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OFFSHORE YACHTING

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SYDNEY HOBART

WHITSUNDAYS
SPECIAL REPORT

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COVER PHOTO: The crew of *Secret Mens' Business* struggle to control the 43-footer as she broaches in 25–30 knots during the Australian IRC Offshore Championship in Adelaide.

Photo – Peter Campbell



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HANS SOMMER · COMMODORE CRUISING YACHT CLUB OF AUSTRALIA



I am pleased to announce that Rolex is the new sponsor for the Sydney Hobart Yacht Race. Rolex is known for its commitment to quality and excellence in its products, and its sponsorship of some of the world's most prestigious sporting events. I am looking forward to a long and

prosperous partnership between Rolex and the CYCA. You can read about this significant sponsorship on page 8. Our special thanks must go to the Directors of the CYCA and the team from Rolex for their efforts in securing sponsorship for our great international event.

The summer sailing season again proved popular, especially the social racing – the Monday Hahn twilight series and the Wednesday Mount Gay twilights. We often

had more than 100 yachts competing, and afterwards most of the sailors finished up at the club for the customary post-race analysis and celebration. Twilight racing is an excellent introduction to yacht racing, and while this summer series has ended, any member, including new members, can take part in the coming BMW Sydney Winter Series. It is arguably the most popular and spectacular regatta in Australia, with fleets of up to 200 yachts taking part every Sunday.

The CYCA plans to hold several important yachting forums at the club this year and I urge yacht owners to take part and give their input, so the club can provide the kind of yachting programme that attracts maximum participation.

On the financial side, the CYCA is in a very sound position. All committees have worked very hard and all departments have performed ahead of budget. None of this would have been possible without the dedication and hard work of our CEO Joe Goddard and his staff. I congratulate them for their efforts.

May the winds favour you.

JOE GODDARD · CEO CRUISING YACHT CLUB OF AUSTRALIA



Excitement builds as we enter the Rolex era. Last year's sponsorless race was a challenge, but the Board, committees and management pulled together to make the event a success. The club was asked to perform little miracles to free up money here and there and our staff did a splendid job. This

new process and general attitude has made us a little more commercially minded, but at no cost to the member base. In fact, many member services will be enhanced.

Our club (like many others) is becoming more and more reliant on sponsorship dollars. Those with no poker machines have a hard time making ends meet. The CYCA is now set up to provide any corporation with a sponsorship solution. But it is not a simple process of collecting fees and putting the name of the sponsor on the yacht club wall.

We try hard to align the sponsor to the club's powerful name and provide significant benefits to sponsors, such as networking days, recognition in magazines and

newsletters, and some light-hearted racing for their staff and clients. Twilight racing on Sydney Harbour sounds quite tame for experienced sailors, but not for our sponsors, who come for a 'pleasant sail' on the harbour. The fun starts as the wind increases to 25 knots plus, or when a sponsor is asked to wind a deck winch during 20 tacks from the start to the Heads as 120 boats hurtle towards them. "What happened to the champagne?" the guests ask. This is real team building.

Recently, I took representatives from Canon aboard George Snow's *Brindabella*. This was an eye-opener for my guests and me. The sheer power of this famous maxi made my little 35-footer feel like a dinghy.

While trimming the starboard genoa, I remembered a 1987 trip I did to Hobart aboard a 29ft half tonner that took six days. We ran out of food after about four days and made the best of a jar of Vegemite and a couple of rusty VBs from a long-forgotten twilight race that had rolled around the bilge for six months. In the spirit of the Sydney Hobart Yacht Race, I was back again the next year on a 40-footer.

They say that to go to Hobart you should add 10 to your age and then choose a boat of that size to go south.

A pretty good rule of thumb for me!

See you on the water soon. ■

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11th August - Race 2

11th August - Race 3

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Rolex to sponsor Sydney Hobart

Rolex, the famous international watchmaker, is the new sponsor of the Sydney Hobart Yacht Race. Editor *Peter Campbell* reports

THE 2002 SYDNEY HOBART YACHT RACE WILL BE LINKED to other great offshore races and regattas of the world with the announcement, by the Cruising Yacht Club of Australia, that Rolex has become the new sponsor of Australia's most famous ocean race.

The 58th annual race down the Australian east coast, across Bass Strait to the island state of Tasmania, will be the Rolex Sydney Hobart Yacht Race. It will start from Sydney Harbour on Boxing Day, 26 December 2002.

The Rolex multiple-year sponsorship includes the 60th Sydney Hobart Yacht Race in 2004, another significant milestone in the history of the CYCA and the 630-nautical mile race to Tasmania.

To yachties worldwide, Rolex's tradition of excellence is best reflected in the Oyster Perpetual Yacht-Master. An officially certified Swiss chronometer, waterproof to 100 metres, self-winding, featuring date display and sapphire crystal with Cyclops lens, the Oyster Perpetual Yacht-Master is easily recognisable, thanks to its engraved and rotatable graduated bezel. Rolex will present two of these magnificent chronometers to the winners of the Rolex Sydney Hobart Yacht Race.

In the long term, the association with Rolex will give even greater international exposure to the event, with the likelihood of a significant increase in local and overseas entries. The 2002 race is expected to attract even more international entries than last year's did, when the fleet drew 14 yachts from overseas, including the eight boats in the Volvo Ocean Race.

The CYCA has already had a number of enquiries from Great Britain, France, Hungary, Sweden and New Zealand, from owners planning to bring their own boats to Australia and others keen to charter good racing boats for the 2002 Rolex Sydney Hobart Yacht Race.

In Sydney, Neville Crichton is building a new 87-foot maxi yacht with the specific aim of winning line honours in the race, an event that he describes as a tough ocean-racing challenge.

The Sydney Hobart Race will join other great offshore events linked to Rolex, including:

- ▶ *The Giraglia Rolex Cup from St Tropez, France, to Genoa, Italy*
- ▶ *The Rolex IMS Offshore World Championship in Capri*
- ▶ *The Rolex Fastnet Race in England*
- ▶ *The Maxi Yacht Rolex Cup at Port Cervo, Italy.*

This year, Rolex is also sponsoring the Rolex Commodore's Cup in England and in the USA, the Rolex International Women's Keelboat Championship.

In association with the International Sailing Federation, Rolex also sponsors the prestigious ISAF Rolex World Sailor of the Year Awards. The 2001 winners were solo ocean racer Ellen MacArthur (female) and Olympic gold medallist and World champion in the Laser dinghy class, Robert Scheidt (male).

Announcing the signing of a four-year contract with Rolex, CYCA Commodore Hans Sommer said that the sponsorship not only assured the future of the Sydney Hobart Race, but also gave the blue-water classic new international impact. "The decision of Rolex to sponsor the Sydney Hobart Yacht Race links it with other great yachting events, such as the Fastnet Race, and the added international exposure should attract many more overseas entrants this year and in future years.

"The Rolex Sydney Hobart Yacht races in 2002 and 2003 will be significant events leading up to the CYCA's 60th Sydney Hobart Yacht Race in 2004, with the club and Rolex already planning for that milestone in ocean racing history," Commodore Sommer added.

Commodore Sommer said that while the 2001 Sydney Hobart Yacht Race was successfully organised and run without a naming-rights sponsor, the partnership with Rolex would enable the CYCA to go ahead with innovative concepts. These would further enhance the race for competitors and continue to lift its international status in ocean yacht racing.

Neville Crichton's new *Shockwave*, a Reichel/Pugh 87, is being built by John McConaghy in Sydney and will be shipped to New Zealand in May for its final fit-out. The yacht is an all carbon-fibre, water-ballasted maxi, considerably stronger than his previous maxi, designed and built to "make a serious attempt on the 2002 Rolex Sydney Hobart".

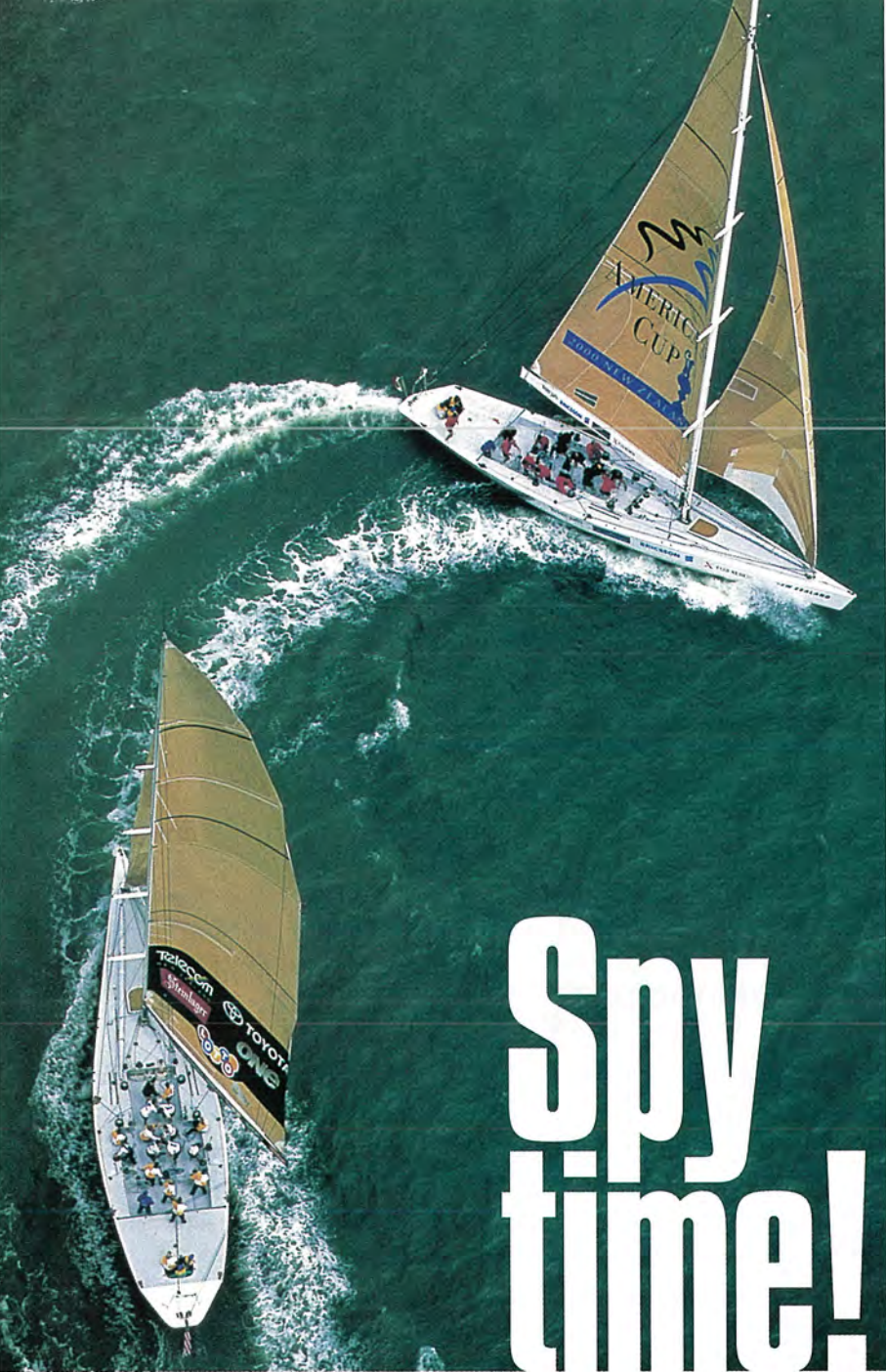
"The previous *Shockwave* was built for racing in the Med. This one will be strong enough to take anything thrown at us in the Hobart Race," Crichton told *Offshore Yachting*.

Other Australian owners have new IMS and IRC racers on order, encouraged by news of a new sponsor stimulating national and international interest in the Sydney Hobart Yacht Race.

Ludde Ingvall is again expected to compete with his maxi *Nicorette*, the line honours winner in 2000 and runner-up in 2001. George Snow, with his 80-footer *Brindabella*, is also expected.

With the America's Cup regatta held in Auckland from October 2002 to March 2003, many super yachts will be in Australasian waters next summer, with several yachts expected to consider including the Rolex Sydney Hobart Yacht Race in their programme. ■





According to seasoned cup watchers, new claims and counterclaims of peddling of design secrets could leave a low-tide mark on America's Cup 2002–2003. Peter Campbell summarises the situation

WITH JUST SIX MONTHS TO THE start of the next America's Cup season in Auckland, the sailing preparations by the 10 challengers and the defender, Team Zealand, have been rocked by crew defections, sackings of skippers, allegations of spying, and demonstrations against a French sponsor with nuclear affiliations.

Afloat, there have been dismastings and even keels falling off training yachts. And, exactly one year out from the 31st match for the America's Cup, the first match race loss by Team New Zealand and its yacht, *NZL60*.

The Royal New Zealand Yacht Squadron has received 10 challenges for the world's oldest and best-known sporting trophy, including the first German challenge and a British challenge for the first time in 14 years.

For only the second time since the Royal Sydney Yacht Squadron challenged the then holders of the Cup, the New York Yacht Club, on behalf of Sir Frank Packer with *Gretel* in 1962, there is no Australian syndicate. The only other time the country had no yacht in the race, was in the fiasco of 1988, which saw the match between Dennis Conner's catamaran *Star & Stripes*, and the New Zealand super yacht or K-boat *New Zealand*.

That bitter encounter, on the water and in the courts, became the driving force for Team Zealand's victory over Conner in the new International America's Cup Class yachts at San Diego in 1995, and its subsequent successful defence against the Italian Prada challenge in Auckland in 2000.

Since that great victory, Team Zealand has undergone major changes

in management structure and crew, with the defection of key members, including two-times winning skipper Russell Coutts to the Alinghi Swiss Challenge, a move that left Kiwis in a state of shock.

Team New Zealand does, however, have an outstanding replacement in Dean Barker. A champion match-racing skipper, Barker helmed *NZL 60* to victory in the final race of its 5-0 whitewash of Italy's Prada in the 2000 America's Cup match.

Team New Zealand and *NZL 60* suffered their first loss in a match race in the first International America's Cup Regatta in Auckland in February 2002, exactly one year out from the 31st match in 2003. But to be fair, it was not a great day for sailing.

With most of the challengers now settled into their bases in Auckland, there have already been some startling developments leading up to the 2002–2003 America's Cup regatta. The event starts with the Louis Vuitton Cup in October this year and ends with the 31st match in February next year.

American billionaire Larry Ellison, a two-times line honours winner of the Sydney Hobart Race with his maxi yacht *Sayonara* and making his America's Cup debut with his Oracle Racing syndicate, has already raised some eyebrows. Firstly, he sacked Paul Cayard as his initial skipper and then announced that he would steer the boat with his afterguard of Chris Dickson, Peter Holmberg and John Cutler. Since then, according to New Zealand reports, Chris Dickson has been stood aside.

In Europe, things have not been running too smoothly for the first

German challenge, *illbruck*, and the French challenger, *Le Defi Français*. The *illbruck* Challenge, managed by Australian Glenn Bourke, looked to be wavering in early February because of the lack of extra sponsors. However, *illbruck's* success in the Auckland to Rio de Janeiro leg of the VOR appears to have stimulated the German sponsors.



Two of the challengers in action in Auckland
Photo – Michael Ng

The French ran into considerable local resistance when a nuclear energy company became one of their sponsors, but they have continued with a strong training programme. They have gained, amid some ribald mirth, IACC sail number 69 for their new boat, which is currently under construction.

The British syndicate has capitalised on the euphoria of the grand regatta at Cowes held to celebrate their 1851 loss of the Hundred Guineas trophy, which then became the America's Cup. The highly motivated group has appointed Olympian Star class silver medallist Ian Walker as skipper of GBR Challenge.

While the challengers were having their first taste of Kiwi

competition in the International America's Cup Regatta in mid-February, the on-the-water action was overshadowed. The New Zealand media and sailing websites focused on the ugly turn of events surrounding the Seattle-based OneWorld syndicate and a New Zealand lawyer accused of peddling Cup secrets.

As Warren Gamble wrote in the *New Zealand Herald* newspaper on 18 February 2002, the America's Cup has long discarded the aim stated in its founding document, for "friendly competition between nations".

In a forthright comment, Gamble wrote: "A century and a half of creative rule making and bending, obsessive secrecy, snooping and spying make the latest murky chapter of the America's Cup seem like business as usual."

Gamble was commenting on the situation that now centres on former Team New Zealand and OneWorld Challenge adviser Sean Reeves. American courts have to decide whether Reeves tried to sell \$US6m worth of design and technical plans to the rival Oracle Racing syndicate, as the Seattle syndicate alleges.

Reeves has gone on the offensive, suing OneWorld for defamation. He claims that for \$US3.5m this US syndicate obtained design plans that were exact replicas of the boats *NZL 57* and *NZL 60*, effectively allowing the Americans to race the 'next generation' of Team New Zealand yachts.

Let's hope all this off-water action doesn't overshadow the great race itself. ■

Opposite page: Match racing in the International America's Cup class regatta in Auckland in February
Photo – Michael Ng



Dodging the Icebergs to Rio

Bruce Montgomery, sailing writer for *The Australian*, reports on the dramas and successes of the Auckland to Rio de Janeiro leg of the round-the-world Volvo Ocean Race

JOHN KOSTECKI'S *ILLBRUCK CHALLENGE* from Germany has strengthened her grip on the Volvo Ocean Race with a win in the 6,700-nautical mile fourth leg from Auckland to Rio de Janeiro.

After the horrors of the Southern Ocean passage to Cape Horn that saw Australia's *News Corp* strike a small iceberg and the Swedish boat *SEB* dismasted, the leading chase boats – *Amer Sports One*, *djuice dragons*, *Tyco* and *Assa Abloy* – finally reached the Brazilian capital in light, fickle winds. *illbruck*, in front by 25 nautical miles, was able to cover the chasers and crossed the line at 02:58:42 local time on 19 February, her third win in four legs.

"It was a tough leg, especially these past three days with the fleet catching up the whole time," Kostecki says. "We just played it safe the whole time, played it smart. We went with the gains when we could, sometimes it paid off, sometimes it didn't."

djuice skipper Knut Frostad was ecstatic with his second placing. "Twelve hours ago there were three miles between second and fifth place.



Brazil and it all went strange in the last couple of days. We got into second but lost that, but at the same time we're happy to get third, we could easily have been fifth," he says.

Amer Sports One skipper Grant Dalton, who had former winning skipper Paul Cayard on board, was exasperated after running second behind *illbruck* for most of the race, only to finish fifth behind *Assa Abloy*.

illbruck's win gives the German yacht an overall race lead of seven points from *Amer Sports One*. "Three weeks in second and six hours in fifth is a bit of a tough one," says Dalton. "If we had held second, we and *illbruck* would have really broken away from the pack (for the overall race). For *illbruck*, this is the perfect result."

Dalton is philosophical about the way Southern Ocean racing is evolving. "It was brutal because of the level the game is played at. It wasn't brutal in terms of the conditions of wind, because we didn't have that much wind.

"They put chicanes into F1 races and there ought to be a chicane (southern extremity mark) in this leg because the boats drove so heavily into the ice for advantage that it is really lucky we didn't lose a boat. I think it might be time for a chicane, as you are going to lose someone eventually," Dalton says.

The fourth leg started in Auckland on 27 January 27 and unusually light winds prevailed for the first 72 hours. *Tyco* was the first to round East Cape, an hour separating the top six boats. They all had the same plan to head south as fast as possible to reach the westerlies at 45 degrees south and then ride the top of the low-pressure systems all the way to Cape Horn.

Dalton and his new tactician Cayard made the first move south-east when the winds kicked in. It did not work out, the Australian, CYCA-registered *News Corp* was to the south, maintaining its lead.

By the end of the first week, the fleet was encountering icebergs. By the end of the second week, the Southern Ocean was a minefield of



Assa Abloy (above left) glides past the rugged entry to Rio de Janeiro, the famous beach in the background. In contrast, *SEB* (above) powers through the Southern Ocean
Photos – Rick Tomlinson and Magnus Woxen

We made a pretty good call to gybe later than the other guys to stay nearer to the shore after realising that nobody else wanted to do it. I don't think I slept at all during the past 30 hours."

Kevin Shoebridge, on third-placed *Tyco*, was also counting his blessings. "We pretty much sailed the race we wanted to sail up the coast of



SEB sails on under jury rig after being dismasted in the Southern Ocean
Photo – Rick Tomlinson

bergs and their more lethal offspring, growlers. Growlers don't show up on the radar. The sailors expected them to leeward of the bergs, but in this race they were everywhere. It made the short nights close to Antarctica even worse. Lookouts wearing night goggles were posted to spot the smaller bergs.

On 5 February, *News Corp*, with Australians Damien Duke, Steve Cotton and Alastair Pratt, hit a growler while travelling at 21 knots. Co-skippers Jez Fanstone and Ross Field immediately deviated north of their course to carry out repairs to the sails and mast. With the wind dead astern, they were able to relieve pressure on the rigging.

"I'm bloody worried. This is dangerous... there are icebergs everywhere," Field, a veteran of three Whitbread round-the-world races, warned beforehand. "We have had a shocking day, broken sails, battens,

halyards. The boat's a shambles, sails everywhere downstairs and the guys are sleeping in their survival suits. We are sleeping with our feet forward – if we hit something we won't damage ourselves too much."

