCA in 1978 and thoroughly enjoyed the 'après' sailing after the races. The *Gretel* crew became infamous for 'winter drinks' (double rum and cokes) at the nor'west corner of the bar in the Coaster's Retreat. He was also keen on racehorses and named a promising two-year-old 'Quiet Little Drink' after the famous Hobart activity.

Late in 1981, Lewis purchased *Vengeance* (*Siska IV*) from Rolly Tasker. *Vengeance* took line honours by over four hours in the Sydney Hobart Race of that year, fulfilling another dream of his to be first to finish in his old hometown. Over the next three years *Vengeance* went on to take line honours in most of the east coast races, including race records in all the regular ocean races from Sydney Harbour and competed in the Sydney Hobart in 1982, 1983 and 1984, taking second over the line in a gale swept race. Lewis also represented the CYCA in the 1982 Kenwood Cup in Hawaii, winning the Club Team trophy.

Having met with much success on the Australian east coast, Lewis wanted a yacht with which he could compete at world class level on the maxi yacht circuit.

His simple request was that I produce a new yacht that would take the line and handicap double in the Sydney Hobart Race and be competitive on the world circuit. From her launching in late November 1986



RICHARD BENNETT'S FAMOUS PHOTO OF BERNARD LEWIS' *VENGEANCE* PASSING CAPE RAOUL IN STORM BAY WHICH WAS USED IN A LARGE POSTER FOR PROMOTING THE 40TH SYDNEY HOBART YACHT RACE IN 1984.

Sovereign, a David Pedrick designed 83' aluminium maxi yacht, won everything she competed in, except the Sydney Hobart Race of that year when she had to retire due to a failure of a bolt in the spreader root connection to the mast.

Sovereign took line honours in each of the 30 races she contested in 1987, winning over half on handicap and being highly placed in the remainder. Selected in the NSW team for the Southern Cross Cup, NSW won when *Sovereign* won the line honours and handicap double in the Sydney Hobart Race, fulfilling Lewis's brief and dream.

Lewis was very proud to have been chosen to represent Australia in the 1988 Kenwood Cup with *Sovereign* and went on to race in the San Francisco Big Boat Series, followed by the 1989 World Maxi Championship. After winning the first two legs of the Championship in the US Virgin Islands and Newport Rhode Island, *Sovereign* was about to be delivered to Europe when an American made an offer Lewis could not refuse. While disappointed not to go on to officially win the World Maxi Championship, he had won two of the three regattas and shown the world what his team could do.

After twelve years of intense competitive sailing and with the handicap rules in a state of change, Lewis felt it was time to have a rest. Unfortunately by the time the rules had settled to produce good race boats, his health had deteriorated and he was unable to continue his passion of ocean racing.

Lewis was wonderfully generous to his crew and a great mate to all, taking care of all expenses while racing and ensuring that the yacht was in excellent condition and always ready to race. He inspired the will to win and trust and loyalty from all around him. The sport needs more gentlemen sailors like Bernard Lewis. We'll miss you, Boss!

David Kellett AM, Past Commodore

PACIFIC SAILING SCHOOL

THEORY COURSES 2004

C5 – YA SMALL CRAFT SAFETY

Essential knowledge for small boat sailors and a pre-requisite for further YA certification. Held over two consecutive Saturdays or Sundays (9:30am–4pm), includes a three-hour practical session on our offshore yacht. On satisfactory completion and payment, Waterways can issue your Boat Drivers License.

4/2004 Sunday 19 & 26 September 2004

C9 – YA COASTAL NAVIGATION

Presented by ex-Navy Navigation Instructor/yachtsmen and YA examiner Greg Stewart over eight Monday evenings, 6pm–9pm, and a three-hour practical session.

4/2004 Thursday 4 October 2004

C12 – MARINE RADIO

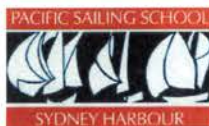
Update your knowledge of Digital Select calling and all the recent changes over three Thursday evenings to obtain your MROCP license (6pm–9pm).