After rounding Cape Horn, *News Corp's* rudder sheared off from the hull. Field attributed this to the collision with the growler. It was the fourth rudder failure among the fleet.

SEB skipper Gurra Krantz likens the situation to playing Russian roulette. "Passing growlers at night at a boat speed of 20 to 25 knots makes me nervous," he says.

"Three times we passed a growler the size of a car, so close that the white water around it actually touches the hull! We had 21 large icebergs on radar in one night!"

SEB, with Australians Tom Braidwood and Anthony Merrington in

the crew, lost her mast 1,200 nautical miles from Cape Horn. A squall that climbed past 42 knots hit the boat hard. With a gennaker on and the boat travelling at 28 knots, she started to roll. When the bottom spreader hit the water, the carbon mast exploded two metres above the boom.

SEB sailed under jury rig to the Chilean coast and motored through the Cockburn Channel into the Magellan Straits. On the morning of 15 February she arrived in Punta Arenas, where she was to be loaded aboard a freighter and shipped to Rio to be fitted with a new mast for the fifth leg to Miami, starting on 9 March.

illbruck led *Amer Sports One* and *Tyco* round Cape Horn on 10 February, the fleet enjoying comfortable sailing conditions. Only *Amer Sports One* and *djuice* chose to sail outside the Falkland Islands, a move that cost them nothing on the rest of the fleet but still left *illbruck* setting the pace at the front.

They clawed her back, but the break *illbruck* had established in the Southern Ocean was enough and the chasers were left to fight over the scraps. ■

LEADERBOARD AFTER FOUR LEGS:

| | | |
|---|--------------------------------|--------|
| 1 | illbruck (Germany) | 29 pts |
| 2 | Amer Sports One (Italy) | 22 pts |
| 3 | Assa Abloy (Sweden) | 20 pts |
| 4 | News Corp (Australia) | 19 pts |
| 5 | Tyco (Bermuda) | 18 pts |
| 6 | djuice (Norway) | 17 pts |
| 7 | SEB (Sweden) | 12 pts |
| 8 | Amer Sports Too (Italy) | 7 pts |

Assa Abloy sails through islands off Cape Horn on the way to Rio

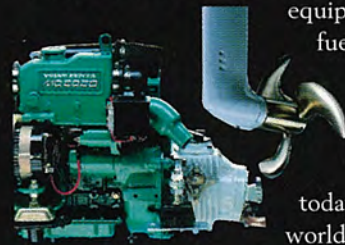
Photo – Assa Abloy crew



IN SAFE HANDS



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Lucky Loki

The Swan 48 *Loki* has had a rewarding visit to South Australia, winning the 2002 AYF Australian IRC Championship and the IRC Division of the 52nd Adelaide to Port Lincoln Race. Peter Campbell followed her fortunes

DESPITE THE LACK OF SUPPORT FROM SYDNEY-BASED yachts for the Australian IMS Championship, the 2002 AYF Australian Offshore Keelboat Championships in Adelaide in late February proved to be an outstanding success, drawing a fleet of more than 50 boats.

An excellent fleet of boats from South Australia, Victoria and one from New South Wales contested a hard-fought Australian IRC Championship.

In January next year, the event will be held on Melbourne's Port Phillip, with the Royal Yacht Club of Victoria at Williamstown playing host.

South Australia will be a hard act to follow. A lot of the credit must go to the Royal South Australian Yacht Squadron at Outer Harbour and the Cruising Yacht Club of South Australia at North Haven for conducting such an excellent series. The South Australia Government must also be commended, for substantial sponsorship and support through its 'Sensational Adelaide' events promotion scheme.

The weather for the event was perfect – warm sunny days with a hearty sea breeze on Gulf St Vincent every afternoon, making for highly competitive and spectacular sailing.

The lone Sydney entry, *Loki*, won the 2002 Australian IRC Championship after her nearest opponents, *Eun-Na-Mara* and *Ticket of Leave*, both from Melbourne, lost their steering in a day of strong wind sailing.

Loki is a Swan 48 owned by Stephen Ainsworth from the Cruising Yacht Club of Australia, and steered by Tony Kirby. She won the final five of the seven races to give her a resounding score of 15-1-1-1-7-1-1, for a net of 12 points.

Apart from the first and fifth races, the series was sailed in Adelaide's predictable south-westerly sea breeze, averaging between 15 and 20 knots, and kicking into 25 to 30 knots in the late afternoon with a short, steep sea. These conditions were ideal for the powerful *Loki*.

Loki's crew worked impeccably in the strong wind, gybing without problem when other boats broached and had spinnaker wraps around their forestays.

In addition to owner Stephen Ainsworth and principal helmsman Tony Kirby, the crew included North Sails' experienced Peter Antill and Chris Gorman as navigator. Also sailing in the crew was Chris' wife, Yvonne, and their 18-year-old son Mark on the bow.

Second place overall went to *Ticket of Leave*, a Beneteau 40.7 skippered by Kevin Wood, Commodore of Sandringham Yacht Club in Melbourne. Her placings were 2-2-3-2-5-2-DNF for 16 points.

The Cruising Yacht Club of South Australia's top-placed yacht, David Urry's Farr 40 One Design *War Games*, lost third place overall when she was disqualified from race seven after a protest arising from an incident at the leeward mark. This dropped *War Games* from third in overall standings to fifth place. Third place went to another Melbourne boat, the little 30-footer *Toecutter*, skippered by her designer and builder Robert Hick. She finished with a net of 22 points from placings of 5-5-4-5-2-4-2.

Going into the final day with two short windward/leeward races to sail, *Loki* held a one-point lead from the 95-year-old 'antique' yacht *Eun-Na-Mara*, and *Ticket of Leave*. *Eun-Na-Mara* is Nick Chapman's Fife-designed classic metre-boat from Melbourne's Royal Brighton Yacht Club. She slipped out of calculations when she broke her rudder on the second spinnaker run of race six, giving her no chance of retaining the IRC championship she won in a major upset at Hamilton Island last year.

Ticket of Leave lost her steering when a Kevlar strap broke seconds after finishing race six, with the yacht doing a spectacular 'chinese gybe' before the crew had time to drop the spinnaker.

**AYF AUSTRALIAN IRC OFFSHORE
 KEELBOAT CHAMPIONSHIP**

1. **Loki**, Swan 48 (Stephen Ainsworth, CYCA, NSW)
 15-1-1-1-7-1-1 **12 points**
2. **Ticket of Leave**, Beneteau 40.7
 (Kevin Wood, Sandringham Yacht Club, Victoria)
 2-2-3-2-5-2-DNF **16 points**
3. **Toecutter**, Hick 31
 (Robert Hick, Royal Yacht Club of Victoria)
 5-5-4-5-2-4-2 **22 points**

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Something old, something new

The 52nd Quin's Blue Water Classic Adelaide to Port Lincoln race saw wins for boats old and new. *Loki*, a state-of-the-art imported Swan 48 launched two years ago, won the IRC Division. *Reprieve*, a timber-hulled Tasman Seabird built 31 years ago, was overall PHS handicap winner

SAILED IN 20 TO 30-KNOT WINDS, MAINLY ON THE nose, the 155-nautical mile Quin's Blue Water Classic is South Australia's longest offshore race. This year, it attracted a fleet of 71 boats in the racing division and 15 in the cruising division, with many staying on for the Quin's Lincoln Week regatta.

Lincoln Week was connected to Encounter 2002, which commemorates the bicentenary of the expeditions of Matthew Flinders and French navigator Nicolas Baudin. Several tall ships joined the yachts for this event, at the famous fishing port first explored by Flinders in 1802.

Earlier in the week, *Loki* won the AYF Australian IRC

Championship in Adelaide for CYCA member Stephen Ainsworth. She won the Adelaide to Port Lincoln event by 20 minutes on corrected time from *Full Bore* from Port Lincoln and *Ticket of Leave* from Melbourne. Principal helmsman Tony Kirby skippered the yacht to the finish.

Full Bore, a new Sydney 38 owned by abalone diver David Buckland, was having its first long offshore race after contesting the Australian IRC Championship off Adelaide's Outer Harbour. *Ticket of Leave*, a Beneteau 40.7 owned and skippered by Sandringham Yacht Club Commodore Kevin Wood, finished runner-up to *Loki* in the Australian IRC Championship.

Loki also won the Simrad Cup Henley Sprint, a 12-nautical mile beat to windward along the Adelaide beaches, before the fleet set sail on a south-westerly course across Gulf St Vincent.

Reprive, the oldest yacht in the fleet, placed first overall in the PHS division and first in PHS Division II. She was skippered by David Barnfield from the Royal South Australian Yacht Squadron. The boat is a Tasman Seabird class designed by the late Alan Payne and launched in 1961, and she upset the provisionally first-placed yacht *Wambam* on PHS corrected time after crossing the line in 63rd place in the racing fleet of 64 boats.

The classic timber sloop's elapsed time was 25 hours, 51 minutes and 15 seconds. Gary Shanks' Elliott 56 *Rager*, the line honours winner, sailed the course in 15 hours, 53 minutes and 15 seconds, just 50 minutes outside the race record.

As the lowest rated yacht in the fleet, with a TCF of .650, *Reprive's* corrected time of 16:48:19 placed her six minutes and 14 seconds ahead of Neil Dalrymple's Jarken 11.6m *Wambam*, which took first place in PHS Division 1. ■

PHS DIVISION 1

1. **Wambam**, Jarken 11.6 (*Neil Dalrymple, Cruising Yacht Club of South Australia*)
2. **Legs Eleven**, Adams 11.9 (*Anthony Gates, Royal South Australian Yacht Squadron*)
3. **Freelance**, Farr 38 (*Adrian Anderson, RSAYS*)

PHS DIVISION 2

1. **Reprive**, Tasman Seabird (*David Barnfield, RSAYS*)
2. **Speakesy**, Farr 1104 (*William Strangways, RSAYS*)
3. **Renegade**, Holland 42 (*Bob Francis, RSAYS*)

IRC DIVISION

1. **Loki**, Swan 48 (*Stephen Ainsworth, Cruising Yacht Club of Australia*)
2. **Full Bore**, Sydney 38 (*David Buckland, Port Lincoln*)
3. **Ticket of Leave**, Beneteau 40.7 (*Kevin Wood, Sandringham YC*)

LINE HONOURS

1. **Rager**, Elliott 56 (*Gary Shanks, RSAYS*)



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'Many happy returns' Tasmania medallions

Each year, the Tasmanian Government recognises sailors who have achieved a notable milestone in their ocean racing careers

FOUR YACHTSMEN AND THREE yachtswomen who keep coming back year after year to compete in Australia's greatest ocean race, the Sydney to Hobart, received Tasmanian Government medallions after the 2001 race, to honour their achievements.

The Hon Doug Parkinson MLC presented the medallions at the Trophy Presentation for the 57th CYCA Sydney Hobart race at The Royal Yacht Club of Tasmania. Race winners and placegetters also received the famous perpetual trophies and replicas of their performances in the 2001 event.

The medallions, marking 25 Sydney Hobart Races by yachtsmen and 10 races by yachtswomen were presented to:

- ▶ *Toby Richardson, a Tasmanian who this year also sailed aboard the overall winner Bumblebee 5.*
- ▶ *Ian 'Bomber' Treharne from Sydney, who completed his 25th race aboard Eureka.*
- ▶ *Roger Hickman, the Sydney-based Tasmanian who skippered the winning yacht SAP Ausmaid to victory in the 2000 race, but had to retire with a broken mast early in the 2001 race.*
- ▶ *Michael Spies, joint owner/skipper of Shipping Central, who finished first in IMS Division B this year. He also co-skippered Nokia when it smashed the race record in 1999.*

Toby Richardson sailed his first Hobart in 1973 and has crewed aboard

many famous ocean racers, including *Condor II, Apollo, Windward Passage, Sagacious V, Ausmaid* and *Wild Thing*. He has also sailed in the Whitbread round-the-world race and other international events.

Roger Hickman's Hobart log began with the Tasmanian yacht *Antagonist* in 1974. His record from 1993 to 2000 includes an IOR win with *Solbourne Wild Oats* in 1993, two Southern Cross Cup wins – with *Wild Oats* in 1993 and *Atara* in 1999 – then the overall IMS win with *SAP Ausmaid* in the 2000 race.

'Bomber' Treharne joins his brother Hugh, the former America's Cup winning tactician who has completed 27 Hobarts. This is the first



Michael Spies completes his 25th Hobart Race with *Shipping Central*, also winning IMS Division B with the Beneteau 40.7
Photo – Peter Campbell



Hugh Treharne collects the Tasmanian Government medal for 25 years on behalf of his brother Ian 'Bomber' Treharne
Photo – Peter Campbell



Roger Hickman collects his medallion. He also received trophies on behalf of the CYCA from RYCT Commodore 'Biddy' Badenach
Photo – Peter Campbell

time brothers have achieved this distinctive milestone.

Michael Spies already holds some distinctive Sydney Hobart race achievements, including skipping one of the smallest yachts to contest the race, *Telerent*, a Triton 28, and being co-skipper of *Nokia*, the Volvo 60 that smashed the race record in 1999.

These four sailors will join 49 others that completed 25 Hobarts,

headed by Tasmanian John Bennetto, who this year set a record of having sailed in 41 of the famous races. John, who sailed his first Sydney to Hobart aboard *Kintail* in 1947, again skippered his own yacht, *Mirrabooka* this year.

The women, who will join a smaller group of only five women to have sailed more than 10 races, are:

- ▶ *Lea Meyer from Sydney. She sailed in her tenth Sydney Hobart race aboard*

Hogsbreath Witchdoctor, sailing every race on the same yacht. Her husband Jon sailed his 18th race on Valtair.

- ▶ *Gail Harland from Sydney, sailed her tenth race on Shipping Central. Her skipper Michael Spies raced in his 25th.*
- ▶ *Jan Howard from Newcastle, has sailed in 12 Sydney Hobarts, but did no sailing this year – she left that to her husband and son Will.*

Peter Campbell

57TH SYDNEY HOBART RACE – IN RETROSPECT

Finished Business

BRIAN EMERSON HAS FINALLY FINISHED A SYDNEY to Hobart after four attempts, which included his yacht foundering in the 1998 storm.

After two brand-new bilge pumps failed at the height of the storm-swept 1998 Sydney Hobart Race, Emerson and his crew spent 14 hours bailing and pumping salt water furiously before finally abandoning their Swanson 42, *Mintiinta*, to the ocean's depths. But by the time Brian had returned to Sydney from Eden, where the crew was taken after their rescue, he had already made a promise to himself to buy another boat before "the rot set in" and tackle another Sydney Hobart Race.

Once back in Sydney, he and wife Pamela purchased the 1985-built Prestige 40 *Wahoo*. They set about campaigning it extensively in most of the CYCA's offshore and harbour series. And so, after four attempts at finishing the Sydney Hobart Race, Emerson and his crew eventually made it to Constitution Dock in 2001.

They picked up a trophy in the process with a third in IRC Division 2 and a PHS win in the Tasman Performance Handicap Series pointscore, of which the Sydney Hobart Race is race five.

Emerson says the highlight of the win was the declaration by principle helmsman Bill Ratcliff, veteran of 36 Hobarts, that this race south was his best yet, because the eight-man crew got along so well.

Wahoo's Hobart campaign began shakily when she lost steerage soon after the starting gun fired. But she

handled the subsequent gales well, and by day four was in contention for a first or second on IRC overall, an enticement that pushed the crew and boat to the edge. "In an attempt to get maximum speed we were flying our kite and pumping the main with a good swell in 30 knots of breeze off Freycinet when we managed a decent broach, followed by a Chinese gybe," recalls Emerson.

Quickly recovering from the knockdown, they continued their run to Tasman Island. However, Peter Kurts' classic timber sloop *Love & War* tried to slip past the weary crewmen on board *Wahoo*. This sparked a battle that would last the length of the Derwent. At the finish of the race, the Sparkman & Stephens* 47 got the better of the smaller boat, but only by 38 seconds.

"It was great to arrive in Hobart in high spirits after four attempts, despite having slept in wet clothes and wet bunks for most of the race and carrying a bilge full of water over the finish line due to yet another failed bilge pump," says Emerson.

"Our success in this race was due to this preparation and the overall experience of the crew, with 70-odd Sydney Hobart Races among them." ■

Lisa Ratcliff



Brian Emerson collects his trophy for third place in IRC Division 2 of the 57th Sydney Hobart Race

Photo – Peter Campbell



BMW Sydney Winter Series



With the 2002 BMW Sydney Winter Series starting this year on Sunday 9 April, Lisa Ratcliff looks at the story behind Australia's biggest winter regatta

THE CRUISING YACHT CLUB OF AUSTRALIA'S WINTER Series began shortly after the club's foundation in 1945 with Saturday afternoon races organised to suit the five-and-a-half-day working week. The series is the longest running and biggest winter yachting regatta in Australia.

In 1955, the club introduced Sunday racing, a decision considered inappropriate by religious members, but still in keeping with the CYCA's 'gentlemen's agreement' not to run harbour races in competition with any other Sydney yacht clubs. And so, the Winter Series in its current format was born.

The original race series consisted of a harbour course, which started off at Rushcutters Bay and followed the fixed marks twice around the harbour. In a nor'easter the course was simply reversed.

The series used to be split in the middle by the 'Deep Freeze', a race around Bird Island and back to the Basin in Pittwater on the King's birthday weekend. In the early 1960s, this was later changed to a race around Lion Island and return to Sydney, but the idea behind a mid-series offshore race remained the same. The race was meant to be a preparation for the coming ocean-racing series and, in particular, the 350-nautical mile Montague Island Race, the shakedown ocean race for the Sydney to Hobart.

All manner of boats used to be accommodated in the Winter Series at one time, including centreboard designs such as the Laser. According to John Keelty, a past Rear Commodore and the Winter Series handicapper from the mid-1970s to the early 1990s, the centreboard division was only given away in 1978 when a Sharpie capsized on the start line and was run over by three other bigger boats.

During the 1960s, fleet sizes averaged 30 to 40 boats. Participation climbed during the 1970s and 1980s to 180 boats, when Keelty introduced an arbitrary handicapping system that allowed almost every skipper to either win or at least achieve a top three placing during the series.

"While I was known for running the handicap with a tough hand, I made sure I helped those who were genuinely trying," recalls Keelty. "I used to sit on Shark Island or follow the fleet and see who had a clean hull and who put a spinnaker up – those that did were helped.

"From my vantage points, I could also see who was trying to fiddle the handicap by stalling in order to win the overall pointscore. There are still some interesting stories told around the club about these attempts," he adds.

Ladies Day has always signalled the opening and closing of the Winter Series, while the first Great Veteran's Race, now an established feature of the first pointscore race, was introduced in 1983 to give members the opportunity to view the early Sydney to Hobart contestants built prior to 1966. *Winston Churchill, Janzoon, Cherana* and *Morna* were among the fleet that competed in the inaugural Veteran's Race.



The CYCA Committee boat on station for a Winter Series on the Harbour back in the 1960s
Photo – John Keelty

Fleet sizes in today's Winter Series parallel those of 20 years ago, but with the added congestion on Sydney Harbour, it has become necessary to divide entries into eight divisions, racing over three separate courses.

Sponsorship has also become an integral component of running a regatta of this size. For the fifth consecutive year, BMW Sydney at Rushcutters Bay will put their name to the Winter Series as its principle sponsor. "In line with

our policy to support locally, and because we enjoy the relationship, we are delighted to continue our affiliation with the CYCA in yet another BMW Sydney Winter Series," says Managing Director John Young.

"The excellent organisation of the CYCA ensures great fleets, and the races are always enjoyed by everyone involved.

"An increasing number of CYCA members are becoming clients of BMW Sydney and we urge members to identify themselves whenever dealing with BMW Sydney. We aim to always provide excellent service, but we see members as friends as well as clients." ■

Spinnakers make a colourful sight as a big Winter Series fleet races on Sydney Harbour
Photo – Ian Mainsbridge



Author *David Colfelt* goes cruising in the Whitsunday Islands of Far North Queensland, and finds a week is not enough to enjoy this beautiful area in full

KEITH WILLIAMS' 1984 HAMILTON ISLAND DEVELOPMENT came as something of a shock to many that loved the low-key nature of the existing resorts and the peace and solitude of this superb Queensland cruising ground.

For the first 75 years of the 20th Century, Hamilton Island had a much quieter existence. It was variously used for grazing, as a base for a doctor's study of tropical medicine, as a watering hole for pearling luggers on their way north, and as a place to prepare coral for sale (when coral collecting was still a viable occupation).

Today, it is a bustling resort metropolis with skyscrapers and a busy harbour community that one day will surely be named 'Williamstown' in memory of its creator.

A largish, hilly island, covering 709 hectares and located 10 miles east-southeast of Shute Harbour, much of Hamilton is covered in dense eucalypt forest.

In the early 1980s, Williams moulded the geography of the island like a piece of Plasticine, taking down a hill here and putting it into a bay there. He was making room for a jet runway that was to turn the peaceful island into a major trans-shipment point and preparing the way for the high-rise hotels and condominiums that today can be seen from miles away, visually shouting amongst the



Beautiful One Day...

otherwise silent, unspoilt national park islands of the Whitsundays.

When the financial bubble of the late 1980s burst, plans to develop the northern end of the island, and to annex the adjacent Dent Island and create another resort and golf course there, were shelved, and some breathed a sigh of relief.

As we approach the island from the south, flying above the Dent Passage and turning onto our final approach for Hamilton's runway, which is nearly two kilometres long, I couldn't suppress feelings of appreciation for how easy this airport makes it to get to the Whitsundays. It takes a mere couple of hours, which is in stark contrast with the first time we went in 1978. Back then, we travelled from Sydney to Brisbane (changed planes), then to Mackay (changed planes again), then on an island hopper that flew us up the Whitsunday Passage to the grass airstrip behind Shute Harbour. It was the best part of a day's travel, an odyssey, with all the attendant anticipation and excitement.

Our latest visit was in early October 2001. October is a desirable time in the Whitsundays because the weather has settled down into a less blustery mode than that which characterises much of winter. The south-east trades that

pipe in along the Queensland coast from April to September begin to relent in October.

At this time of year you have to expect to share the islands with plenty of other like-minded holiday-makers, particularly if school holidays are on. And so we decided to head south from Hamilton to the more remote reaches of the Whitsundays and anchorages less frequented.

After our briefing we had just enough time to get down to Shaw Island, which lies about 12 miles to the south-east, and we hauled up there, in light east-northeast winds, at BillBob Bay on the southern tip of Shaw.

"I've heard of a 'Bilby' but never a 'BillBob,'" one of our crew offered, and we discussed the origin of this name. It dates back to the early bareboat charter days of the Whitsundays, when Bill Walker and Bob Gommersall were scouting out anchorages for the original version of 100 Magic Miles. Their names were bestowed on this large anchorage that faces a sandy beach sometimes used by sea turtles for nesting. There were several other yachts already anchored there, but they were far enough away that we were hardly aware of their presence.

In the prevailing east-northeast weather conditions, we decided to head for our southernmost destination,

The magnificent Whitsunday islands of Far North Queensland
 Photo – Queensland Tourism



anticipating that sooner or later a southerly would come in and we would ride it back up through the islands. So, next morning we headed off for Brampton Island, through some of the amazing geography of the southern Whitsundays, which reminded the early marine surveyors of the English county of Cumbria. As a result, they bestowed handfuls of Lake District names on the islands, rocks and hilltops – Skiddaw, Brampton, Carlisle, Keswick, St Bees, Penrith and Aspatria.

Brampton Island is about 32 miles southeast of Hamilton and is almost exactly the same size and similar in character – hilly and covered in eucalypt forest. The

island was first settled in 1916 when the Basuttin family began raising stock, chinchilla rabbits and Waler horses for the army. In the early 1930s they began to take in paying guests, and a resort of some sort has been there ever since.

Today's resort on the northern tip of the island is run by P&O Resorts, which owns some of the best island properties in the Barrier Reef Region, including Dunk Island, Bedarra Island and Lizard Island. For the past 30 years, Brampton has been, and still is, a honeymooner's escape.

A public jetty west of the resort may be used by anyone for landing but shouldn't be blocked, as ferries and other tourist operators use it to deliver passengers to the island. Brampton is a national park with a private lease over the resort area. The public is entitled to a free run over the island (except the resort area) – visitors wishing to see the resort or purchase drinks or a meal are welcome, provided they contact the front desk on VHF Channel 21 and obtain prior permission.

The island has an excellent graded walking track system – a circuit track of about 9kms, which offers spectacular views of the many secluded bays and sand beaches around the island. The circuit track starts just beyond the jetty after crossing the old railway line. A track to Brampton Peak (3.6kms return) starts from the back of the golf course in the resort area. The Queensland Parks and Wildlife Service has installed a new lookout at the top that offers fabulous views over the resort and to the islands



beyond. Allow about two-and-a-half hours to do the circuit track and another hour or so to do the steeper walk to the lookout and back. We

encountered one wallaby and a large monitor lizard on our rounds of the island, and the resort activities officer told us that there are also lots of koalas on Brampton. Tides in this part of the Whitsundays rise and fall as much as six-and-a-half metres. We anchored north of the jetty in about seven metres of water.

Our next destination was Goldsmith Island, about nine-and-a-half miles north. With the wind still east-northeast, we headed off and made a swift passage under sail to the anchorage on the southern side. This anchorage, which is open to the south, is infrequently visited during the winter, with the south-east trades blowing. As such, it has a delightfully remote feeling about it.

An expansive fringing reef between the beach and the anchoring area means if you're going ashore, you have to be aware of the state of the tide. With spring lows it dries a long way out, and if your dinghy gets left high and dry it's a very long haul back out to navigable water. From the sand beach you can see the majestic profiles of Brampton and Carlisle islands in the distance.

Donning snorkelling gear, we explored the edge of the reef. The best snorkelling is on the eastern side, on a line directly north-east of the opposite point at the anchorage's entrance. We were conscious of some swell refracting around the south-east corner of the anchorage, and this spot is most suitable in north-west, to north-east winds – once it gets more to the east, you cannot get out of the swell. ►

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A tall ship at anchor at sunset in the Whitsundays, named by Captain James Cook RN
Photo – Queensland Tourism

We headed back north to visit the magnificent sand beach opposite Whitehaven on Haslewood Island. This anchorage is preferable to Whitehaven because it is less swelly, and it is not frequented by catamarans full of day-trippers. Whitehaven is a spectacular 6km expanse of pure white silica sand, allegedly one of the finest beaches in the southern hemisphere, but you pay a price in joining the crowd.

The beach opposite on Haslewood Island is today known as Chalkie's Beach, so-called because it was the favourite spot of David 'Chalkie' Hutchen when he escaped from Sydney to the Whitsundays in *Banjo Patterson* in the early 1980s. Many members of the Cruising Yacht Club of Australia will remember Chalkie, who got his nickname when he was the chalker for the inaugural Quiet Little Drink in Hobart. Today he runs Fantasea Cruises in the Whitsundays, the principal Barrier Reef trip operator and the company that operates the Blue Ferries inter-island passenger service.

Chalkie's can be a tricky anchorage because the bottom shelves fairly steeply and a fair bit of tidal current sweeps past the anchorage. You need to put down enough chain to allow for the rise of the tide to avoid finding

yourself heading for French Shoal when the tide comes up, and at the same time you have to allow enough swinging room between vessels. Meeting the two objectives can pose some problems if there are too many yachts vying for limited space. The beach is magnificent and the snorkelling is interesting, just south of the break in the reef.

At the northern end of Whitehaven Beach on Whitsunday Island is Hill Inlet, an estuary that penetrates the island profoundly and is lined with mangroves. This is an important wading-bird area and nursery for all manner of wildlife. The QPWS has constructed a lookout on Tongue Point that offers magnificent views into the inlet and down along the sweep of Whitehaven.

There is a large and easy anchorage in Tongue Bay on the northern side of the point (easy because it is shallow, the holding is good in mud, and there's lots of room). At high tide one can land the dinghy on a little sand beach to access the track to the lookout. If the tide is low, and the weather suitable, you can take the dinghy around the end of Tongue Point and land on one of the sand beaches on the other side and walk up the track from there.

A week in the Whitsundays goes by before you know it, and soon it was time for us to head back to Hamilton. If you can manage it, 10 days is better, because you're just getting into the swing of life aboard and the magnificent surroundings when a week has disappeared.

David Colfelt is the author of 100 Magic Miles of the Great Barrier Reef – The Whitsunday Islands, now in its sixth edition.

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CHARTING YOUR COURSE

David Colfelt has the latest news on the Whitsunday charter scene

ACCREDITATION SCHEME

The Whitsunday Bareboat Operators Association (WBOA) and the Great Barrier Reef Marine Park Authority (GBRMPA), which manages the marine park surrounding the Whitsundays, have devised an accreditation scheme for bareboat operators. The objective of the scheme is to establish standards of operation in a number of areas that will benefit the environment and the clients of these companies. These include:

- ▶ *minimum training standards for briefers, sailing guides, radio operators and senior staff,*
- ▶ *adequate insurance cover (public liability, and vessel hull and machinery insurance),*
- ▶ *maintenance of a radio base that charterers can contact between 8am and 5pm, seven days-a-week, plus provision of after-hours emergency phone numbers, and*
- ▶ *providing a high standard of maintenance for vessels, and providing adequate resources to cater for emergencies and back-up facilities.*

Subscribing companies are issued with a certificate of accreditation, and they provide customers with a form for registering any complaints, which are dealt with by a watchdog committee of industry representative (self-governance).

If you've ever done a bareboat charter, you'll know how important these standards of service can be to your enjoyment of an uninterrupted holiday. Getting a competent briefing, for a start, can open your eyes

to things that you might otherwise miss in the environment, and it can keep you out of the trouble that you might get into through ignorance. Anyone contemplating taking a bareboat should make an effort to deal with an accredited operator – it's just further assurance of a happy holiday. When you make a booking, ask if the operator is officially accredited.

LUXURIOUS NEW BOATS

The Whitsundays enjoyed an unprecedented stretch of good weather last spring and summer with an extended period of light winds and sunny days. The result has seen a swag of satisfied customers with their appetite whetted for more of the same. Confidence among bareboat operators has seldom been higher, with a lot of new, luxurious boats being added to fleets, which offer more choice or quality than ever before.

The trend in the bareboat fleets is 'bigger and more luxurious' (including offering such things as dishwashers and air conditioning). Catamarans (motor and sail) continue to increase in numbers. The popularity of cats apparently lies in the tremendous amount of area they provide, including a virtual playpen for children in the cockpit. And, power cats are more stable than their monohull counterparts.

Sunsail has eight new boats arriving, including a new Beneteau 50 (five cabins, five heads) and a new Jenneau 43 deck saloon that features a raised saloon area with a large

coach house and stairs leading down to the accommodation (four cabins, two heads).

Rent-a-yacht is to offer a new Granger 'Lighthouse' 38 catamaran. Cumberland is getting a new Perry 44.5 power cat that sleeps 10 people and has three heads, air conditioning and satellite communications.

Queensland Yacht Charters is expecting several new boats, including a new Seawind 1200 sailing cat, a new Bavaria 44 monohull sailing yacht, and a Peter Brady Coral Sea cat (power cat).

Sail Whitsunday is introducing the latest yachts from Beneteau and Bavaria, customised for charter work for those who would appreciate above-average performance, says CEO David Venning. The first is a Beneteau 31.7, followed by a 36.7 and 40.7 later in the year. The flagship of this company will be the Bavaria 44 Super Nova, the only one of its kind in the Whitsundays.

Whitsunday Private Yacht Charters is getting several new boats, including a Tasman 35 sailing cat (three private double cabins and two heads) and a Scimitar 1010 power cat. Whitsunday Escape has phased out the last of the

houseboats in the Whitsundays (the current principals don't think that these are well suited to the Whitsundays!) and are awaiting five new boats, including two power cats (a Signature 36 and a Seawind Venture 38) and a Hunter 356 (traditional yacht).

AIRLINE BOOKINGS

The problems with a lack of airline seats going to the Whitsundays has to a degree been offset by the increasing number of Australians holidaying at home, and the re-awakening of Mackay as a point of entry to the Whitsundays (it's about 1.5 hours south of Airlie Beach by road).

Proserpine and Hamilton Island have in recent years been the major entry points, but more people are now starting to use Mackay again because more flights are available there and they are often cheaper.

A shuttle-bus service (Whitsunday Transit) from Airlie Beach meets all incoming flights, and while an extra hour-and-a-half on a bus at the end of the flight is not as good as stepping off your plane and onto your boat, it is better than not getting there at all. And think of all the reading you can

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catch up on – that is, if you're not too busy gawking at the fabulous landscape (cane country with a mountainous backdrop). You may also make substantial savings on air fares going via Mackay.

AIRLIE BEACH

Airlie Beach, the resort town that provides infrastructure and services to the islands, looks out to the north over a dazzling seascape, with sparkling water and conical, volcanic islands on the distant horizon.

Airlie's sand beach has always been a bit of a sore spot for the town, being like many beaches in Queensland that dry out at low tide, exposing a vast expanse of unsightly coral rubble. Last year, a gigantic man-made lagoon was constructed just behind the beach, and Airlie now has a fabulous aquatic playground, with bridges and walkways and paddle pools for all to enjoy – a great asset, and built not before time.

SHUTE HARBOUR

The main building at the Lloyd Roberts jetty in Shute Harbour has been completely demolished and reconstructed, giving the Shute waterfront a much-needed face-lift. The building houses offices and an attractive new and larger Jilly's at the Jetty (providing souvenirs, sun needs, gifts, postcards and bookings), a small restaurant and a spruced-up cafe. An expansive deck and large interior courtyard provides lots of outdoor space for lounging.

ABEL POINT EXPANSION

Plans are under way to enlarge Abel Point Marina. It may be finished by the end of this year (but don't hold your breath). In any case, it shouldn't be too long after that.

BILL LIPSON IS BACK

Bill Lipson – who founded Sail Whitsunday in 1990 with Leon Barlow and who left the business in 1997 to return to teaching – has rejoined the fray as CEO of Trinity Marine, the largest bareboat operator in the Whitsundays (with a fleet of 50). Trinity incorporates two entities, Australian Bareboat Charters (ABC) and Whitsunday Rent-a-Yacht.

Bill says that he is going to concentrate on the Whitsunday Rent-a-Yacht name, a brand that has survived since the first bareboat companies got into business in the late 1970s. The ABC label is to be phased out.

'GILLIGAN'S ISLAND'

The delightful little 'Gilligan's Island' at Palm Bay, Long Island, was purchased last year. The new owner is giving the resort a big face-lift while maintaining its low-key feel.

This charming small resort with a tiny 'lagoon' in a surrounding coral reef has always been a popular first or last night anchorage for those who need to spend a night near Shute Harbour or Hamilton Island because of the constraints of daylight and check-in/check-out times. The resort is scheduled to re-open in late March and is being managed by some ex-Hayman Island staff, which gives some indication of the new management philosophy.

'HONEYMOON' SPECIAL

Queensland Yacht Charters is offering a 'honeymoon' special – five nights afloat on one of its bareboats and three nights at Palm Bay, where breakfast is served on your verandah and you are pampered just as newlyweds deserve to be. Details may be found on the website at www.yachtcharters.com.au

Taking Line Honours in the Whitsundays

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Charter boat finance

There have been significant changes in the finance for charter boats and pleasure craft over the past five years, says boat finance expert Mark O'Donohue

IN THE EARLY 1990S THE MAJORITY OF BOATS WERE financed reluctantly, and usually using 'bricks and mortar' as security.

Fortunately, the attitude among many lenders has changed, and they are now prepared to finance boats using the boat as the sole security where the applicant demonstrates reasonable income and is considered to have some 'substance' (ie some tangible financial net worth).

Boats are typically financed up to 100 per cent of the purchase price over three, four or five years, either fully paid over that term or with a residual or balloon

of up to 40 per cent (similar to a motor vehicle lease or commercial hire-purchase facility). These facilities are usually put in place without the requirement of mortgage security, although you may find that some trading banks (perhaps your own) still require mortgage security. The interest rate for the transaction is fixed for the term on a reducing balance.

Marine finance specialists, such as Finlease, can tailor a boat loan to specific requirements and cash-flow preferences, and, using the boat as security, normally provide approval within two to four days. This finance service incurs no establishment fees or set-up costs.

Many of the charter boats currently operating in the Whitsundays, on Sydney Harbour and on Pittwater have been financed in an extremely tax-effective structure, which has resulted in a minimum amount of 'annualised' owner contribution.

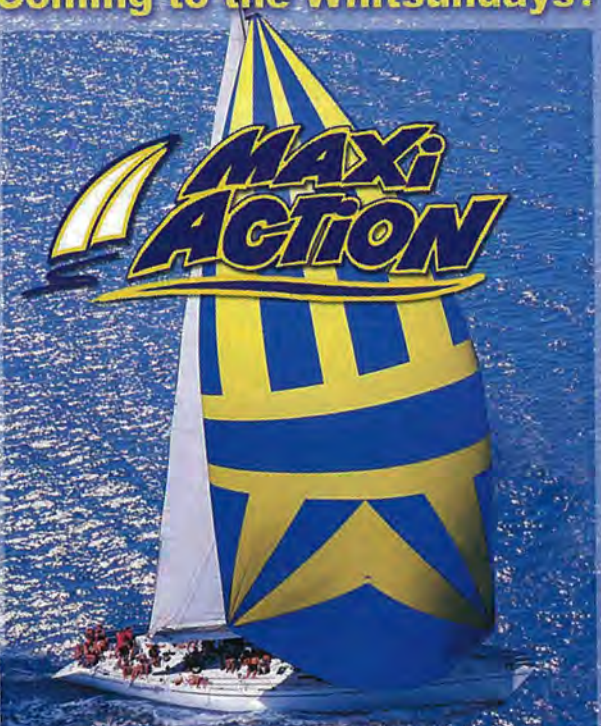
These boats have, on the whole, been 100 per cent financed on a commercial hire purchase structured over five years, with a 40 per cent balloon at the end of the finance period and without the need for real-estate security. The annual net income to the owners, together with the substantial reduction in their annual income tax bills, has been sufficient to meet over 85 per cent of the annual finance, insurance and running costs.

Conversely, at the end of the period, the owners have significant equity in their boats, as the market value would be approximately 80 per cent of the boat's initial purchase price, which is double the residual debt (balloon) of 40 per cent.

Charter Boats are providing boat owners with net income returns of around seven to 10 per cent per annum in the Whitsundays and three to five per cent per annum in Sydney waters.

By way of example, a charter boat at a price of \$250,000 on a seven per cent return would provide

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Sydney 38s have become popular racing boats in the Whitsundays. This one was on charter in Adelaide
 Photo – Peter Campbell

income to the owner of \$17,500 pa. The cost to finance the boat over a five-year term with a 40 per cent balloon (\$100,000) is \$3,705 per month (\$44,460 pa).

From a negative gearing point of view, the charter boat would, on a seven per cent income basis, show an average tax loss of \$34,774 pa. This, at a 48-cent tax rate, would result in a reduction of income tax paid by the boat owner of some \$16,691 pa (refer Table 1).

From an annual cash-flow point of view, the average after-tax cost to the owner is \$198 per week (\$10,269 pa) – refer to Table 2.

Clearly, this low cost of ownership is, in the main, due to the depreciation rates of 30 per cent diminishing value per annum.

Although under the above structure there is still a residual debt of \$100,000 on the boat at the end of the five-year period, the estimated resale value of approximately \$200,000 indicates significant equity in the boat.

The finance structure shown is secured by the boat and as such does not require any collateral real-estate security or any requirement for initial deposits (TAP).

TABLE 1

Averaged Annual Tax Deductibility Profile

| | |
|--|--------------------------------------|
| Annual net income @ 7% | \$17,500 |
| less deductions: | |
| Annual interest on CHP facility | (\$14,460) |
| Depreciation on \$250,000 @ 30% DV | (\$37,814) |
| AVERAGED over the 5 years | |
| Net Annual Tax Loss | \$34,774 |
| @ .48 tax rate = | \$16,691 in reduced annual tax bill. |

TABLE 2

Averaged After Tax Cost Profile

| | |
|---|-------------|
| Annual finance cost 12 x \$3,705 pm | \$44,460 pa |
| Less Annual net income (example) @ 7% | \$17,500 pa |
| Annual shortfall | \$26,960 pa |
| Offset by reduced tax bill | \$16,691 pa |
| (refer calculation above) | |
| After tax cost (averaged) | \$10,269 pa |

If however, potential boat owners have existing first mortgages over their homes that are not tax deductible and have good equity in their properties, there is an excellent alternative loan programme available that may convert the non-deductible debt into deductible debt in a highly effective manner.

Mark O'Donohue is the Principal of Finlease, a company that specialises in the finance of pleasure craft and charter boats. Tel: (02) 9959 3122 or email mark@finlease.com.au

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Tropical shirt regatta

The email from the organisers of the 2002 Hog's Breath Race Week at Airlie Beach was emphatic: "Make sure you get your tropical shirts order in for this year's event!"

TO BE CONSIDERED PART OF THIS rather laid-back regatta, you must wear a tropical shirt. The event precedes the more serious on-the-water encounters at Hamilton Island Race Week, happening a week later in the Whitsundays.

While the Hog's Breath Regatta has grown more sophisticated in recent years, with a change of dates to just before Hamilton Island attracting more grand-prix racing yachts, it has retained its casual tropical charm.

Last year, the programme included the inaugural Australian championship for the growing Sydney 38 class, as well as attracting Farr 40 One Designs and grand-prix IMS and IRC boats, their owners and crews enjoying great sailing in the trade winds.

Prominent Melbourne yachtsman David Gotze summed it up after finishing third overall in the IRC division with his Farr 40 OD *Brighton Star*: "We only came to the Hog's Breath Regatta to practice for the Hahn Premium Race Week, but we've had a great time. The sailing conditions are really good and the crew enjoyed the town. We will be back next year for sure."