4/2004 Thurs 2, 9 & 16 September 2004

C14 – YA SAFETY & SEA SURVIVAL COURSE

Be ready to join the Rolex Sydney Hobart Yacht Race crews by getting your YA SSS Certification now. Course is over two days and includes the flare drill and the wet drill at Qantas pool. Fee \$490 includes comprehensive course notes, theory, flares, and wet drill.

5/2004 Saturday 4 & 11 September 2004



Five per cent discount for CYCA members. For more information, or to book your place, call Pacific Sailing School on (02) 9326 2399.

WINTER HAPPY HOUR

5pm–6pm

VB & TOOHEYS

\$3 Schooner
\$2 Middy

LITE

\$2 Schooner
\$1.50 Middy

GLASS OF WINE

\$2

For Members and their guests.



FROM THE YOUTH SAILING ACADEMY



YOUTH SAILING ACADEMY TRI SERIES REGATTA TROPHY PRESENTATION.

INTERMEDIATE SQUAD – TRI SERIES

Over 40 youth sailors from CYCA, RSYS and RPAYC enjoyed an exhilarating day of fleet racing at the CYCA Youth Academy. Racing nine of the Elliot 6s (three boats crewed by four sailors from each club), the young sailors handled the gusty sou'westers extremely well.

The sailing instructions encouraged all crew to helm a race, but in the challenging conditions, not all sailors took up this opportunity. However, it was wonderful to see the supportive crew work from all competitors. This regatta gave developing sailors the opportunity for interclub

competition and was applauded as a great success by sailors, parents and coaches alike.

CYCA Director Garry Linacre, with his good yacht *Flicka*, performed an outstanding job as PRO for the day. For the young, the highlight of any regatta is the opportunity to mix and socialise at the end of the day and Director Graham Swan's barbequing skills came to the fore here, providing sausage sandwiches and the forum for a fun and relaxed presentation. Thank you to all who added to this very successful day.

ADVANCED SQUAD MATCH RACING – IT COULDN'T BE CLOSER HIRST MATCH RACING REGATTA – REGATTA ONE

The first of the Advanced Squad Match racing regattas was sailed in strong sou'west breezes, which gusted over 30 knots at times. Thirty Youth Academy sailors demonstrated their skills in the regatta, which was kindly sponsored by CYCA member Tony Hirst.

Supported by volunteer parents, race committee and umpires, 32 races were completed enabling the sailors to consolidate the boat handling, prestart manoeuvres and rules they have acquired during the past eight weeks of squad training.

The regatta was won on a count back by Richard Howard and his crew of Kyle Langford and Morgan White, sailing *Musto*, with seven of the boats finishing within three points of the winners. The closeness of

the points demonstrated the evenness of the crews and their sailing skills.

International Umpire David Tallis debriefed the weary youth at the end of the day. He provided some very insightful tips on how to keep options open to allow better tactical sailing, and provided a better understanding of the rules from the umpire's perspective.

BIG KAHUNA MATCH RACING – REGATTA TWO

Dean Harrigan, long-time supporter of the YSA, this year provided the Advanced Squad with their second Match Racing Regatta for 2004. The ten Elliotts and three coach/umpire boats were seen flying all over Rushcutters Bay on the first day of the two-day series, in more of the strong westerly winds we have enjoyed this winter.

Many of the flights (a Match Race flight is a full set of races where every boat is paired against one other boat) had to be sailed as non-spinnaker races. Gusts of more than 30 knots were causing boats to broach and they were having difficulty gybing.

Michael Babbage and his crew of Jono Whitty and Jye Murray were the leaders at the end of day one, although again it was very close at the front of the fleet. Final results can be found on the CYCA website on the 'Youth' link.

Again the support of volunteer umpires Bill Pringle, Andrew Baglin, Gary Manuel, Richard Christian and Zeta Payne was invaluable. The skill and ability of these umpires to make quick and accurate calls in difficult situations needs to be observed to be believed.