Victorians did well - Lou Abrahams's *Another Challenge* won

the Sydney 38 championship, while the Sydney Farr 40 OD *Smile* (Simon Whiston) won the IRC Division from two Melbourne boats, *Eun-Na-Mara* (Nick Chapman) and *Brighton Star*. Fourth place went to *Farr Too Much Fun* (Philip Coombes).

This year's Hog's Breath 13th annual Race Week will see registrations begin at the Whitsunday Sailing Club (its restaurant is famous for its mud crabs) on 9 August, with racing between 10 and 15 August.

With divisions for Sydney 38s, IMS, IRC, PHS racing, PHS cruising and IMR multihulls, there will be six races over a wide variety of courses in Pioneer Bay and around the Molles, with a mid-regatta lay day for the famous Party On the Lagoon. The awards presentation will also be held on the Lagoon.

LOST IN CYBER SPACE

The Hog's Breath Race Week organisation is having a problem with its server in receiving online entrants, with some entries getting lost in cyber space. Yacht owners who have sent in an email entry and as yet have not received a personal reply indicating receipt of entry have been asked to resend their entries.

Log on to race

In an innovative step, the Hamilton Island Yacht Club is only accepting entries online for this year's Hahn Premium Hamilton Island Race Week in late August

THE HAMILTON ISLAND YACHT CLUB NOTICE OF RACE HAS BEEN posted on its website for the past two years, but this year is the first time that the club will accept entries only through the internet.

"Yachtsmen are used to getting a Notice of Race on the website and accessing quick results on club websites or emailed direct to them," says Race Director Warwick Hoban. "Not having to print a Notice of Race is a significant money saver, allowing more funds to be put into better racing and facilities for participants."

The 2002 Hahn Premium Race Week, at Hamilton Island in the beautiful Whitsunday Islands of Far North Queensland, will be held from 17 to 24 August. And Hoban expects another big fleet, including many yachts from southern states. "We had a record fleet of 183 boats last year

and the only thing that may affect us this year is the airline situation, but we are confident it will be another great event," Hoban adds.

This year will be the 19th annual Race Week, an event that has not only grown in numbers but also in status as the premier regatta on the Australian calendar. It has made its name not just as a highly competitive racing regatta, but a great social event for crews, their families and friends.

This year's Hahn Premium Race Week format will be much the same as in 2001, with nine races for IMS and IRC divisions, eight races for the Sportsboat divisions and six races for the cruising divisions.

The Notice of Race, including the online entry form, is available on the Hamilton Island Yacht Club website at www.hiyc.org.au ■

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Sailing south to success

Tasmania's inaugural Sailing South Race Week proved to be an outstanding success for the Royal Yacht Club of Tasmania, says Peter Campbell, and many others agree

IF THE ENTHUSIASM OF THOSE WHO SAILED IN, AND WATCHED the inaugural Sailing South Race Week is any guide, then the Royal Yacht Club of Tasmania has come up with a real winner with this event, held in early January 2002.

The regatta follows the long ocean races to Hobart from Sydney and Melbourne. Delighted with the success of the first event, which attracted 54 entries, the RYCT is already planning Sailing South Race Week 2003. While the basic format will stay the same, changes to attract more visiting yachts include bringing the start forward several days with an invitation race to be incorporated into the traditional King of the Derwent on 2 January 2003. The outstanding regatta support facilities and social programme at the Sandy Bay clubhouse will continue.

David Kellett, President of the Yachting Association of New South Wales and Vice-President of the International Sailing Federation (ISAF), summed up the feelings of

With a brooding Mt Wellington as a backdrop, *Bumblebee 5* leads the fleet out of the starting blocks in race two of the 2002 Sailing South Race Week on Hobart's River Derwent

Photo – Peter Campbell

competitors at the Trophy Presentation Dinner when he said: "This has been an absolutely fantastic week. The RYCT can take a bow!"

Kellett, who steered the Sydney 38 *Next* to a hard-fought overall win in the IRC class, plans to come back next year, and will be promoting Race Week among fellow interstate yachtsman. "We had a crew of 'gerry and the atrics' – from that famous Tasmanian sailor, 80-year-old Ediss Boyes, as tactician to a 17-year-old for'ard hand," added Kellett, a veteran of 28 Sydney Hobart Races. In 1987 he skippered the maxi yacht *Sovereign* to the rare double of line and handicap honours.

Ian Treleaven, who skippered his former Volvo 60, *Line 7 Lenna of Hobart*, in Race Week (until breaking the forestay when leading in the Betsy Island Race) echoed Kellett's enthusiasm. "It has been a fantastic regatta. A great thing about it is coming back here to the marina and then adjourning to the club for a beer after a hard day's racing, and finding most of your competitors doing the same thing," he says.

Out of a crew of 16 on *Line 7 Lenna of Hobart*, 13 were Tasmanians, headed by sailing master Graham 'Frizzle' Freeman. Yacht sponsor Lloyd Clark, owner of the Hotel Lenna and a keen yachtsman, brought along his sons Cameron (23) and Joshua (21) and daughter Sarah (19). "We hope Ian will be back for Race Week in 2003," Clark said.

Star of this inaugural Sailing South Race Week was, of course, *Bumblebee 5*. Owner John Kalhbetzer placed the yacht in the capable hands of expat Tasmanian Roger Hickman for Race Week, following her overall victory in the 57th CYCA Sydney Hobart Race when skippered by designer Iain Murray.

Hickman dubbed *Bumblebee 5* the "Betsy Island Express" after a record-breaking win in the 42-nautical mile Betsy Island Race. The 62-footer became the 'Derwent Dasher' after two runaway line and corrected-time wins over

windward/leeward courses on Hobart's broad Derwent River on the final day.

Bumblebee 5, with her key crewmembers also supplemented by young Tasmanian sailors, won a hard-fought IMS series against local Hobart yacht *Invincible*, skippered by Harold Clark from Bellerive Yacht Club. The IMS series was decided on the final race, as was Dave Kellett's win with *Next* in the IRC class.

The victory finished off an outstanding season by *Bumblebee 5*, a 62-footer Murray/Burns/Dovell design. She won the British Trophy regatta in Sydney in December, the 57th Sydney Hobart Race over Christmas and New Year, and then Sailing South Race Week in early January 2002.

Sailing South Race Week 2002 attracted 56 entries, including boats from Sydney, Melbourne, Adelaide and the US, with the 20-boat Sportsboat fleet from clubs around Tasmania and Melbourne



Overall IMS winner of Sailing South Race Week, *Bumblebee 5*, powers past the small Sportsboat *Flying Scud*

Photo – Peter Campbell

being expanded to 25 by casual entries for the Iron Pot medium-distance race.

Bumblebee 5 finished the strong IMS division with 662 points. *Invincible*, a Farr 1104, came second with 654.9 points. Third place went to the S&S 34 *T42 Solandra*, skippered by another well-known Hobart yachtsman, Craig Escott from the RYCT.

The win by the Sydney 38 *Next* in the IRC class was particularly pleasing for David Kellett. He is chief executive of Sydney Yachts, builders of the Sydney 38s, but this was the first time he had helmed one in a race. A last race win on corrected time gave *Next* a winning margin of just 1.1 points from the David Lyons-designed Jarkan 38 *Breakaway*, skippered by Wayne Banks-Smith.

Breakaway won race five, but *Next* fought back to win the final race, finishing on 659.6 points, with *Breakaway* on 658.5 points. Third place overall went to US 65-footer *Icon*, skippered by Jim Roser for owner Richard Robbins. Robbins,

from the Seattle Yacht Club, sailed in the first three races, including the 90-nautical mile Bruny Island Race, but had to fly home early on business.

Bumblebee 5, *Line 7 Lenna of Hobart* and *Icon* fought for line honours in each race until the final day, when *Icon* got the gun in the slow and protracted Bruny Island Race. *Bumblebee 5* won on corrected time.

Slow was the key word as the fleet sailed down the seaward side of Bruny Island. "When we saw a penguin swim past us for the third time, we considered retiring," said the weary crew of one yacht back at the Sandy Race club headquarters. But they kept sailing and finished the historic 90-nautical mile circumnavigation of Bruny Island.

Not so fortunate were the Sportsboats who had raced down the d'Entrecasteaux Channel to Green Island, with none finishing before the early evening time limit.

The PHS division went down to the wire with Dick Knoop's recently launched, fast-cruising boat *Magellan*, designed by his brother Wally and home-built by Dick, scoring a second and a third on the final day. Dick finished Race Week with 647.8 points, just beating *Farr Horizons* (Colin Denny) on 641.9 points and *Quetzalcoatl* (Joshua Ey) on 626 points.

Race Week was not without its minor dramas – with two men overboard (from *Icon* and *Line 7 Lenna of Hobart*) on the opening day of short windward/leeward races, several dismastings in subsequent races, and a broken forestay for Ian Treleaven's *Line 7 Lenna of Hobart* as she surfed at 17 knots in the Betsy Island Race that ended her campaign. A last-race dismasting cost *Muir Race*, skippered by Matthew Johnston, an almost certain win in Division 1 of the Sportsboats.

With *Muir Race* dismasted, *Another Girl Another Planet* (David Shephard) won the final race to take the series with 511.6 points. *Desperado* placed second on 508.4, and third went to *Firefall* (Gundar Simsons) on 496 points.

FINAL PLACINGS

IMS DIVISION

- Bumblebee 5** (John Kahlbetzer/Roger Hickman, NSW) 662 points
- Invincible** (Harold Clark, Tas) 654.9 points
- T42 Solandra** (Craig Escott, Tas) 643.8 points
- B52** (Hughie Lewis, Tas) 637.7 points
- Vitesse** (Rob Howie, NSW) 633 points



Desperado (Bruce Calvert) was one of 20 Sportsboats that added to the action of Sailing South Race Week. The yacht placed second overall in her division

Photo – Peter Campbell

IRC DIVISION

- Next** (David Kellett, NSW) 659.6 points
- Breakaway** (Wayne Banks Smith, Tas) 658.5 points
- Icon** (Richard Robbins, USA) 652.2 points
- Valheru** (Tony Lyall, Tas) 644.9 points

PHS DIVISION

- Magellan** (Dick Knoop, Tas) 647.8 points
- Farr Horizons** (Colin Denny, Tas) 641.9 points
- Quetzalcoatl** (Joshua Ey, Tas) 637.6 points
- Nortas Salmon** (Alfred Doedens, Tas) 628.2 points
- Redback** (David O'Neill, Tas) 626.0 points

SPORTSBOATS, DIVISION 1

- Another Girl Another Planet** (David Shephard, Tas) 511.6 points
- Desperado** (Bruce Calvert, Tas) 508.4 points
- Firefall** (Gundar Simsons, Tas) 496 points
- The Works** (David Lawless, Tas) 487.2 points

SPORTSBOATS, DIVISION 2

- Saga** (Kerry Boden, Tas) 507 points
- Rousabout** (Grahame Inglis, Tas) 504.6 points
- Canterbury Sailing** (Fred Barrett, Tas) 501.6 points
- Buggbear** (Ron Bugg, Tas) 494.2 points
- Audacity** (Ian Stewart, Tas) 491.8 points ■



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BENETEAU FIRST 36.7

Barry Tranter test drives the new Beneteau First 36.7, and discovers that Australia's amateur racers will get the most value out of this boat

"AUSTRALIA IS THE BEST COUNTRY IN THE WORLD FOR top-level amateur sailors," says Beneteau Vicsail's Christophe Vanek.

This sweeping statement sounds to me like a good quote, and one I should elaborate on. After all, Aussies aren't averse to a bit of praise. So I asked Vanek why he thinks so.

"We sail here all year round," he adds. "We do twilights on Wednesdays, we race with the club on Saturdays, we race on winter Sundays. Europeans can't do that." Neither, I suppose, can east-coast Americans.

The subject arose because I asked Vanek who would buy the new Beneteau First 36.7. Buyers will come, he says, from the strong core of skilled amateurs who want to race at (or near) the top level, but for whom cutting-edge IMS is out of the question. Vanek says that the Whiston brothers, who had great success with their First 40.7s, set the precedent. "They did not have a lot of experience and bought a performance boat. But they decided to go grand-prix racing, got a few good guys aboard, and had big success at club level," he says.

Certainly the 40.7 broke the ice. When it first went on sale here, grand-prix crews were, to put it politely, a bit sceptical that a low-tech boat could mix with the carbon techno-rockets at the front of the fleet. The Whistons

silenced the critics, and the 40.7 continues to do well – *Shipping Central* won IMS Division B in the latest Hobart and was fourth overall, and *le Billet* won the small IMS division of this year's Coffs Harbour Race.

The First 36.7 is a product of the same formula, a Bruce Farr design, built by Beneteau from conventional materials. The hull is fibreglass; solid, with no fancy cores.

The deck is balsa-cored glass, and the hull is reinforced by a moulded internal fibreglass grid bonded to the skin.

The rig is simple – twin spreaders, slightly raked, with discontinuous shrouds supporting a keel-stepped mast made of old-fashioned aluminium. The boom and spinnaker pole are also alloy. The keel, too, is conservative – a modestly raked lead fin with a flared bottom. There is no skimping on deck gear, which is a good-quality mix that includes Lewmar and Harken. And there are good touches around the boat, such as the 4:1 tackle that controls jib-car position.

The trick to building these boats, says Vanek, is the co-operation between designer and builder on the interior design. They must keep the weight down and out of the ends, and decide where to position big-mass items such as fuel and water tanks for best performance. This, he says, is where Bruce Farr earns his (substantial) fee.

The 36.7 has three double-berth cabins – two in the



Opposite: The new Beneteau 36.7 under spinnaker
Above: Well laid out control lines
Photo – Barry Tranter



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stern and one in the bow. There's only one head, set forward, with access from the saloon. The trim is classically simple; timber with a moulded headliner. The table is on the centreline and is removable for racing, exposing a stainless handrail that also locates spare sails and gear. As on the 40.7, the cockpit lockers are removable so you can leave ashore superfluous gear and open up the cockpit for working the primaries.

Beneteau Vicsail will campaign this boat, with Peugeot sponsorship, for nine months.

Soling Olympian Neville Wittey is on board today, as is Vanek (who came to Fremantle in 1987 with the French America's Cup crew, and stayed). Ullman Sails' Bruce Hollis is here to see his new sails in action. The other two crew are Beneteau guys who seem to know the sharp end from the blunt. I am there to take pictures and stay out of the way.

We set off into a 22-knot nor'easter, with full main and a No 3. In the gusts of around 25 knots, the keel root trailed a small wake. The crew dial in a bit of twist and the boat sits flat and goes faster. Popular opinion is that we are doing in the high sixes upwind – there are no instruments yet. Farr's diagram predicts that she should do 6.8 in 20 knots.

"The secret to sailing these boats is not to have it too tight," says Wittey later. "Not to have what too tight?" I ask. "Anything," he answers.

Downwind, onboard opinion says that she jumps up and planes earlier than the 40.7. In the gusts she lifts her nose and accelerates instantly. We figure we've got 10 to 12 knots. Outright top speed, according to Farr, should be 16 to 18.

Wittey is everywhere. He reckons that the only immediate change will be to slacken the lowers to get a bit more prebend.

Vanek wants to add a foot brace for the helmsman. To me it feels okay when you're alongside the wheel, but not entirely comfortable a short distance back, where most people steer. I had a steer upwind, and, with the breeze moving constantly through about 30 degrees, I used a lot of wheel to keep up. This was largely because of lack of skill, but back on the dock I read a testimonial from a new US owner who opted for a higher steering ratio, so it may be worth discussing. He also thought foot supports for the helmsman should be added, but these were his only modifications.



There is no skimping on deck gear of the Beneteau 36.7
Photo – Barry Tranter

In a steady breeze upwind, with the traveller eased, the boat steered itself. The steering system is light to operate, and the traveller can be heaved up by one hand.

Back on the dock I went off to put the camera under a tap to rinse off some of the salt, and the crew took on two extra bodies for the boat's first race, the midweek twilight. Even though they got the gun, Vanek says: "Twilights are bullshit." Meaning a win is no indicator of performance – but he is happy to beat a fleet that included a Farr 50 and some old-style Farr 40s. A new boat has to start somewhere.

Sailing World magazine named the Beneteau First 36.7 '2002 Boat of the Year for Best Value', the judges basing their decision on "incomparable value, impeccable design, sailing performance and comfort". ■

BENETEAU FIRST 36.7

| | | |
|-----------------------------|-----------------|---|
| LOA | | 10.98m |
| Hull length | | 10.68m |
| LWL | | 9.23m |
| Bmax | | 3.45m |
| Draught | <i>Standard</i> | 2.20m |
| | <i>Optional</i> | 1.80m |
| Displacement (light) | | approx 5,700kg |
| Ballast (std) | | approx 1,785kg |
| Water | | 300 litres |
| Fuel | | 75 litres |
| Engine | | 30hp Volvo saildrive |
| Price | | \$272,000 (without sails, but including Sports Pack and wheel steering) |

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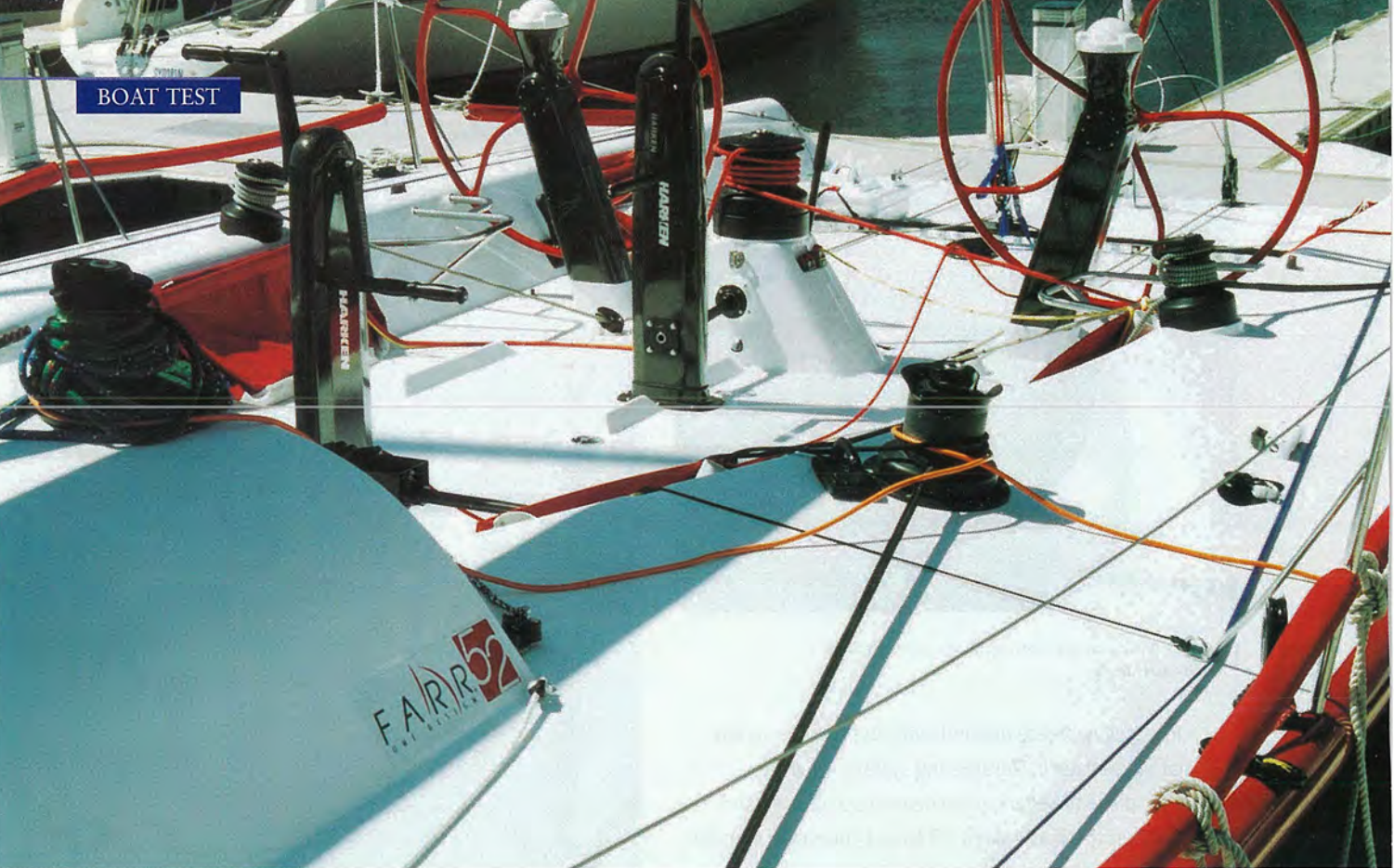
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FARR 52 ONE DESIGN

Champion international yachtsman Rob Brown, the project manager and sailing master for *Hollywood Boulevard*, writes an exclusive review of this striking Farr 52 One Design, the newest addition to Australia's grand-prix ocean-racing fleet

PERFORMANCE IS THE KEY TO THE FARR 52 ONE DESIGN. As a development from the successful Farr 40 One Design, the 52 offers a significant increase in all-round performance.

Easily driven, the Farr 52 – in this case Sydney yachtsman Ray Robert's recently launched *Hollywood Boulevard* – is an absolute pleasure to steer upwind in a chop and downwind at high speeds. It is highly competitive in IMS, particularly when stability comes into play in medium to fresh upwind and reaching conditions. It easily adapted to compete under IRC or IRM rating rules.

Hollywood Boulevard arrived from the builders, DK Yachts Malaysia, just five days before the first race of the British Trophy / Southern Cross series. The yacht came together relatively smoothly after some long days and nights of toil by the committed contractors and crewmembers. The keel was dry fitted before shipment and the bottom of the yacht was prepared with wet-rubbed Durapox barrier epoxy. This obviously fast-tracked the launching process.

The advantages of building a one-design yacht are well known. Having a Class Rule that incorporates cost controls, as well as strict one-design build controls and

The deck layout of the Farr 52, showing twin steering wheels and the two centrally mounted coffee grinder winches

Photo – Peter Andrews

proven design parameters contribute to ensuring that the Farr 52 is competitive in all fleets and guarantees a better resale return.

MAJOR FEATURES

Features of the Farr 52 include a runnerless fractional rig, non-overlapping jibs, twin steering wheels, and pedestal winches for the main and primaries, fractional or masthead spinnakers.

Production of the Farr 52 has been a joint venture project between DK Yachts in Malaysia and Workforce Marine in Sydney, and what a fine job they have done in building *Hollywood Boulevard*. The hull is constructed from carbon fibre, Corecell foam and a Balsa core (in high-load



The bowman gets ready for a spinnaker set on *Hollywood Boulevard*

Photo – Matthew Harris

areas) with epoxy resin (wet pre-preg process) all vacuum bagged and temperature controlled post curing. This ensures that the hull, deck and interior components (all out of female moulds) are strong, light and fair.

The yacht is finished throughout with linear polyurethane paint, including non-furnished areas down below. Below the waterline the yacht was faired and primed with epoxy barrier coat, which can then be anti-fouled. We decided not to anti-foul the yacht in the first instance due to the time constraints, but to wet rub the barrier coat for the first regatta.

BELOW DECKS

Down below, a very clean and spacious environment has been achieved by good layout design and, in particular,



The saloon navigation station is located aft of the companionway in the bare layout below decks for what is essentially a racing boat

Photo – Peter Andrews

the use of the polyurethane finish contrasted with the clear-coated carbon areas on the Nav station, engine cover and settee berth areas.

SPARS AND HYDRAULICS

The carbon spars are supplied by Hall Spars (Bristol USA), which offers the latest in carbon technology. The engineering and finish of the Hall Spar product is first class. The rig and all components went together perfectly and are performing well.

The yacht is supplied with a Navtec hydraulic package that includes a mast jack (for easy adjustment to the rig), hydraulic vang (including steerer's dump valves) and hydraulic outhaul. These are controlled at the mainsheet pedestal.

HARDWARE

Hollywood Boulevard is fitted out with a Harken hardware and Harken winch system, this included using Spinlock jammers. As it is intended that the yacht will compete in some of the longer east-coast races, it was decided to include a Frederikson 100 series main luff track system for ease of reefing. The standard mast comes with an integrated carbon track, which we had removed, but could be re-established at a later time if required. Whalespars Australia P/L was commissioned to carry out the work on the luff-track system.

ELECTRONICS

Hollywood Boulevard uses a B&G Hercules 2000 Electronic System with an on-deck computer/screen.



The new Farr 52 One Design, *Hollywood Boulevard*, racing offshore
Photo – Matthew Harris

SAILS

The new Farr 52 sails with a complete North Sails (Aust) 3DL inventory. The IMS mainsail is a three-reef 3DL offshore with taffeta film IRC mainsail, and one-reef 3DL inshore/regatta thin film. The headsails are light, medium, heavy, No 4 and 5, jib top and genoa/spinnaker staysail. Spinnakers are IMS fractional Code 1A Asymmetric, 2S VMG, 3A Asymmetric, 4S Spinn, 5S spinnaker, storm jib and trysail. Due to the time frame, the running rigging work was done when the yacht arrived in Sydney. Sydney Rigging P/L carried out the work, utilising the latest in cordage technology.

SAILING REPORT

The boat competed in the British Trophy races and performed well around the cans. She sailed under the IMS Rule and at the time of writing is converting to IRC to contest various Australian east-coast races during 2002. She performed extremely well in the medium to fresher conditions experienced during the British Trophy series. Her best results on corrected time were a first, third and fourth.

She handles very well with a good-sized rudder and steering purchase derived through the large quadrant and gearing through the twin wheels. The yacht sails with a crew of 14 and a total crew weight of 1,150kg. This is more than adequate to sail efficiently in the short races and it could be said that sailing the longer races with 13 could be considered if you still had the same righting moment.

Hollywood Boulevard sailed to her targets and seemed to like sailing on the faster side of the target speed and angle, rather than trying to sail high in the groove. Greater gains were experienced by sailing her fast, rather than higher. Downwind you could sail quite low, but when racing the clock, sailing the hotter target angles paid dividends. In 18 to 20 knots of true wind, surfing was initiated quite easily.

In the 2001 Sydney Hobart Race, conditions tested the yacht. She experienced typical seaway generated by the east Australian current flowing south at around three knots against the south-westerly air flow.

The three to four-metre waves, with seemingly no back to them, presented no problem for this well-designed and built yacht. In excess of 30 knots of true wind, *Hollywood* sailed and handled really well at 25 to 28 apparent, and speeds of between 9.0 and 9.5 knots were common. With one reef and a No 5 headsail, she was balanced and fast. The luff car system on the main worked a treat in all reefing operations.

In the Coffs Harbour Race, essentially a downwind event with an average wind speed of around 13 knots true, *Hollywood* again performed well. When reaching with the 3A (fractional asymmetrical) and at times with the spinnaker staysail, she performed particularly well. In the fresher end of the spectrum, she performed well above her rating and made significant gains on her opposition.

Hollywood Boulevard recorded a third and was leading IMS on time with about six hours of racing to go. The smaller yachts enjoyed the luxury of a 30 to 35-knot southerly that brought them home to snare victory from the Farr 52.

All in all, *Hollywood Boulevard* is a beautiful yacht, and like its sister ship *Loco*, will enjoy many successful and fun-filled regattas. She is simply a pleasure to sail! ■

FARR 52

| | |
|----------------------|---|
| LOA: | 18.85m (52.00') |
| DWL: | 13.87m (45.50') |
| Beam: | 4.44m (14.57') |
| Draft: | 3.25m (10.66') |
| Displacement: | 9,196kg (20,277lb) |
| Ballast: | 5,082 kg (11,206lb) |
| Engine: | Yanmar diesel 4jh3 Turbo 56 HP with Yanmar sail drive, two-bladed folding prop. |



Regatta 2002 (the Australian JOG and Super 30 Championships) began with a passage race from Pittwater to Port Stephens, battling into 30-knot northerlies and an extremely disturbed sea

Testing times for Regatta 2002

THE HARSH CONDITIONS OF REGATTA 2002 FORCED the early retirement of one of the smallest yachts in the fleet, Ross Buxton's *Ocean Racer Chaser*, while *Mumms the Word* (Mal Jones) broke a forestay fitting and returned to Pittwater. Top Super 30 contender *Fuji Film* (Jeff Carter) damaged her main before sunset, but continued under tri-sail before carrying out repairs and re-hoisting the main.

Rod Skellet's new Greg Young-designed Super 30 *Krakatoa* was the first boat to finish, at 11:52am the next day. She was followed 22 minutes later by Martin and Lisa Hill's Bull 9000 *Hill PDA Bullet*. The 22 minutes was enough to give *Krakatoa* the win on corrected time by a 40-second margin. In the JOG Division, *Torch* (John English) took line honours with the handicap win going to the second boat over the line, the Peterson 30 *Marigot Bay* (Alen Clark and Greg Daven).

Mumms the Word returned to Pittwater where her crew effected repairs before transporting the yacht to Port Stephens by road trailer. From there she was launched, re-rigged, and joined other competitors on the Anchorage Marina on the Monday afternoon. *Ocean Racer Chaser* set out again at first light on Monday, but had to seek shelter in Newcastle before finally making it to Port Stephens just in time to start race two.

Races two and three were inshore windward/leeward within Port Stephens. In the Super 30 Division, the crew of *Mumms the Word* was rewarded for their perseverance with a first and a second. *Ocean Racer Chaser's* crew forgot their exhaustion, gaining a third and a first in the JOG Division.

Day three was an interesting day at the regatta, with course changes, protests, and, for the Super 30s, race

five was abandoned when no yachts finished within the time limit.

The first race of the day got under way in an eight-knot south-east breeze. *Mumms the Word* was over the line early and had to go back, losing 1:20. However, the crew recovered to take the gun, four seconds ahead of *Krakatoa*. *Hill PDA Bullet* took the Super 30 win on corrected time.

Race three turned into a lengthy affair that saw the Super 30 division race abandoned after a protest. In the JOG Division, the RMYC (Broken Bay) Holland 30 *Comin Thru* (Lindsay Whitton) scored her first win of the regatta, relegating *Ocean Racer Chaser* to second.

Day four saw the running of the Islands Offshore Race. In the Super 30s, *Mumms the Word* (Mal Jones) once again took the gun, with *Fuji Film* (Jeff Carter) first on corrected time. The JOG Division saw *Ocean Racer Chaser* (Ross Buxton) score its third corrected time win of the regatta. ■

2002 AUSTRALIAN JOG CHAMPIONSHIP

1. **Ocean Racer Chaser** (Ross Buxton), DNF-3-1-1-2-1-1-1
2. **Marigot Bay** (Alen Clark & Greg Daven) 1-1-2-3-3-3-2-3
3. **Comin Thru** (Lindsay Whitton), DNF-5-3-2-1-2-OCS-2)

2002 AUSTRALIAN SUPER 30 CHAMPIONSHIP

1. **Hill PDA Bullet** (Martin & Lisa Hill) 2-2-3-1-3-1-3
2. **Fuji Film** (Jeff Carter) 3-5-1-DSQ-1-2-1
3. **Mumms the Word** (Mal Jones) DNF-1-2-2-2-OCS-2

Krakatoa (above) in pursuit of *Hill PDA Bullet*
Photo - Rod Skellet



The water lily



Ben Canaider looks at the relationship between Sir James Hardy and the boat that was born around the same time he was, the old yawl *Nerida*

SIR JAMES HARDY – WORLD CHAMPION YACHTSMAN, four-time America’s Cup challenger, Olympian, wine maker and businessman – first encountered the 40-foot *Nerida* in 1932, when the vessel was being built in Port Adelaide. *Nerida* was unfinished, and so was Sir James – he was still in the womb, with his mother curiously scrambling around the ribs and frame of the boat. Some kind of strange connection must have occurred, because nearly 70 years later (despite a few years here and there off doing their own things), man and boat are still good friends, not too mention still going strong.

Nerida was built by Sir James’ wine making father Thomas Hardy, from plans by legendary Glaswegian shipwright and designer Alfred Milne. Hardy senior wanted a stylish yawl, with a low coach house to ensure a good profile. Being 6’2”, Hardy senior also wanted plenty of head space below decks, which required more than a few alterations to the original plans.

However, Milne’s final design still seemed a little too high in the water for Hardy, but in reply to this minor criticism, Milne wrote that as the “small cutter” would be built from local, heavier timbers, the profile would be to

Mr Hardy's satisfaction. Milne was right (the six tonnes of lead in the keel probably helped too).

The frames are naturally bent Bluegum from near Hardy's winery in McLaren Vale – in between are West Australian Kauri ribs, and there's a fair bit of Jarrah above and below deck. Most of the fit-out is original, but the mast and boom have been replaced. (The only things that tends to break nowadays are modern steel fittings...)

Nerida's name – chosen by Sir James' mother Eileen – is an Aboriginal word from McLaren Vale meaning water lily. And according to Sir James, the word is also Greek for lily. It makes you wonder where, originally, we are all from.

The vessel's name has proved more constant than her home ports or rigging. Much of this had to do with the tragic death of Thomas Hardy in a plane crash in 1938. Flying from Adelaide to Melbourne, the DC2 in which Hardy was a passenger overshot Essendon airport on a dark night and crashed into the west face of Mount Dandenong. Hardy senior was Australia's first Master Yachtsman and, as such, was entitled to take any vessel under his command into any port in the world – it is ironic then that he was killed by an error of navigation.

Originally a Bermuda yawl, *Nerida* was changed to a cutter in the 1940s after being sold to another South Australian wine identity, Colin Haselgrove, who sailed her to victory in the 19th Sydney Hobart race. After life in South Australia, she went to the Royal Sydney Yacht Squadron,



The sweeping sails of *Nerida*, restored as a gaff-rigged cutter by the Hardy family
Photo – Ben Canaider



Guests of Sir James Hardy enjoying a sail aboard the classic gaff-rigged cutter on Sydney Harbour
Photo – Ben Canaider

then to Victoria in 1953, where she served as an official starting boat for the 1956 Melbourne Olympic Games. Her last Sydney Hobart race was in 1994, when seven members of the Hardy family competed in the 50th Sydney Hobart Anniversary race. "Rough" is how Sir James described the voyage, but *Nerida's* seaworthiness has never caused him to doubt her.

In 1971 Sir James finally managed to buy back the vessel his father had built and his mother had named. Since then *Nerida* has become part of the ever-expanding BRL Hardy wine-making company's promotional team, taking local and international wine industry landlubbers out onto Sydney Harbour. With a few Hardy's wines at lunch, the guests soon have enough Dutch courage for a wet nine-knot broad reach out to the Heads, with the odd 'granny' thrown in for good measure along the way. Water lily indeed. ■

Opposite: *Nerida* sailing on Sydney Harbour, now her home port
Inset: Sir James Hardy entertaining guests aboard the fine old yacht his father built in 1932

Photos – Ben Canaider



Australia Day afloat

Thousands of Australians celebrated Australia Day afloat on 26 January 2002. And many of the day's regattas were centred around Geelong's Corio Bay and Sydney's famous harbour

GEELONG'S FESTIVAL OF SAIL

BY DI PEARSON

MORE THAN 400 BOATS, RANGING FROM TRADITIONAL 'couta boats' to grand-prix ocean racing yachts, crowded into Corio Bay at Geelong over the Australia Day weekend. The mainly Victorian fleet were there for the Bundaberg Rum Festival of Sail, conducted by the Royal Geelong Yacht Club.

First recorded as being held in 1844, and officially established in 1859, what is now known as the Festival of Sail is one of the oldest sporting events and largest sailing regattas in the nation. More than 25,000 people visit Geelong each year to take part in the on and off-water festivities, with bands, fireworks, and a variety of entertainers catering to those who flock to the foreshore of this historic Victorian port city.

Royal Geelong officials and volunteers worked tirelessly from 25 to 28 January to ensure that the festival was a complete success. Organising an event of this magnitude is not easy, but Regatta Chairman Michael Kelly,

Regatta Co-ordinator Doug 'Live Wire' Jarvis and a team of volunteers did it well. The many sponsors also made sure the event was successful.

Racing started on Corio Bay on Friday 25 January with two nine-mile windward return courses. More than 200 yachts raced in the IRC, IMS, AMS and VYC handicap categories, for individual and teams event trophies. Yachts were able to enter one or more divisions, with several scoring multiple successes over the weekend.

In the hotly contested IRC class, John Savage's Sydney 38, *38 Degrees South*, won from Bruce Taylor's MBD 36 *Chutzpah* and Sandringham Commodore Kevin Woods' Sydney 38 *Ticket of Leave*. After three races in AMS Division 1, *Toe Cutter* (Brad Bult) had the edge on *Bindaroo* (Gary Russell) while *Great Scott II* (Eurof Phillips) was third overall.

On Australia Day Victorian Premier Steve Bracks fired the canon aboard the sail training ship *Young Endeavour*,

Ranger (far right), skippered by Bill Gale, contesting the Gaff Rigged division of the 166th Australia Day Regatta; *Sylvia* (middle), Phil Kinsella's replica of a 'couta boat', won the Gaff Rig Division of the same event; and Geoff Lee's *Taurus VIII* (right) finished second in Division 1 of the historic regatta on Sydney Harbour

Photos – Peter Campbell

after the countdown by Festival of Sail patron John Bertrand, to start the 35-nautical mile race down Port Phillip from Melbourne to Geelong.

Extreme heat accompanied by 20 to 25-knot northerlies saw the fleet enjoy a hard run under spinnaker until the Fawcner Beacon. From there the yachts had a two-sail reach to the finish in Corio Bay in a changeable wind that faded to 10 knots, before swinging back to the north and lifting to 15 to 20 knots.

The largest yacht to contest the regatta, the Gary Shanks-owned South Australian pocket maxi *Rager*, led from start to the finish just off Royal Geelong Yacht Club. Her nearest rival was the 46-footer *Kontrol*, skippered by Peter Blake. Most of fleet were far astern.

In the IRC division, *Enigma* (Paul Kennedy) got the better of Bruce Taylor's MBD 36 *Chutzpah* and Eric Van Der Griend's new Sydney 38 *Clockwork Orange*. In VYC Division 1, *Extasea* (Paul Buchholz) won from *Bindaroo* (Garry Russell) and *Spirit* (Kim McKendrick). In AMS Division 2, *Owl & Pussycats* (Rob Davis) won from *Mentor Magik* (Steven Biggs) and *Silverado* (Ian Robottom), giving *Owl & Pussycats* a clear pointscore lead after three races.

Sunday's short windward/leeward races on Corio Bay were sailed in light breezes under overcast skies and drizzling rain. The first race for the grand prix IRC class saw *Out of the Blue* (Marie & Nigel Cuncliffe) win from *Ticket of Leave*, the Beneteau 40.7 skippered by Sandringham Yacht Club Commodore Kevin Wood. Third place went to *Farr Too Much Fun* (Philip Coombs), which won the next race from the Sydney 38 *Another Challenge*, skippered by veteran ocean-racer Lou Abrahams. Third place went to the Commodore of Royal Brighton Yacht Club, David Gotze, who sailed his Farr 40 One Design *Brighton Star*.

In AMS Division 1 *Out of the Blue* won the first windward/leeward race, with *Toe Cutter* (Robert Hick) second. In the second race *Another Challenge* won from *Kontrol* and *Farr Too Much Fun*. *Owl & Pussycats* won both AMS Division 2 races.

The consistent *Bindaroo* won the VYC Division 1 class from *Advantagedge* (Len Kint) and *Chief Sitting Bull* (Dean Coates). In the second race, Sandringham yachts took the top three places with *Bullistic* (Allsep Anderson) winning

from *Veloce* (Phil Simpfendor) and *Chief Sitting Bull*. VYC Division 2 saw *Revenge* win from *Speculation* (Douglas Lithgow). *Owl & Pussycats* came in third.

Monday, the event's final day, produced plenty of sun and wind, with the 20 to 25 knot westerlies gusting to 28 knots, with whitecaps on Corio Bay for the final race of the Scotchmans Hill Series. In the IRC division, *Another Challenge* won from *38 Degrees South* and *Clockwork Orange*, giving her the overall trophy from *Chutzpah* and *Farr Too Much Fun*,



Starfire, lining up for the start of one of the races of the Bundaberg Festival of Sail at Geelong

Photo – Di Pearson

another fine performance by Lou Abrahams, who, in December, sailed his 39th Sydney Hobart Race.

Another Challenge also won the final race in AMS Division 1 with *Great Scott II* second and *Kontrol* third. *Toe Cutter* sailed consistently well to take the AMS Series overall, with *Another Challenge* and *Great Scott II* tying for second place. In the small IMS class, *Another Challenge* won the series from *Ticket of Leave* and *Farr Too Much Fun*.

In AMS Division 2, *Revenge* had hers, winning the final race from *Owl & Pussycats* and *Silverado*. The overall winner for the series was the well-sailed *Owl & Pussycats*, from *Silverado* and *Revenge*.

Bindaroo was the overall winner of VYC Division, with an exceptional series that included three first places on corrected time. *Extasea* finished second and *Advantagedge* third. In VYC Division 2, the overall series winner was



Cyan, owned by Bill and Deidre Manning, won Division 2 of the 166th Australia Day Regatta
Photo – Peter Campbell

Revenge, with *Owl & Pussycats* performing well across the board to take second place.

For a number of yachts racing in the Scotchmans Hills Series, the main aim was winning the club teams events,

based on four boats per club team – a worse race drop per team in each race.

In the Skilled Trophy for AMS Division 1, the Royal Yacht Club of Victoria won with *Chutzpah*, *Horizon Sprint*, *Toe Cutter* and *Great Scott II*. The Helly Hansen Trophy for VYC Division 1 went to the Royal Geelong Yacht Club 'B' team comprising *Volante*, *Blade Runner*, *Bull* and *Juno*.

AMS Division 2 winners for the Cascade Premium Trophy were Sandringham Yacht Club with *Dell Era*, *Revenge*, *Owl & Pussycats* and *Rhiannon*.

Contesting the Sunsail Trophy for VYC Division 2 yachts were the Hobsons Bay Yacht Club, represented by *Eric*, *Orlan*, *Deja Blue* and *Sea Lion II*, who took out first place.