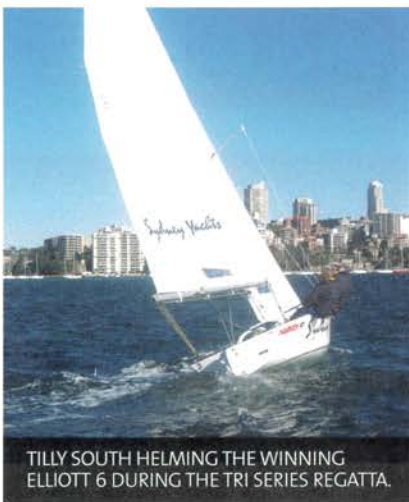
If you would like to learn umpiring, please don't hesitate to contact the YSA. The umpire group have fun and the in-depth rules knowledge can only add to one's sailing skills.

Once again, the umpires and competitors have enjoyed the experience of teaming up with International Umpire David Tallis.

YOUTH SAILORS ABOARD FOR INGLES SYDNEY GOLD COAST RACE

Youth Sailing Academy sailors, able to take the time from studies or work, have jumped aboard yachts to race north in July and August.

The 2003 Rolex Sydney Hobart Yacht Race winning combination of Michael Spies and Youth Sailing Academy sailor Andrew Joyce, will again come together to race north on *Sting*.



TILLY SOUTH HELMING THE WINNING ELLIOTT 6 DURING THE TRI SERIES REGATTA.

QUIET LITTLE DRINK
ANDREW SHORT
MARINE



BAVARIA YACHTS



Richard Howard is joining his 'old' team from Tow Truck, all from Newcastle and Lake Macquarie and skipper Mick Hinchey, aboard his recently acquired Sydney 38. They are determined to do well in this yacht, which hadn't been named at the time of writing. The skipper is also expected to submit an entry for the 60th Rolex Sydney Hobart Yacht Race later this year.

Also racing on a Sydney 38, *Easy Tiger* from Pittwater, is YSA sailor and well-known bowman around the CYCA, Morgan White.

Another exceptional bowman who has come through the Academy is Sam Newton. He will again join Geoff Lavis on *UBS Wild Thing*, along with youth sailor Elizabeth (Bob) Walsh. Bob was one of the *Strewth* crew who did not make it to the start of the 2003 Rolex Sydney Hobart Yacht Race due to the boat's engine trouble, and she is very much looking forward to returning to long ocean racing.

James Christian was snatched up early in the year to join Warwick Sherman's crew on his Cookson 12, *Occasional Coarse Language*.

Andrew Williams will join *Seriously TEN* at Southport to sail to Mackay and compete in the Hogs Breath Regatta. Erin Cameron is following the same race program on *Ichi Ban* and then joining *Hammo on Ice*, a sportsboat from Cairns, to race at Hamilton Island.

SPONSORSHIP – BAVARIA YACHTS

BAVARIA YACHTS

The YSA is proud to announce that Bavaria Yachts has recently signed on to sponsor an Elliott 6. "As one of the two top yacht manufacturers in the world, it is exciting to have the opportunity to display our logo while supporting youth development," says company director Tony Kirby.

"Bavaria has made a conscious business decision to promote sailing for the total development of the sport, and there couldn't be a better way to do this than by supporting the CYCA's very successful Youth Sailing Academy," he adds.

Bavaria is now offering the 35, 38 and 42 MATCH. This brand new series of state-of-the-art cruiser racers offers strong stiff hulls, stainless steel sub frame to take keel, mast and rig loads, foam cored hull, over-sized rod rigging, superb cockpits for racing and cruising and fully fitted timber interiors for comfort and high residual value.

Bavaria's head office is located on beautiful Pittwater at Church Point in New South Wales and their website is www.northsouthyachting.com.au

CYCA OFF TO GOVERNOR'S CUP

The YSA will again field a strong under-20's youth team for the Governor's Cup to be held at Newport Harbour, California, from

19–24 July. Following the success of last year's team of Seve Jarvin, Robert Bell and Sam Newton, the CYCA has again been accepted for this prestigious match-racing event.

YSA coach Euan McNicol, who will be accompanying the group and has again selected a strong team who have been members of the Youth Academy for a number of years. Skipper Jacqui Bonnitcho has previously won a Women's Match Racing Regatta and World 29er Women's Championship. Tom Clout, on mainsheet, won the 2002 Australian and Youth 29er Champion and is presently skippering in Advanced Squad races. These two will join Sam Newton, bowman extraordinaire, and member of last year's winning Governor's Cup team, whose previous experience at Newport will prove invaluable.