The BMW Motorrad Aust Couta Boat Series produced 14 starters in the four-race series. *Elise* (Wes Oswin) won the series overall after a battle with *Lyndal Lea* (Carmen Bell), which placed second overall.

For full results visit the Bundaberg Festival of Sail website at www.rgyc.com.au

166th AUSTRALIA DAY REGATTA

BY PETER CAMPBELL

Sorine, one of the smallest yachts to contest the 2001 Sydney Hobart Race, won the City of Sydney Sesquicentenary Cup for the 166th Australia Day Regatta ocean race to Botany Bay and return. This regatta is the oldest continuous sailing regatta in the world.

A Carter 30, *Sorine* is skippered by Ben Adamson from the Sydney Amateur Sailing Club. While she was the last to the finish the 630-nautical mile race to Hobart, she placed fifth on corrected time in the PHS division. On Australia Day, she won PHS Division 3 of the traditional offshore race, conducted by the Cruising Yacht Club of Australia. As the yacht with the lowest corrected time overall under PHS handicaps, she was awarded the City of Sydney Trophy.

Built in 1982, *Sorine* is a regular competitor in offshore events and last October scored her second successive win in the PHS division of the Gosford to Lord Howe Island Race.

A fleet of 52 boats raced to Botany Bay and return for the City of Sydney Cup, with Howard de Torres' *IMX-40*, *Nips-N-Tux*, winning IMS Division 1 and IRC Division 1. In all several

thousand sailors from 22 clubs took part in the 166th Australia Day Regatta on Sydney Harbour and in 12 other associated regattas throughout the state on 26 January.

A perfect summer's day attracted record crowds around the Harbour. The Governor of NSW, Her Excellency the Honourable Dr Marie Bashir AO, followed the racing after lunching with members of the Australia Day Regatta management Committee.

The 166th Australia Day Regatta attracted more than 100 entries, ranging from historical skiffs and classic yachts, to modern racing boats and state-of-the-art 18-footers.

In Division 1 *Akela*, helmed by CYCA member Steve Sweeney, took first place on corrected time from *Taurus VIII*, owned by Geoff Lee, chairman of the 166th Australia Day Regatta Management Committee. Line honours went to *Sydney*, owned by Charles Curran, acting President of the Australia Day Advisory Committee. *Cyan*, owned by Bill and Deidre Manning from the Royal Sydney Yacht Squadron, won Division 2. ■



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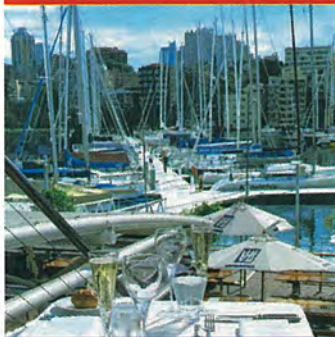
Steeped in the history of yachting – more than 55 years of wins, losses and heroism, the Cruising Yacht Club of Australia will capture the imagination of all who visit.

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The facilities of the Cruising Yacht Club of Australia are exclusively available for the use of Members and their Guests.

What's New

Floating inflatable distress flag

ACR Electronics, the official supplier of marine safety electronics for the Volvo Ocean Race, has supplied each of the eight racing teams with three of its new GlobalFix 406MHz EPIRB. They feature an integral 12-channel parallel GPS to add latitude/longitude co-ordinates to the emergency signal transmitted by the unit.

ACR has also provided the yachts with its PathFindr2 SART, a new generation survival craft transponder featuring intensified radar tracking. Also onboard are three GMDSS Survival Radios and a Crew Overboard System that is a combination of personal EPIRBs and Direction Finder, personal rescue strobes and an abandon ship bag, which includes a DistresSOS inflatable flag.

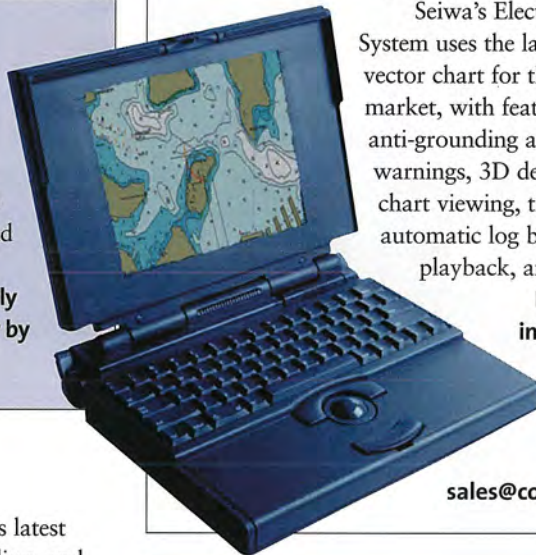


On-board PC can be plotter

If you have a PC or laptop aboard your boat, you can turn it into a sophisticated chart plotter with Seiwa's new Electronic Chart System. Or it can be connected to other on-board electronics to make navigation even easier.

Seiwa's Electronic Chart System uses the latest C-MAP vector chart for the leisure boat market, with features that include anti-grounding and hazard warnings, 3D depth contours and chart viewing, tidal information, automatic log book with full playback, and route planning.

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Selden furling gear

Selden has produced a complete compendium of its comprehensive range of masts and accessories, booms and rod-kickers, in-mast furling and reefing systems, Furlerx jib furling and reefing systems, spinnaker poles and accessories, lighting and rig fittings.

The new catalogue can be ordered directly from Contender Sailcloth on (02) 9997 4099 or by emailing on general@contender.com.au

Dubarry kicks its heels

Sailing shoemakers Dubarry has released its latest women's shoe, the Riviera, which has elegant styling, and incorporates its patented, award-winning, non-marking, non-slip rubber deck sole. It also has rustproof eyelets and super soft Pittards leather.

Fashioned on the tread of a tyre, the Dubarry sole was the choice of many crews competing in the Volvo Ocean Race. The Riviera carries the Dubarry's distinctive port and starboard flashes on either side of the heel – a little something to help you get your bearings!

Available from leading marine stockists at a RRP of \$189.00 plus GST.



Clean bottoms ahead for boat owners

International Paints, the world's leading manufacturer of marine coatings, has launched a new range of Micron antifouling, developed to increase protection against slime and marine growth on the bottom of boats.

Micron Extra combines proven Micron performance with Biolux Technology to provide a unique biocide delivery system providing full spectrum defence against barnacles, weed and algae.

Out of the water, Micron Extra will not become oxidised or break down.



Harken expands Airblock line

Harken has added a 75mm block line to its growing Carbo family. Constructed of high-strength engineering plastics, these lightweight blocks have an extremely high strength-to-weight ratio, with a safe working load of 1,200lbs (544kgs).



The 75mm blocks are designed for control lines, spinnaker sheets and mainsheet systems on small offshore boats and production cruiser racers such as the J/35, Tartan Ten, J/105, Frers 36 and Beneteau 367.

The single block weighs a very light 195gms (6.9ozs), including the shackle – the highest strength for a weight ball bearing block on the market.

This new block has fitted ball races and high-load ball bearings for higher load capacity and a unique swivel pin-locking device that can lock the forged shackle at 90-degree intervals or be left to swivel freely.

Standards approval for RFD jackets

RFD (Australia) Pty Ltd, a leader in marine safety and survival equipment, has announced that its Australian-designed and manufactured Type 11A inflatable life jacket has been approved to Australian Standard AS1512 effective December 2001.

The RFD Type 11A inflatable life jacket is supplied with either a manual or automatic operating head for marine applications. There is also a heavy-duty industrial version designed for commercial usage.

The lightweight and non-restrictive design of the Type 11A allows maximum comfort and freedom of movement at all times so that it can be worn as an outer garment and if required can be activated within a matter of seconds.

RFD has been serving the safety needs of Australian consumers and operators in the marine and Aerospace industries for more than 80 years.

For full details, freecall RFD (Australia) Pty Ltd on 1800 646 086.

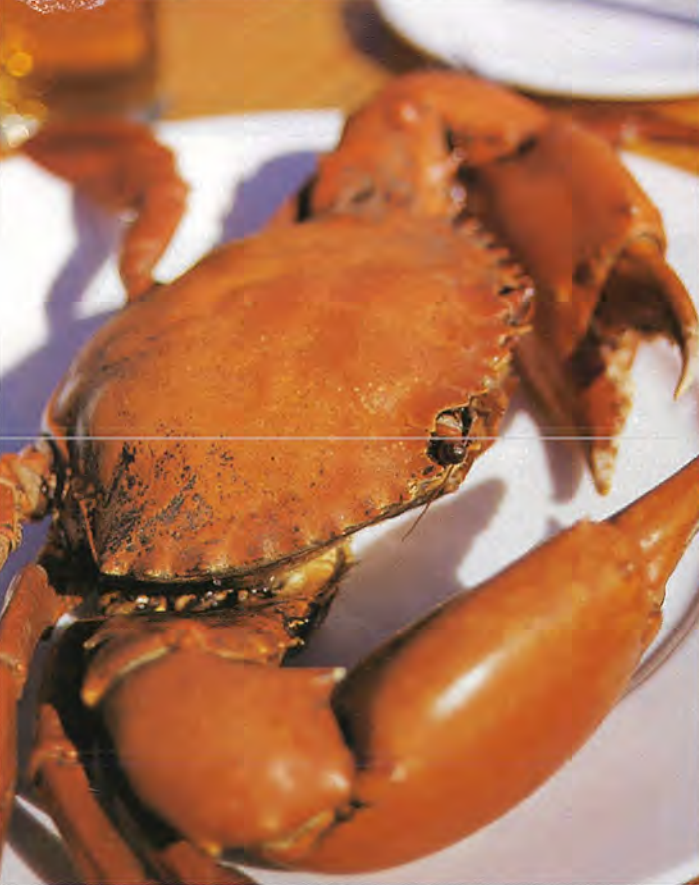
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Contact Owner: 0419 304 505
For inventory and photo library:
yachtstorm@bigpond.com



RIGATONI WITH MUD CRABS

Serves 2

200gms Rigatoni
100gms deshelled mud crabs
1 clove finely chopped garlic
1tbs chopped red onion
3tbs olive oil
200gms finely chopped or blended peeled canned tomatoes
2tbs cooking cream
1tbs chopped fresh basil
1tbs chopped fresh parsley
salt and pepper to taste

1. Boil the pasta in a large pan of salted water, then drain.
2. Drizzle olive oil onto a large flat pan, add garlic and onion.
3. Add the crab meat and tomato sauce – cook for 2 minutes.
4. Add the cooking cream, basil, half the amount of parsley, salt and pepper – cook for another 5 minutes at low heat.
5. Toss the drained pasta into the sauce and mix well in the pan while still over the fire.
6. Dish out on serving plates and sprinkle remaining parsley over the dish.

www.abc.net.au/tropic/stories/s284116.htm

Photo – Daniel Guerra

Swamp fever

BY HUGH FITZHARDINGE

IN THE WOODY ALLEN FILM *MANHATTAN*, THE LEADING character Isaac talks about his favourite things and what makes life worth living. He cites the crabs at Sam Wo's (a Chinese New York restaurant) as being up there with Cézanne, Louis Armstrong and Groucho Marx.

In Queensland recently, 71 mud crabs bound for the boiling pot enjoyed a reprieve and were released into the Brisbane River in a mercy mission for the ailing Dalai Lama. A local Buddhist explained that the practice of liberating animals was a common Buddhist healing exercise of prayer for sick people.

So what is it about the crab, star sign of cancer, that captivates a lot of us? It certainly isn't the ease of eating – ploughing and banging your way through all of that hard shell at the expense of cut fingers. And you don't get nearly as much meat as you would from a lobster. But the rewards are worth it – that tiny bit of succulent white meat. There's also something in the dictum 'you only get out what you put in' – when you're eating crab, the rewards are great.

The crab itself is an adaptable little creature, finding itself on Italian menus in the guise of spanner crab linguini or the oriental version – salt and pepper mud crab. However, I like the Queensland mud crab (or Mangrove crab), which is reputed to be the most delicious in the world.

Once on a trip to Rockhampton, a local told me about one of his favourite ways to spend a Saturday. He reckons nirvana is to get into a tinnie (an aluminium powerboat) with a couple slabs (two cartons of XXXX) and get into some muddies (start dropping pots). After a couple of slabs, the muddies become increasingly irrelevant.

The mud crab is best caught by setting baited crab pots and hoop nets (crab dillies). The other, harder option for catching muddies is with a hand line – once the weight of the crab is felt, you slowly bring it up to the boat. Not only will the crab provide a great meal, but there is a thrill in the chase – catching a crab goes hand in hand with lots of laughter.

In Queensland, the law now allows an individual a maximum of six crab pots on which to write their name. It is forbidden to keep female crabs, as each one kept means fewer crabs for us connoisseurs to enjoy later. Interestingly, the best months for catching crabs are those with an 'r' in them (that eliminates May, June, July and August). And, like all seafood, crabs are best eaten fresh, boiled for 12 minutes in seawater. Prior to that they should be kept in the freezer for 10 minutes (that way they go to sleep).

If you don't have a mangrove swamp close by and instead have to resort to the local fish shop for your crab meat, then try the recipe above. Get cracking! ■

Bottoms up

SAYS BEN CANAIDER

RUM AND PORT MAY BE THE BEVERAGES MOST associated with sea-going types, but we all know the truth – when you’ve dropped anchor, it’s a beer that is the first objective of any captain. Beer quenches thirst (yelling at crew is thirsty work), goes well with salty things (like seagulls or salt water), and puts your mind and mouth in a state of relaxed equilibrium. After a beer you are ready to ponder tomorrow’s course, recount today’s lucky escapes, and think about dinner – or lunch if you’ve been sensible and moored early.

Sailing in sub-tropical waters (such as those found off Queensland) is, of course, ideally suited to beer. Wine, in these climates, can spoil too quickly and gin – no matter how much you stow – seems to always run out by the voyage’s second day. And they both take up lots of locker space.

Canned beer is, of course, the solution. Canned beer is never susceptible to light damage. (Light can cause off flavours in beer, particularly those ones in clear glass.) It also chills down more quickly, thus requiring less ice, and cans are lightweight and can be crushed, even against the forehead. (This is a popular below-decks trick – Horatio Hornblower is no doubt rolling in his sea grave...)

The only problem with canned beer is the contents – most good beer is bottled. There are, however, some exceptions.

Cascade Pale Ale from Tasmania is a slightly off sour, dry canned beer with a full-bodied mid-palate. It’s got some yeastiness and a good bitter/dry finish. This sort of style pale ale suits the sub-tropics – it’s not as demanding as some other serious pales, such as the legendary Coopers. So, Cascade can be consumed as a refresher at day’s end, or with battered fish or noodle dishes.

For a more neutral background flavour, something that is pretty versatile and can be used as a bit of a sessional beverage, try

Heineken. This pilsner-style Dutch product doesn’t have the creaminess of some Czech Pilsners, but there’s enough hoppy flavour to help cut through the chilled mud crab you whip up for dinner (see page 56). It’s effortless to drink, and makes an interesting side-by-side comparison with Queensland’s favourite son, XXXX, which is affordable and widely available, but that’s all I want to say about that beer. For even more fun with a dry and pretty racy flavoured Pilsner-style, you could try to track down Sapporo – one of Japan’s best. It’d really show the chilled crab a thing or two...

But, as I said, bottled beer is where the best flavours lie. So when you are on shore give the following beers a go.

For general drinking go for Hahn Premium. This has a medium weight, just enough maltiness in your mid-palate, then a strong hops accent at the back – where you register bitterness. The bitter, German hop finish lingers well, sort of providing you with a free half mouthful. The bitterness will deal with curries and coconut milk foods too, and the cap has a map of Australia on it, which, in dire circumstances, could be used as an emergency chart...

If you want something a little nutty and honeyed, with a fuller, creamier palate and all the cachet that a European beer can bring, look no further than Stella Artois. Fully imported from Belgium, this beer has plenty of well-balanced flavour, but it’s still deft enough to drink sessionally – that is, one after the other... It’s versatile with food, too.

And finally, for a richer, full-flavoured beer that is more of a meal than a drink, go for Coopers Sparkling Ale, with the red label. Its honeyed-malt and fruity flavours aren’t too hoppy, but there’s enough subtle bitterness to keep the flavour going to the back of your throat. The best bit is the dead yeast sediment in the bottom of the bottle. Before taking off the cap, give it a little shake up – the vitamin B will help negate tomorrow’s hangover, or so the story goes... ■



News from all Ports

PRINCE PHILIP CUP TO WA

Hosted by the Royal Freshwater Bay Yacht Club on the Swan River, a fleet of 19 International Dragon-class yachts, including four boats from Sydney and one from Hobart, contested the Prince Philip Cup, the national championship for this classic one-design keelboat class.

In an upset for veterans of the class, the prestigious trophy went to champion Western Australian Etchells sailor Glen Tucker and his crew of Edgar Vitte and Morris Levitzke, racing a Dragon for the first time. In fact, they took delivery of their new boat, *AUS 198*, only 10 days before the series began in January.

Tucker dominated the event, winning four of the seven races to take out the series with one race to spare. The last race decided second and third placings, with another local, Tony Lynn in *Red Baron*, winning the race to beat Sydney yachtsman Ian Macdiarmid in *Isis* on a countback.

NSW ETHELLS TO IAN MURRAY

Iain Murray, skipper of the 2001 Sydney Hobart winning yacht *Bumblebee 5*, has added another trophy to his huge collection, winning the NSW state championship for the International Etchells class.

In one of the closest finishes ever, it took just half a metre and a countback for Murray to defeat defending state champion Neville Wittey, who had held the title for a record three years.

Murray, sailing as a member of the host club, the Royal Prince Alfred Yacht Club, and racing a boat borrowed from America's Cup legend Denis Connor, won on a countback after he and Wittey finished on equal 15 points. In the final race, Wittey, sailing *Yando XX*, was beaten into second place by half a metre – Murray placed third to force a countback.

The 1999 Etchells World Champion, Cameron Miles (*Pacesetter*, RPAYC), finished third on 24 points. Michael Coxon (*North Sydney Station*, CYCA) finished fourth on 26 points.

Murray was NSW state Etchells Champion in 1991 and World Champion in 1984. As he accepted the trophy he said: "I'm glad Neville Wittey's boat wasn't a foot longer."



Rounding-mark action in the NSW Etchells Championship on Broken Bay

Photo – Georgie Brown

KEY WEST WIN TO PERINI

A stunning performance by Richard Perini's *Foreign Affair* clinched the series with a race to spare in the Mumm 30 class at the Terra Nova Trading/Yachting Key West Race Week.

With a day to go, Perini, with a largely Australian crew (Darren Jones on main, Jason Rowed on jib/spinnaker trim, Tristan Eldershaw in the pit and Toby Bristow on the bow) plus tactician Steve Flam from California, posted a 10-2-1-1-1-4-1 score and didn't have to go out on the final day. As it was, there was no wind on that day, and all racing was abandoned.

That made *Foreign Affair's* score look even better as Perini was able to drop the inexplicable tenth in the opening race when the wind was fitful. Once the breeze was in at 10 knots and more, *Foreign Affair* looked faster than the rest.

Her 10-point total was half that of second placed Andy Roy in Fred Sherratt's *Steadfast*, from Canada. Bent Dietrich from Germany was third.

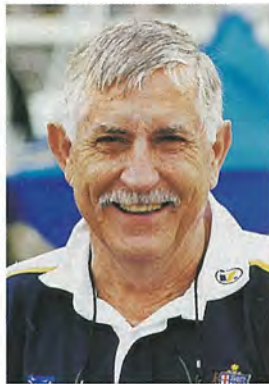
Perini, from Sydney's CYCA, was contesting his first of a series of regattas in America. This is part of his campaign for an assault on the world championship, to be held in Annapolis in September.

On the same course circle (there were four for the 324 competing boats), Marcus Blackmore from the RPYC, sailing the chartered *Southern Star* of John Calvert Jones, had a poor start in the Farr 40 class. He scored a 14th and a 16th out of 25 in the first two races. His subsequent scores were a great deal better at 6-3-11-5-4, and he finished up in seventh place overall.

The Farr 40 class was won by George Andreadis from Greece in *Atalanti XI*. It was his third successive win at this event and he also won Boat of the Week for winning the most competitive class. With Olympic gold medallist, Robbie Haines, as tactician, *Atalanti* did not post a single race win in her scoreline of 3-7-4-4-3-(DSQ)-3, to beat Robert Hughes' *Heartbreaker* by two points. — Bob Fisher

AUSTRALIA DAY HONOURS TO 'HARRO'

John 'Harro' Harrison has been awarded the Australian Medal for services to sailing in the 2002 Australia Day honours list. 'Harro' is a past Commodore of the Royal Queensland Yacht Squadron, and Australian sailing team manager at the Barcelona, Atlanta and Sydney Olympic Games.



PIONEER WEBSITE CHANGES HANDS

The pioneer Australian internet sailing website, Sailing-online, has changed hands. Aaron Goldwater and Catherine Hansen started sailing-online.com.au with their coverage of the Brisbane to Gladstone yacht race in 1997. Over the years they poured thousands of hours and dollars into the development of Sailing-online, breaking new ground in the coverage of yachting events.

It was the first website to provide detailed on-water coverage of Hamilton Island Race Week. And during the horrific 1998 Sydney to Hobart race, when the official Telstra website collapsed under the viewing load, sailing-online was the prime news source.

The incoming editor of Sailing-online, Al Constable, says that he plans to carry on this fine tradition and remain progressive. "Sailing-online will increase its race and regatta coverage, and will be further encouraging event managers to provide us with daily news, photos and results," he says.

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US SAILING GIVES RULE 64.1 THE FLICK

The United States Sailing Association (US Sailing) has given the heave-ho to the US Sailing prescription to racing rule 64.1(a) from the Racing Rules of Sailing for 2001 to 2004.

US Sailing says the prescription is no longer required, as the International Sailing Federation (ISAF) revised Regulation 21, deleting Regulation 221.2 (h), which required all crewmembers in every race to be a member of their national association or a club or other organisation affiliated to the national authority.

The revised ISAF regulation now requires such membership only for a limited number of major international championships as part of the ISAF Eligibility Code. So far, the Australian Yachting Federation (AYF) has made no move to remove its prescription, and crew must still be members of a club or the national authority.

SIMON WHISTON WINS FARR 40 SERIES

In late February, ferry commuters on Sydney Harbour had some added entertainment on their journeys home, with spectacular racing between a fleet of nine Farr 40 One Design yachts contesting the inaugural Alfa Romeo Trophy twilight series.

In a hard-fought series, Simon Whiston continued his remarkable run of yachting successes since moving from England to Australia several years ago, steering *Smile* to a narrow win from series sponsor Neville Crichton, helming *Team Shockwave*.

Whiston moved into the Farr 40 OD 'owner-driver' class last year, after two seasons of national and international success with his previous *Smile*, a Beneteau 40.7. This success included representing Australia at the Kenwood Cup.

Smile's scorecard read 2-1-6-2 for five points, and *Team Shockwave* finished on 1-8-4-1 for six points. Third placed was *Corinthian Doors*, skippered by class president Richard Perini, on 7-5-1-3 for seven points.

57th SYDNEY HOBART RACE IN RETROSPECT THE RACE'S YOUNG GUNS

An article on Sydney Hobart Race statistics that was published in the December/January 2001-2002 edition of *Offshore Yachting* has provoked responses from proud parents claiming that their sons were the youngest ever skippers in the great race.

In that issue, we published, from Cruising Yacht Club of Australia records, that Warwick Rooklyn from Sydney and Liz Wardley, originally from Port Moresby, were the youngest skippers on record. Both were aged 19 at the time they commanded a yacht to Hobart.

In 1976 *Ballyhoo* and *Apollo* finished first and second across the line. *Ballyhoo* was skippered by the late Jack Rooklyn and *Apollo* was skippered by his son Warwick, then 19. Liz Wardley, also aged 19, skippered her yacht, *Dixie Chicken*, in the 1998 race.

Since we published the article, *Offshore Yachting* has been advised that Hobart sailor Greg Prescott was 18 when he skippered his father's 10-metre sloop, *Hotspur*, in the 1980 Sydney Hobart.

However, the youngest skipper on record is apparently Sean Kirkjian, who was only 17-years-old when he skippered his parents' yacht, *Lady Ann*, in the 1986 race. His mother, Ann, was navigator.

WHERE ARE THEY NOW?

Warwick Rooklyn

Warwick is now involved in motor sport, recently moving from Formula Holden and sports sedan production circuit racing into rallying. He started with the first round of the Australian Rally Championship, the Sydney Harbour Rally. Rooklyn has obviously taken to racing around the harbour foreshores, rather than on it!

Greg Prescott

Greg is still actively involved in yacht racing in Hobart, recently competing in the inaugural Sailing South Race Week.

Sean Kirkjian

Sean has been a champion sailor in many classes and is now the principal helmsman aboard Syd Fischer's Farr 50 *Ragamuffin*.

Liz Wardley

Liz is a member of the all-women crew sailing aboard the Volvo Ocean 60 *Amer Sports Too*, in the Volvo Ocean Race around the world. ■



TICKET OF LEAVE ON TOP

Sandringham Yacht Club Commodore Kevin Wood is not only leading the individual pointscore in Victoria's Timberland Range Series on Port Phillip, but he has put his club in a winning position for the prestigious teams trophy.

With one race to sail, Wood had skippered his Beneteau 40.7, *Ticket of Leave*, to a total of 8.5 points in IRC Division 1, just ahead of fellow Sandringham member Lou Abrahams who is one 11.0 points with his Sydney 38 *Another Challenge*.

Chutzpah (Bruce Taylor) leads the large AMS Division 1 from *Another Challenge*, while in AMS Division 2, *Double Malt* (Warren Parker) has a narrow lead over *Working Capital* (Bill Lennon).

In the teams pointscore, Sandringham Yacht Club is on 7 points, leading the Royal Yacht Club of Victoria on 12 points and the Royal Melbourne Yacht Squadron on 16.5 points.

A busy bowman on *Ticket of Leave* during the AYF Australian IRC Championship in Adelaide.

Photo - Peter Campbell

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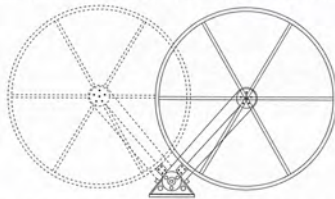
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Dockside

ROYAL SYDNEY YACHT SQUADRON LUNCH



Her Excellency Dr Marie Bashir, Governor of New South Wales, with other guests and the Chairman of the 166th Australia Day Regatta, Mr Geoff Lee AM OAM

Photos – Peter Campbell

The 166th Australia Day Regatta Management Committee entertained the Regatta Patron, Her Excellency Dr Marie Bashir AO, Governor of New South Wales and other distinguished guests at a luncheon at the Royal Sydney Yacht Squadron on Australia Day. Dr Bashir and her husband Sir Nicholas later viewed the racing on Sydney Harbour from the yacht *Boomerang*, under the command of Michael York.



STARLIGHT SAILING CHALLENGE

Corks popped at the third Starlight Sailing Challenge at the CYCA. Triple M's Amanda Keller was there to award prizes to winners at the post-race BBQ as part of the drive to raise over \$100,000 for hospitalised children throughout Australia. Captain Starlight kept skippers and crew smiling, while Ben from *Big Brother* was spotted in the yachtie throng.



Photos – Renate Ruge

Down the Rhumbline

WITH GUEST COLUMNIST, INTERNATIONAL YACHTING SCRIBE **BOB FISHER**

THE HEADY DAYS OF THE ADMIRAL'S CUP ARE OVER. Gone are those wonderful regattas in which as many as 57 boats competed in 19 national teams at Cowes, took in the Channel Race and the Fastnet, and battled with a sense of national pride and enthusiasm.

To win the golden trophy was the aim of every sailor who raced offshore. But now all we have is a watered-down competition for two-boat teams in Dublin, Ireland, hardly a venue noted as the centre of international offshore racing.

By taking this move the Royal Ocean Racing Club has publicly reneged on its own constituents by not using the rule it was promoting for grand prix competition – the IRM. Instead it has chosen to use a narrow band of IMS (never a popular system in Britain with its own members) for series production yachts only, and the ILC for boats over 50 feet (of which there are all too few with certificates).

These highly diverse two-boat teams are unlikely to produce the spectacle from which images will circulate around the world, or even startle the Richter Scale in specialist yachting circles.

The failure of the Admiral's Cup, even with the loyal sponsorship of Champagne Mumm, was due to a lack of appreciation of the need to grasp the nettle of handicapping when the IOR imploded. The RORC sat on its hands rather than seeking to generate a good system that encouraged fast boats, as it did 30 years earlier. Instead, it stood by while the IMS was tortured to encourage slow yachts to win and, in general, produce unseaman-like boats. It also opted for the easy way out with one-designs that better suited short-course racing.

As a result there was a downturn in offshore racing at home and abroad. No one wanted to endure

long sleep-deprived hours sitting on the weather rail eating less than pleasant food, and they showed their dislike in the only way possible – by not taking part in whatever races were left. So, as with the Admiral's Cup,

gone are the international series that were created in its image – the Sardinia, Kenwood and Southern Cross Cups – all of which were excellent events in their respective heydays.

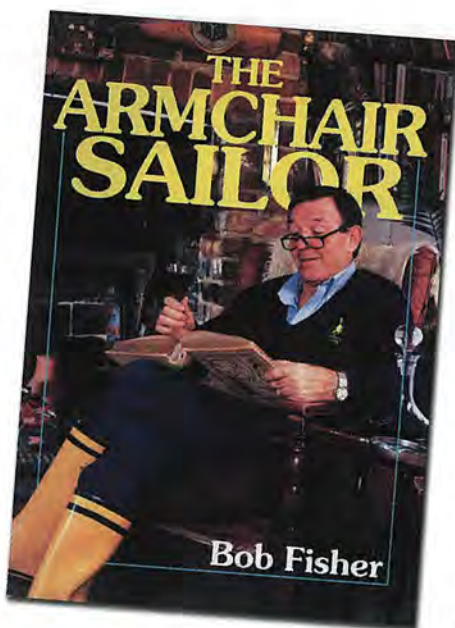
It was wrong of the RORC, after the world finally gave its opinion of the club's management of the event by not challenging in 2001, to award the trophy to an event that is so down-market that it cannot be described as 'The World Championship of Offshore Racing', as the Admiral's Cup was once unofficially known.

What will take place in 2003 in Dublin, or more strictly, Dun Laoghaire where the Royal St George Yacht Club (try that on your republican friends) is situated, is nothing more than an average regatta with an historic prize.

There will be the usual mix of inshore and offshore races, culminating in the 705-mile Round Ireland Race. There is bound to be strife generated in this finale by the over legal length salmon nets that are found on the west coast of Ireland, guarded by balaclava'ed figures toting AK-47s.

What this new event will have is support from Bord Failte, the Irish Tourist Board, and other Government bodies. The 400-berth marina there will be extended by 200 berths, and a suitable travel hoist has been organised. There are two clubs in Ireland wishing to enter challenges – a French club has promised an entry and there are six British clubs interested, which would mean selection trials.

To date, no Australian club has shown any interest in lodging a challenge – Editor.



CYCA Offshore Racing Programme

MAJOR OFFSHORE AND INSHORE EVENTS IN AUSTRALIA AND OVERSEAS

LOCAL RACING

APRIL

- 9 2002 BMW Sydney Winter Series**
– Jill McLay Trophy Opening Ladies Day; Windward Trophy Great Veterans Race, CYCA
- 14 2002 BMW Sydney Winter Series**
– First Sunday pointscore race (13 races in total)

MAY

- 2002 BMW Winter Series**
– pointscore race each Sunday
- 3** CYCA Summer prize giving, CYCA

JUNE

- 2002 BMW Winter Series**
– pointscore race each Sunday

JULY

- 7 2002 BMW Sydney Winter Series**
– final Sunday pointscore race
- 14** Chris Lee Trophy; Closing Ladies Day, BMW Sydney Winter Series; CYCA
- 19** CYCA Winter Prize giving
- 20** CYCA Winter Prize giving
- 27** Sydney to Gold Coast Race, CYCA

AUGUST

- 3** Mooloolaba to Airlie Beach Race, Mooloolaba YC
- 9–15** Hog's Breath Airlie Beach Regatta, Whitsunday SC
- 17–24** Hamilton Island Race Week, Hamilton Island YC

DECEMBER

- 26** British Trophy Regatta, CYCA
- 58th Sydney Hobart Yacht Race**, 630nm, CYCA

INTERNATIONAL

APRIL

- 8–13** Congressional Cup, match-racing, Long Beach, California
- 14** **Volvo Ocean Race**, Leg 6, Miami to Baltimore, 875nm
- 28** **Volvo Ocean Race**, Leg 7, Annapolis to La Rochelle, 3400nm
- 18–26** Hyeres Week, Olympic classes, France
- 27** Double-handed Sydney to Auckland Race, Shorthanded Sailing Association of Australia

MAY

- 22–26** SPA Regatta, Olympic classes, Medemblik, The Netherlands
- 25** **Volvo Ocean Race**, Leg 8, La Rochelle to Göteborg, 1075nm
- 26** Single-handed New Plymouth, New Zealand to Mooloolaba Race, SSAA

JUNE

- 8** **Volvo Ocean Race**, Leg 9, Göteborg to Kiel, 250nm

AUGUST

- 3–10** Skandia Life Cowes Week, GBR

AMERICA'S CUP 2002 – 2003

Louis Vuitton Cup

OCTOBER 2002

- 1–11** Round Robin One (10 boats)
- 22–1** Round Robin Two (10 boats)

NOVEMBER 2002

- 12–19** Quarterfinals (8 boats)
- 23–30** Quarterfinals repechage (4 boats)

DECEMBER 2002

- 9–16** Semifinals (4 boats)
- 20–28** Semifinals repechage (2 boats)

JANUARY 2003

- 6** Common Declaration Day – Louis Vuitton Cup Finals
- 7** Unveiling Day – Louis Vuitton Cup Finals
- 11–21** Louis Vuitton Cup Finals (2 boats)

FEBRUARY 2003

- 10** Common Declaration Day – America's Cup Match
- 11** Unveiling Day – America's Cup Match
- 15–28** 31st America's Cup Match (2 boats)

Photo – Peugeot Racing, Beneteau First 36-7

ONSHORE



The Newsletter of the Cruising Yacht Club of Australia

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Members' information night

The Board conducted a Members' Information Night on Tuesday 19 February to update members on issues currently affecting the club. This was followed by an opportunity for members in attendance to raise queries that they have in relation to any issues not already covered in the Board's presentation.

Club History Project

David Colfelt advised members that the drafting of the first chapter of the club's history has been completed. This had been with the assistance of long-time CYCA members. David gave a brief synopsis of the early formative years of the club at the end of WWII. It was the only major club formed with the intent not to race, but to exist for leisurely cruising passages. Jack Earl, Bert Walker and Peter Luke were instrumental in co-ordinating a Christmas cruise to Hobart. This was later upgraded to a race after Captain John Illingworth suggested that they should all agree on converting the co-ordinated cruise into a race. So the Sydney Hobart Yacht Race was established and, as they say, the rest is history. It is now one of the top three ocean races in the world and influential in setting new safety standards.



ABOVE: Prior to the Members' Information Night the Board hosted a New Members Cocktail Party for those that had recently joined the CYCA. From left to right are Alexandra Clarke, President of the Associates Committee, Gail Lewis Bearman and Roxanne Neylon.

TOP: CYCA CEO Joe Goddard provides a brief insight into the club to new members Cellene and Charles Graham.

FAR RIGHT: Director Michael Cranitch welcomes new members Paul and Gill Cotton.



It is intended that the information will be stored on CD-ROM for preservation in the club's archives. Any members that have in their possession any information or items that they are able to provide to assist with the compilation of the history project, would be greatly appreciated. Material that has been difficult to locate includes documentation in relation to the Sydney Hobart Races conducted in the 1950s.

Financial Overview

Treasurer Alan Green advised that a number of members are concerned with the financial affairs of the club, particularly the level of debt that had been incurred due to the capital works. However, the Treasurer advised that the club was in a sound financial position and had in fact repaid \$1.1m of the \$5.6m debt in less than a year. The financial performance of the club has been achieving good results due to all of its activities being well supported by the membership. At the current rate it would appear that the debt can be repaid in four to five years.

Legal Issues

Vice Commodore Martin James updated members on current legal issues. These primarily consisted of a number of claims for damages arising out of the 1998 Sydney Hobart Yacht Race.

Constitution

Director Michael Cranitch advised that the original proposal put to the members last year on the redrafting of the club's Constitution had been rejected. Since this time the Board has been involved in a consultative process

with a core group of members, which has resulted in two re-drafts.

CYCA members that have been party to the procedure include Alan Brown, Bill Psaltis, Tony Cable and John Keelty. Ideally the document will serve, and be a representation of the interests of the members. The consultative process is ongoing and has resulted in a series of compromises between both groups. A comparative document has been prepared displaying the current Memorandum of Articles and re-drafted Constitution side by side, which in fact demonstrates that there is much common ground between the old and the new.



It is envisaged that the revised constitution will be presented to the membership at an Extraordinary General Meeting where it can be given due consideration by the members, rather than at the club's Annual General Meeting in July.

Slipway Options

Rear Commodore Geoff Lavis reported on the work to date in relation to seeking a solution to the slipway facility. A meeting will be convened shortly with a consulting engineer in order to evaluate the site and ensure that the proposal fully complies with EPA regulations. The Board will then consider the financial implications of upgrading the site.

One factor that is unknown at this stage is the impact of public liability and whether members will be able to work on their boats while on the slipway. This is a matter that will require close examination and members will be kept informed on issues affecting this area.

Christina Del Conte – Editor

CYCA MEMBER SURVEY 2001

As at February 2002, the club had 2,600 members, including overseas, juniors and associates. There were 600 members that took the time to put pen to paper and respond to the CYCA member survey. This is a good result and confirms a large representation of the members. Facilities, member's needs and outside influences change with time. This survey made it possible for the Board and management to come up to speed with many issues in question. Members that showed the most interest in the survey have been with the CYCA for three to 10 years (40%) followed by 10 to 25 years (23%). The data suggests that our more 'experienced' members completed the survey – another plus for accuracy in reporting.



CYCA – home of ocean racing in Australia.

Membership Overall

A very large proportion of members are proud of the club and feel it has a good reputation. They felt that it is prestigious and gave them a feeling of connection with the club and other members. Membership fees were seen to be inexpensive, appropriate and acceptable (total 88%). On the question of "The CYCA makes me feel that my membership matters", we scored an average result. The feeling of care is evident to the Board and they have already made significant steps in providing member services and benefits – our Commodore will be announcing some initiatives over the next few weeks.

Caterers

This is one area that has concerned management and the Member Services Committee for some time. With the new clubhouse, new caterers (with their own management changes) and a change in management all put together within a six-month period, one can imagine a possible problem.

Blue Water Grille Restaurant – Our up-market restaurant is managed by Blue Rock Catering – part of Rydges Hotel Group. A majority of members felt that service quality, staff friendliness, value for money and the menu and food quality required attention. Analysis on the club's catering was carried out as soon the survey results were in and consultation meetings were arranged with Blue Rock in order to improve standards in this area.

There were some comments about the location, decoration and ambience of the restaurant, and the majority of members felt that it was not good or worse. This issue has been considered carefully by Member Services committee, now chaired by John Messenger. The Board has approved a \$20,000 refurbishment, with a new timber floor and carpet area, new lighting and entry under way. There are some spectacular yachting photos already on the walls, courtesy of Ian Mainsbridge.



Members Mr and Mrs Geoff Lee enjoying a recent function at the CYCA.

Bistro – The deck area and casual eatery at the club had a similar response, although more members thought that there was better service required. A huge majority thought that the location and ambience was either excellent or very good. What better casual waterfront location is there on Sydney Harbour?

Members' Bar – Since the reconstruction, the Board has been quite concerned about the lack of Members' Bar use. There was a feeling that the Members' Bar was very exclusive, with very good and friendly service. Some of the negative comments related to the TV, wine prices, too busy, not busy enough and so on. Management will begin some innovative ideas to crank things along. This includes a cocktail drink menu, coffee machines and opening the doors to the Members' Lounge. Our new Members' Bar Manager Thomas Olsen is also a bright new spark with a continental flair that members will enjoy.

Marina and Slipway

This is an important area of the club. We are very proud of our first-class marina facility, its large well-planned design and ability to berth large maxis to small JOG

yachts. The survey was refined or 'mined down' to the boat owner and non-boat owner category. Obviously the boat owners have more to say about the boat facilities. Of the 600 surveys received there were 317 boat owners, 261 non-boat owners and 22 who did not say. Boat owners (75%) are happy with the cost of marina berthing, which is logical when you compare the cost of other marinas on the harbour. A similar level of satisfaction applied to the service provided by Marina staff. 75% thought our lads were excellent, very good or fair. Now the hot topic of the year – the slipway. This provided the Board with an insight into what was needed and how members valued the facility. Once again we concentrated on the boat owners.

There were three alternatives suggested for the slipway area. The results speak for themselves.

1. Use of slipway only, fill in the other two for car parking areas.
Yes 68% No 24% No comment 7%
2. One slipway upgraded and managed by external shipwright.
Yes 28% No 55% No comment 17%
3. Convert slipway into car parking spaces only.
Yes 19% No 77% No comment 4%.

On the question of funding the slipway we will report on all members comments.

1. Levy the members
Yes 26% No 21% No comment 53%
2. Increase membership fees
Yes 21% No 18% No comment 60%
3. Bank loan
Yes 13% No 42% No comment 45%.

The only significant difference in views expressed between members and boat owners was on the question of a bank loan. A strong majority of Boat owners (49%) thought we should fund the project with a bank loan, 13% said no to a loan and only 38% did not answer the question.

The Board has looked at these results and has come to the following preliminary conclusions, subject to final Board approval and the capital cost:

1. A slipway/hardstand facility is to be strongly considered.
2. A small increase in car parking is to be strongly considered.
3. Funding options must consider a bank loan facility in preference to other funding arrangements.



Arm A of the CYCA – part of a world-class facility

We have Incol Group investigating a haul-out facility for the club, its EPA and WorkCover implications and the capital cost. We hope to inform members of the slipway future in the next three months.