What a big commitment it is for these team members to be attending the numerous trainings necessary to prepare for this regatta! They are looking forward to defending the title won by last year's CYCA team.

PAST YOUTH ACADEMY SPONSORS CONTINUE THEIR SUPPORT

As winter finishes, many boat owners are preparing for the coming summer with a complete check and repair of their boats. The Youth Sailing Academy is no different and despite the ongoing maintenance program, August is the month for extra activity.

NOAKES BOATYARD, through member Sean Langman, has again provided the CYCA with facilities and manpower to see all 10 Elliotts anti-fouled and returned to the racing and training for the coming season. Langman's ongoing support of the YSA is invaluable to our overall maintenance program and we appreciate his support very much.

HOOD SAILMAKERS has also renewed their contract for the supply of all Elliott sails and this means we can cost effectively replace the well-used sails when required.

TOLL LOGISTICS AND CLUB MARINE have again renewed the sponsorship of their Elliott 6s. This valuable financial support enables the Club's boats to be well maintained and the training programs to be well resourced and enables the Academy to support community initiatives such as the Eden High program in December. All indications are that one of the Academy's original sponsors, Triple M, through Club member John Kirby and his company Village Roadshow, will also renew its support.

COURSES

Next Course for the 19–25 year olds – University Semester II

Friday afternoons at the CYCA has become 'University Day'. This started modestly a number of years ago when the YSA offered Sydney Uni students the opportunity to learn to sail on Sydney Harbour. This 19–25 age group consists of keen and motivated learners who take full advantage of all the CYCA has to offer, both on the water and on the deck afterwards. They are a constant source of Twilight and BMW Sydney Winter series crews and potential new members for the Club.

The courses run during University semesters with the next course commencing 20 August and running for 12 weeks. The cost of the course is \$240, which is \$20 an afternoon for those who attend every Friday – great value and great fun.

Introductory/Intermediate September Course – 27–30 September

Book now as this is always the most popular Youth Sailing Course and fills up quickly. Available to 12–18 year olds, the course covers basic to racing skills in a fun program aboard our Elliott 6s.

For more information on what the CYCA Youth Sailing Academy can offer and upcoming courses, contact Jenni Bonnitcho on 0418 214 830 or check the CYCA website www.cyca.com.au



YOUTH SAILING ACADEMY ELLIOTT 6S TOLL LOGISTICS AND CLUB MARINE MATCH RACING IN RUSHCUTTERS BAY. BOTH THESE COMPANIES ARE CONTINUING THEIR SUPPORT OF THE CYCA'S YOUTH PROGRAM.

CALENDAR

MEMBERS ARE REQUIRED TO SHOW THEIR MEMBERSHIP CARD TO THE DOOR ATTENDANT EVERY TIME THEY ENTER THE CLUB. MEMBERS ARE OBLIGED TO SIGN IN THEIR GUESTS UNDER THE REGISTERED CLUBS ACT.

AUGUST 2004

SUNDAY 1		Associates Annual Parade of Sail
THURSDAY 5	6:30pm	Members' Badge Draw
FRIDAY 6		Southport Mackay Race (MYC/CYCA)
THURSDAY 12	6:30pm	Members' Badge Draw
FRIDAY 13-19		Hogs Breath Race Week (WSC)
TUESDAY 17	6:30pm	Prawn & Trivia Night
THURSDAY 19	6:30pm	Members' Badge Draw
SATURDAY 21-28		Hahn Premium Hamilton Island Race Week (HIYC)
THURSDAY 26	6:30pm	Members' Badge Draw
SATURDAY 28-29		Open Women's Match Racing Regatta
AUGUST 30		Hayman Regatta