Race management/ Sailing Office

As the leaders and innovators in ocean racing in Australia and possibly worldwide, we were keen to see how members felt about our racing. The survey was again 'mined down' to owner/skippers and crewman. This selection of the survey provided the most valid results.

There is a large majority of members who were happy with the racing conducted by the club.

Excellent, very good or fair grade:
 Format of races
 Skipper/owner – 91% Crewman – 87%
 The safety inspectors/inspections
 Skipper/owner – 89% Crewman – 84%
 Cost of entering races and regattas
 Skipper/owner – 71% Crewman – 70%
 Race management quality
 Skipper/owner – 92% Crewman – 79%
 Value for money
 Skipper/owner – 79% Crewman – 76%

Sailing Committee Chairman Roger Hickman has asked that members seek out their individual representatives within the committee with specific concerns. The committee is made up of the following people.

- Roger Hickman IMS Racer
- Richard Perini One Design
- Geoff Lavis PHS
- Howard Piggott IMS Cruiser Racer
- Warrick Sherman IRC
- Don Telford Maxi yachts
- Jon Meyer Safety

The club has already hosted a meeting with a selection of previous Sydney to Hobart divisional winners to discuss this major event and its future.

Communications

A number of questions were asked about the way in which we get news and information. Members are busy these days and can only learn about the club by ringing the club, reading *Onshore* and *Offshore Yachting*, looking up the website and receiving the weekly email.

The automated telephone system was considered cumbersome, with an approval rating of 61% for 'like it', 'its OK' or 'don't like but still use it'. This service was modified late last year in order to simplify the options available. Management will continue to monitor its performance.



Ludde Ingvall's *Nicorette* during the Canon Big Boat Challenge 2001.

The club is content with the results of the other areas of communication. The following two areas indicate ratings of excellent, very good or fair. *Onshore* approval rating is 89% and weekly email rating 59%. There is considerable work to be done on the website, there was only a 31% approval rating for it. The website is currently under review and will be renewed mid-year.

I would like to thank the 600 members (about 30% of the local adult member base) that responded to the member survey. I hope that members can appreciate that the club is here for your use and the Board and management wish to address members needs so that membership of the CYCA is valued.

As you can see, since the survey has been completed, the club has already made some changes and is investigating some others to improve member services. I would be happy to discuss the survey with members in greater detail over the next few weeks, if needed.

Joe Goddard
 Chief Executive Officer

DECK AREA AND BISTRO BOOKINGS

The following policy in relation to the deck area was ratified at the Director's meeting in February and was drafted as a fair and reasonable solution for members coming to the club and using the limited deck area that adjoins it.

There will be no bookings for tables on the deck area. Tables are not to be dressed or moved without prior permission of the Food and Beverage Manager.

Exemption:

- There will be a maximum of four tables available for members to book on the deck, if the Blue Water Grille is fully booked.
- Each table will have at least one club member present with no more than seven guests per table.
- Members are to be reminded that the table will be available by any other member on the deck, until the reserved time.
- Members who have reserved a table must occupy the table within 10 minutes of the booked time or the table can be used by another member and their guests.

2002/2003 MEMBERSHIP SUBSCRIPTIONS

Members are reminded that membership subscriptions will be due and payable from 1 April 2002. A late fee will apply to those that delay in forwarding payment. A charge calculated at 12 per cent per annum will apply to all amounts not paid within 30 days. We suggest that if you wish to avoid paying the extra amount, you forward a cheque or your credit card details to the club as soon as you receive your membership statement by return mail.



BMW Sydney Winter Series

NORTHSIDE SAILORS COME CATCH A RIDE

As part of a trial for this year's BMW Sydney Winter Series on Sundays, the club will be offering a pickup service from Taronga Zoo Wharf back to the CYCA before racing gets under way. There will be a one only collection at 9:00am from the wharf and passengers will need to pay a small fee of \$5.00 per person to

cover fuel and wages. If this proves popular and there is increased demand, the vessel size may be upgraded and become a regular service each year. It would certainly alleviate the problems with finding parking along New Beach Road and you will arrive at the Club relaxed and ready to sail.

FROM THE MARINA

For those members that are seeking a spot to store their dinghy, a couple of spaces have now become available, as the hardstand has experienced some movement of late with a few departures. We recommend that if you would like to obtain a position here at the club, you tell us as soon as possible. If you are

seeking a permanent location for your J24 or Etchell then it would be prudent to lodge a marina application form with the club, straight away. These opportunities do not come along often, so we would urge you to consider completing and forwarding your application for review by the Marina & Site Committee,

headed up by Chairman Geoff Lavis.

If you require any advice or further information in relation to these vacancies, we suggest you contact Scott Finsten, Dockmaster & Site Manager at the Club on 0418 733 933 or Frank Bergmann, Marina Administrator on 0416 228 608.



MARINE RADIO CHANGES

Jon Meyer, Chief Safety Equipment Auditor, would like boat owners to be aware of the changes affecting communications on the water. The following text has been extracted from the *Marine Radio Choices and Changes* brochure from the Australian Communications Authority. For more comprehensive information concerning the changes, we recommend that you view the Authority's website at www.aca.gov.au or contact its Sydney office on (02) 9245 4000.

The introduction of the Global Maritime Distress and Safety System (GMDSS), finalised on 1 February 1999, is the result of international efforts to update marine radio communications used for safety of life. The system uses advanced terrestrial and satellite communications technology and automation to ensure that search and rescue authorities, as well as ships in the vicinity of an emergency, are alerted rapidly and reliably.

The GMDSS has resulted in considerable changes to radio equipment and operating personnel carried by large training vessels. Changes are also affecting recreational, professional fishing and small commercial craft. Already

Inmarsat satellite equipment, once considered only appropriate to large vessels, is being fitted to professional fishing vessels and some of the larger recreational vessels.

From July 2001, vessels wishing to contact the official coast stations located at Wiluna and Charleville will need a transceiver incorporating the new DSC facility. DSC is an automated method of establishing initial contact with another station. It involves a brief burst of digitised data being transmitted from one station to another station or group of stations to provide an alert and some basic information. A DSC distress alert, for example, could contain the identity of the vessel in distress and its position. After the initial DSC alert, exchange of signals returns to normal voice communications. The main use of DSC is likely to be for safety communications where it can provide a push-button facility in distress situations. It also removes the necessity for operators, both ashore and afloat, to maintain a physical listening watch.

- Maritime authorities in the states and the Northern Territory are planning to provide additional radio services for small craft based on VHF voice commu-

nications, supplemented in certain locations with HF voice communications. Boat owners considering fitting new or replacement radio communications equipment should monitor the situation regarding services to be provided in their areas of interest.

- The introduction of DSC techniques to VHF marine communications in Australia remains unclear, but it is likely to occur in the short term.

- Watch keeping on MF/HF voice frequencies has been discontinued by large trading vessels, and the only method of attracting the attention of such a vessel is a MF/HF DSC alert, or by voice on VHF channel 16. The monitoring of VHF channel 16 by large vessels may be discontinued in 2005 in favour of DSC watch on VHF channel 70.

- No changes are being considered for the use or operation of 27 Mhz marine equipment.

- Users and prospective purchasers of 121.5/243 MHz EPRIBs should be aware that satellite detection of 121.5/243 MHz beacons will be discontinued in 2009. EPRIBs operating on 406 MHz will not be affected.

FROM THE YOUTH SAILING ACADEMY

Attention All BMW Sydney Winter Series Skippers

The BMW Sydney Winter Series is almost here, and once again the Youth Sailing Academy's Advanced Squad will be hitting the water, with many of the Squad willing to try their hand at 'big-boat' racing.

All applicants to date, have extremely strong dingy sailing backgrounds and are now able to combine their tactics and knowledge with the skills necessary for big-boat racing. Many of the Academy's graduates have found permanent positions on club members' yachts, proving themselves to be worthy sailors and valuable members of the crew.

Any skippers interested in placing some of the YSA students should contact the Youth Sailing Academy on (02) 9363 9731 or 0418 214 830.

Schools and University Sailing Courses

It is exciting to see so many students from SCECGS Redlands and Scots College enjoying the training and sailing that is offered through the Youth Sailing Academy on weekday afternoons. Both schools are keen to compete in this year's 2002 Schools Match Racing Championship in September, and with the skills and boat handling being demonstrated to date, their teams should do extremely well.

The University of Sydney and NSW have combined to use the resources offered by the YSA for their Sailing Club members on a Friday afternoon between 13:00hrs and 16:00hrs. Any under-25 CYCA member who would like to refine their small-boat handling and learn more about tactics and strategies of sailing can enquire at the YSA about joining this group.

Youth Academy Team Head to Victoria

A very strong under-25 team of John Winning, Seve Jarvin, Damien Logue and Ben Croucher (doubling as coach and team member) are headed to Melbourne to compete in the Ronstan Victorian Match Racing Championships. This event is in its sixth successive year, and the title has been shared around four different clubs from three states over the past five years. CYCA YSA has taken victory in 1997 and 2000. This year's format introduces a finals series on Sunday afternoon, for the top four boats at the end of the round robins. The CYCA YSA team is certain to be part of that finals series. Good Luck!

Introductory, Intermediate and Advanced Sailing Courses – 2002

Places are filling quickly for the next introductory and intermediate School Holiday Courses to be held from 22 to 26 April. These four-day courses (no sailing on 25 April) cater for beginners and intermediate sailors aged 12 to 21. The intermediate course will provide a great opportunity to refresh skills for those wishing to participate in the upcoming winter advanced course.

Applications are available for this year's advanced course that will run every Saturday and Sunday from 8.30am to 4pm, from 27 April to 28 July with a break for the July school holidays. The advanced course is open to students aged 14 and over with a minimum of three-years' experience. The cost for the 12-week course is \$495 (inc GST).

Due to the popularity of the School Holiday and Advanced Course, positions will not be confirmed until a completed enrolment form along with a deposit of \$50.00 has been received.

The balance is to be paid on the first day of the course. Please be advised that places in all courses are limited and positions fill quickly. For more information contact the YSA on (02) 9363 9731 or 0418 214 830.

Coastal Navigation Course

The YSA, in conjunction with Matt Bolton from TAFE, will be conducting a Coastal Navigation Course in 2002. It is intended that the course may be completed partially by correspondence and partially face-to-face. The face-to-face times are expected to be for a couple of hours on two or three Sunday morning before the start of the BMW Sydney Winter Series races. The course is expected to commence in early May and be completed before the Sydney Gold Coast Race. If you are a CYCA member and interested in joining this group, you can obtain more information from the Youth Sailing Academy or the Reception Desk.

Thakral Properties Continue to Support Youth Sailing



Thakral, long-time supporters of youth sailing in Australia, particular of the CYCA Youth Sailing Academy, has continued its support of the YSA in 2002.

CYCA member and General Manager of Thakral, John Adamson, acknowledges the importance of training young sailors in maintaining crews on the big boats as well as the significant part sailing plays in a youth's development. John's daughter, Bronwyn, is a previous YSA graduate.

The boat will be known as *Wynyard Lane Secure Parking*. Thakral's ongoing support now provides the Youth Sailing Academy with another fully sponsored boat, leaving only one boat unsponsored.



WRITE THIS DATE IN YOUR DIARY NOW.

MEMBERS' DINNER DANCE & PRESENTATION NIGHT

It is not often that we get the opportunity to enjoy the company of old friends and meet new ones, while partaking of good food and wine in the relaxed atmosphere of our club premises, with the edition of soft music, followed by dancing.

On Saturday 11th May you will have such a chance.

All members and their guests are invited to join us for a Members' Dinner Dance to be held in the Freya Room.

During the evening, to be hosted by the Associates Committee, we will present the 'Sheila Patrick Memorial Trophy' and individual medals to three new women who have participated in 10 Sydney Hobart Yacht Races.

Make up your own table or come along and join in with others! Enjoy a three-course meal, red and white wine, and live music. All for \$60 per head including GST

TICKETS FROM RECEPTION.

Dress Code: Men – Yachting Jacket, Ladies – Elegant



LEFT: James Fewtrell, ex-rugby player and now National Manager Corporate Communications for Canon Australia, sponsors of the Canon Big Boat Challenge, takes time out to enjoy a leisurely twilight sail and a stint behind the helm on *Brindabella*. Skipper George Snow provides guidance around the race track.



BELOW: James Fewtrell's support staff at Canon get a taste of big boat racing during the Mt Gay Twilight Series.

MEMBERS' BADGE DRAW AS POPULAR AS EVER!

(TC 01/1459)

\$2,400 is the jackpot at the time of going to print. Come join us at the regular Members' Badge Draw on Thursday evening from 6:30pm until 7:30pm. Then fill up on pasta in the Blue Water Grille for \$12.50, which also includes a glass of wine and bread. You can book by calling the Blue Water Grille on their direct line – (02) 9327 6723.

The current Members' Badge Draw is due to finish mid-April and in the next couple of weeks we will be hoping to re-sign most of the existing sponsors, as well as sourcing new ones for Round 3.

If you or your company would like to be involved, for \$400 the benefits include two nights in the next round as the sole sponsor of those nights plus name/logo included in the monthly newsletter, signage in the Members' bar on those nights, your name on the two downstairs blackboards for the week of your allocated night/s, and named in the weekly 'what's on' that is emailed to 900-odd members. Please contact Lisa Ratcliff for further details on lisaratcliff@bigpond.com

The Club would sincerely like to thank sponsors of Round 2 of the Draw:

- Titan Australia
- EastSail
- Musto Line 7
- Premier Boat Trimming
- SILVA (distributed by AMI Marine Sales)
- Steve Jarvin
- Hood Sails
- Maurice Drent Boating Services
- D&R Shipwrights
- Point Marine Services
- Beneteau Vicsail
- Winter Series sponsor BMW Sydney
- Go Marine J Boats

BMW Sydney



Sales
Finance
Service
Parts

Sheer Driving
Pleasure



Maurice Drent Boating Services

Steve Jarvin



BENÉTEAU

WE ASK ALL MEMBERS TO PLEASE SUPPORT THOSE COMPANIES SUPPORTING THE CLUB'S PROMOTIONAL EFFORTS

PACIFIC SAILING SCHOOL THEORY COURSES 2002

C5 – SMALL-CRAFT SAFETY

Essential knowledge for the small craft sailor, and a prerequisite for further AYF certification – also qualifies you for your powerboat license. Held on two consecutive Saturdays or Sundays (opposite to CYCA Race Days), 9.30am–4pm
2/2002, Saturdays 18 & 25 May
Fee \$325

Includes course kit and a practical session on our offshore yacht.

C9 – COASTAL NAVIGATION

Eight Monday evenings 6–9pm and a three-hour practical session
1/2002 commences Monday 8 April
2/2002 commences Monday 17 June
Fee \$395

Includes basic course kit and chart.

C12 – MARINE RADIO

Three Thursday evenings to obtain your MROCP license, 6–9pm
1/2002 4, 11 and 18 April
2/2002 13, 20 and 27 June
Fee \$250

Includes exam on the third evening, and your license.

C13 – RACING RULES

Conducted by Mark Pryke, ISAF judge and umpire. These popular evenings are sponsored by Pacific Sailing School and are free to all, just call to register.
1/2002 Tuesday 14 May

C14 – AYF SAFETY & SEA SURVIVAL COURSE

From July 2002 50 per cent of your crew will need AYF SSSC certification for Cat 1 and some Cat 2 races (currently 30 per cent). The hundreds who completed the courses last year for Hobart & Coffs agree that everyone who sails offshore should attend.

The course is held over two days and includes a life-raft drill in the Qantas pool.

2/2002 11/18 May (two Saturdays – winter series racing on Sundays)
3/2002 1/8 June (as above)
4/2002 22/29 June (27 July Gold Coast Race)

Fee \$395

Includes comprehensive course notes, theory, flares, and wet drill.



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

BLUEROCK



BLUE ROCK SUMMER TRADING HOURS

BLUE WATER BISTRO

Monday to Thursday
10:00am to 10:00pm

Friday to Sunday
9:00am to 10:00pm

Blue Water Grille

Monday – closed
Tuesday to Saturday

Lunch – 12:30

Dinner – 6:00pm

Sunday

Lunch – 12:30

Dinner – closed

(Hours of operation are subject to change)

CYCA Cruising Diary Notes



Tuesday 2 April 6:30pm
CYCA Cruising Meeting

Thursday 25 April – Sunday 28 April
ANZAC Day Sail Away in Pittwater

Tuesday 7 May 6:30pm
CYCA Cruising Meeting



PRAWN NIGHT PRAWNS FOR ALL!

Thursday 18 April is prawn night

Only \$25.00 per person

All the PRAWNS you can eat, plus 2 drinks and entertainment

RSVP must be made by Tuesday 16 April to enable the caterers to order a sufficient amount of seafood

Book at Reception or on (02) 9363 9731
email: reception@cyca.com.au



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.

April 2002

| | | |
|-------------|--------|---|
| Tuesday 2 | 6:30pm | CYCA Cruising Meeting |
| Thursday 4 | 6:00pm | PSS Marine Radio Course Commences |
| | 6:30pm | Members' Badge Draw |
| Sunday 7 | | Jill McLay Trophy – Ladies Day Windward Trophy – Great Veterans Race |
| Monday 8 | 6:00pm | PSS Coastal Navigation Commences |
| Thursday 11 | 6:30pm | Members' Badge Draw |
| Sunday 14 | | BMW Sydney Winter Series |
| Thursday 18 | 6:30pm | Members' Badge Draw |
| | 7:30pm | Prawn Night |
| Sunday 21 | | BMW Sydney Winter Series |
| Monday 22 | | YSA School Holiday Course Commences |
| Thursday 25 | | CYCA Cruising ANZAC Day Sail Away in Pittwater |
| | 6:30pm | Members' Badge Draw |
| Saturday 27 | | YSA Advanced Squad Commences |
| Sunday 28 | | BMW Sydney Winter Series |

May 2002

| | | |
|-------------|--------|--|
| Thursday 2 | 6:30pm | Members' Badge Draw |
| Friday 3 | | Summer Prize giving |
| Sunday 5 | | BMW Sydney Winter Series |
| Tuesday 7 | 6:30pm | CYCA Cruising Meeting |
| Thursday 9 | 6:30pm | Members' Badge Draw |
| Saturday 11 | | Members' Dinner Dance & Presentation Night |
| Sunday 12 | | BMW Sydney Winter Series |
| Tuesday 14 | | PSS Racing Rules Night with Mark Pryke |
| Thursday 16 | 6:30pm | Members' Badge Draw |
| Sunday 19 | | BMW Sydney Winter Series |
| Thursday 23 | 6:30pm | Members' Badge Draw |
| Sunday 26 | | BMW Sydney Winter Series |
| Tuesday 28 | 7:30pm | Trivia Night |
| Thursday 30 | 6:30pm | Members' Badge Draw |

MANAGEMENT

Chief Executive Officer
Accountant
Food & Beverage Manager

Joe Goddard
Nina McKinnon
Garry Long AM

Technical Operations Manager
Youth Sailing Academy Coach/Manager
Marina & Maintenance Manager
Public Relations Officer

Mark Robinson
Jenni Bonniticha
Scott Finsten
Lisa Ratcliff

ALL CONTRIBUTIONS TO THE EDITOR OF *ONSHORE*, CHRISTINA DEL CONTE, ASSISTANT TO CHIEF EXECUTIVE OFFICER, CYCA.



focus on performance

VELSHEDA

PHOTO: RICK TOMLINSON

The America's Cup Jubilee - celebrating the history and triumphs of yachting. And, with an entry list reading like a B&G Hall of Fame, we are at the centre of this passionate and rewarding sport. For over 45 years, leading yacht designers, builders and sailors have specified B&G instruments and autopilots for their reliability, durability and precision. Providing the technology behind crucial information, whether your focus is on maximising race performance or simply enhancing your cruising enjoyment, B&G represents the finest quality in electronics.



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55 INTERNATIONAL JUDGES, 29 CARS, ONE CLEAR WINNER.



www.peugeot.com.au

The new Peugeot 307 is the European Car of the Year 2002, as judged by 55 of the world's most respected motoring journalists. So what made this stylish hatch the new benchmark in a field of heavyweight contenders?

Its revolutionary body architecture and spacious interior caught the judges' attention. As did standard features which include climate-control air conditioning, CD player, trip computer, remote central locking, anti-theft immobiliser, six airbags, ABS, electronic brake force distribution, anti-whiplash front seats and seatbelt pretensioners. Then there were the exuberant driving qualities characteristic of all Peugeots. Most of all, the 307's unique sense of *completeness* sealed its first place.

The 307 XS manual, from \$25,990*, and the 2.0-litre XSE manual (shown) from \$31,490*. There's a lot to enjoy. Judge for yourself at your nearest Peugeot dealer. Call 1800 807 840 for locations.



European
Car of the Year
2002

ENGINEERED TO BE ENJOYED

307



PEUGEOT

*Suggested retail price for XS manual, subject to change without notice. GST included. Dealer delivery and statutory charges additional. Automatic, metallic paint (as shown), XSE 2.0-litre, XS HDi turbo diesel, XSi 3-door models also available at extra cost. From participating Peugeot dealers.

John Bevins PAA09801-OY