SEPTEMBER 2004

THURSDAY 2	6:30pm	Members' Badge Draw Pacific Sailing School Marina Radio Course
SATURDAY 4		Pacific Sailing School YA Safety & Sea Survival Course
SATURDAY 4-5		Club Marine Youth Match Racing Championships
TUESDAY 7	6:30pm	CYCA Cruising Meeting
THURSDAY 9	6:30pm	Members' Badge Draw Pacific Sailing School Marine Radio Course
SATURDAY 11		Lion Island Race - SASC Pacific Sailing School YA Safety & Sea Survival Course
THURSDAY 16	6:30pm	Members' Badge Draw Pacific Sailing School Marine Radio Course
FRIDAY 17		Starlight Foundation Regatta
SUNDAY 19		Pacific Sailing School YA Small Craft Safety Course
TUESDAY 21	6:30pm	Prawn & Trivia Night
THURSDAY 23	6:30pm	Members' Badge Draw Pacific Sailing School Marine Radio Course
SATURDAY 25		Ocean Pointscore Race
SUNDAY 26		Monica Geddes Memorial Trophy Sydney Harbour Islands Race CYCA Open Day and Marina Party Pacific Sailing School YA Small Craft Safety Course
THURSDAY 30	6:30pm	Members' Badge Draw

MANAGEMENT

Assistant to CEO, CYCA
Accountant
Sailing Manager

Christina Del Conte
Nina McKinnon
Justine Kirkjian

Youth Sailing Academy Coach/Manager
Maintenance and Operations Supervisor
Communications Manager

Jenni Bonniticha
Andrew Payne
Lisa Ratcliff

ALL CONTRIBUTIONS TO THE EDITOR OF *ONSHORE*, CHRISTINA DEL CONTE, ASSISTANT TO CHIEF EXECUTIVE OFFICER, CYCA.

THIS MONTH ON FOX SPORT

2004 ATHENS OLYMPIC GAMES

Opening Ceremony 14 August
Closing Ceremony 29 August
Sailing events every day except 27 August.

See reception for Opening and Closing Ceremony functions, and telecast times for each sporting event.

RUGBY

Wallabies versus All Blacks Telstra Stadium, Sydney.
Saturday, 7 August
Springboks versus All Blacks Ellis Park, South Africa.
Saturday, 14 August
Springboks versus Wallabies Absa Stadium, Durban.
Saturday, 21 August

See reception for details, as these games may be seen on the big screen!

TENNIS US Open

BASEBALL Major League

GOLF USPGA tour

CRICKET Tri nation series
between England, New
Zealand and the West Indies

Women's British Open
NRL English Super League



MEMBERS' BADGE DRAW

(TPL 03/11287)

There is no better way than to spend a Thursday evening than with the rest of your Club mates for a relaxing drink after a hard day's work. Don't forget 6.30pm

in the Coaster's Retreat followed by a meal in the Blue Water Grille. Our thanks are extended to the regular sponsors that support the CYCA's Members' Badge Draw.

GOLD SPONSORS

- Andrew Short Marine
- Beneteau Vicsail
- EastSail
- Flagship Charters
- Hood Sailmakers
- Maurice Drent Boating Services
- Noakes Boatyard
- Pacific Sailing School
- Point Marine Services
- Premier Boat Trimming
- Riviera Sales Sydney

SILVER SPONSORS

- Steve Jarvin Motors
- Southcorp
- Web Central
- Inner Circle Rum
- Lyons Yacht Designers
- Mortgage Force
- Mariner Boating
- Nanni Diesel
- Sail Odyssey
- www.getaway-sailing.com

BRONZE SPONSORS



**The new BMW X3
with BMW xDrive
available now at
BMW Sydney,
Rushcutters Bay**



**To register for your test drive contact Geoff Spears on
geoff.spears@dealer.bmw.com.au or on 9334 4555.**

BMW Sydney, Rushcutters Bay

Corner of New South Head Road & McLachlan Avenue,
Rushcutters Bay, Telephone: 02-9334 4555 DL14639
www.bmw悉尼.com.au

BMW Sydney

Sales
Finance
Service
Parts



**The Ultimate
Driving Machine**

THERE ARE SOME THINGS EVEN THE
OCEAN CANNOT WEAR DOWN.



The Rolex Yacht-Master was designed to handle life at sea. Waterproof to 100 metres, its unique "Twinlock" screw seals the Oyster case and its 206 components off from the outside world. OYSTER PERPETUAL YACHT-MASTER • WWW.ROLEX.COM



For complimentary brochure and stockist details contact Rolex Australia Pty Ltd 70 Collins Street Melbourne 3000 Tel 03-9654 3988