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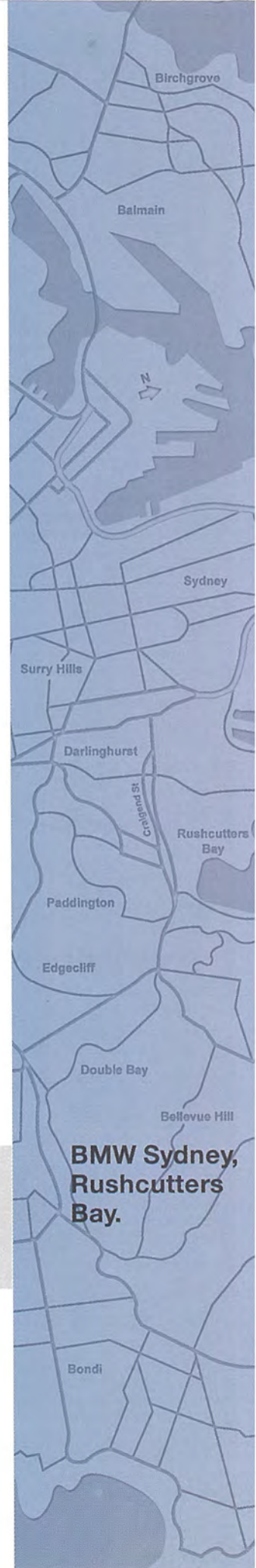
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Cover Photo: *Bumblebee 5* rounding the Iron Pot on her way to winning the Sailing South Race Week, which followed her success in the 57th Sydney Hobart Race
Photo – Richard Bennett

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AS WE HEAD INTO 2002, LET ME FIRSTLY SAY THAT I hope the year will be prosperous and peaceful for all of you.

Secondly, I am pleased to report that the 57th CYCA Sydney Hobart Race was run very successfully – even without a naming-rights sponsor. Not having sponsorship dollars to help cover the cost of conducting this huge event forced us to review every aspect of the race and to find ways of saving money whilst not compromising safety. I am pleased to report that we were able to achieve our objectives.

We received invaluable assistance from a number of organisations and individuals and I want to take this opportunity to thank NSW Waterways, the Bureau of Meteorology, the Tasmanian Government, Hobart Ports Corporation, Australian Computer Society and Citroen Cars.

We are particularly grateful to Greg Poche for making his magnificent super-yacht, *Eclipse*, available at no cost to accompany the fleet to Hobart as the radio-relay vessel. Thanks also to all the wonderful volunteers who gave so freely of their time to help make the race a success.

My thanks to the Royal Yacht Club of Tasmania Commodore Biddy Badenach and his team of professionals and volunteers for all their help and hospitality in Hobart.

The race went relatively smoothly – apart from the amazing waterspout that attacked *Nicorette* and *Wild Thing*. Such severe weather reinforces the need for every offshore yacht and crew member to be well prepared for any unexpected event. It also highlights just how vital the CYCA's high standards for yacht and crew preparation are.

In all, 18 yachts retired, with the remainder of the fleet arriving safely in Hobart. Significantly, all but one of the retired yachts reached a safe port without outside assistance. Congratulations to all the winners and to everyone who took part in the race – just taking part makes you a winner.

The inclusion of the Volvo 60 fleet added to the

spectacle, especially with the close finish in Hobart. It also provided additional international exposure and added to the prestige of the Sydney to Hobart race.

I spoke to the skippers of the V60s after their arrival in Hobart for a pit stop and they all confirmed that it was one of the toughest legs to date in the round-the-world race. In fact, two of the V60s suffered major damage.

The CYCA entry, *Team News Corp*, arrived fifth in Hobart and fifth in Auckland, and is lying third overall halfway through the race. The *Team News Corp* crew made a generous gesture when they donated the \$10,000 they won for being first out of Sydney Heads to the New South Wales bushfire victims. This amount was matched by Citroen Cars and *The Daily Telegraph*, increasing the total to \$30,000.

Some of the people who are part of the proud history of our race were recognised in the race-start team. Richard 'Sightie' Hammond, who has sailed in 40 Sydney to Hobart races, fired the five-minute cannon, while Peter Luke, who sailed his yacht *Wayfarer* in the first Sydney to Hobart race in 1945, fired the starting cannon.

History was also made when John 'The Fish' Bennetto completed his 41st race in *Mirabooka*, making him the outright record holder of the most Sydney to Hobarts.

Finally, I must comment on a disparaging press release written by Grant Dalton, skipper of *Amer Sports One*, about the type of boats that take part in the Sydney to Hobart. Our race has a proud history in ocean racing. The chance for any kind of yacht – from classic wooden boats sailed by family and friends to high-tech modern racing yachts with professional crews – to take part in this challenging event, as long as it meets the stringent safety requirements, is the very reason for its character and uniqueness.

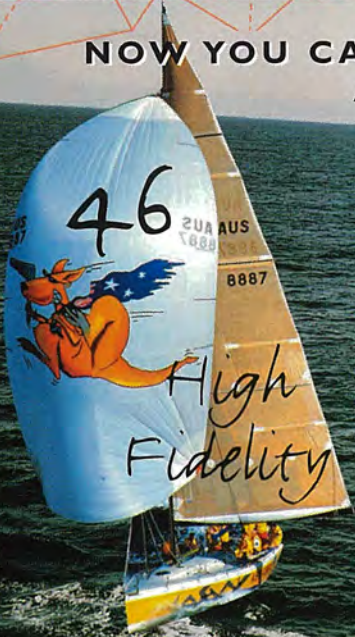
We must ensure that this never changes and that we always retain the Sydney to Hobart's history and character.

May the winds continue to favour you. ■

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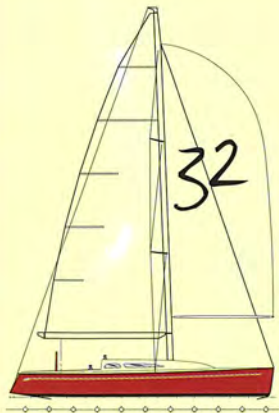
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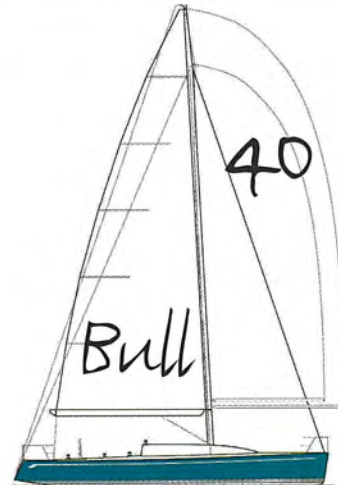
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Bumblebee 5 has had a great 2001-2002 Australian summer season of offshore racing, highlighted by a magnificent overall victory in the 57th CYCA Sydney Hobart Race. *Peter Campbell* charts her progress

Bumblebee 5 all the buzz

WHEN IAIN MURRAY ACCEPTED the historic Tattersalls Cup from the Governor of Tasmania, Sir Guy Green, at the Royal Yacht Club of Tasmania on 2 January 2002, he added yet another significant notation to the history of Australia's premier ocean race, the Sydney to Hobart.

As skipper of *Bumblebee 5*, the overall winner of the 57th CYCA Sydney Hobart Race, Murray became the first yacht designer since the famous

Halvorsen brothers in the 1960s to skipper a boat he had designed to victory in the bluewater classic. He also became the first modern designer to personally accept the Alan Payne Memorial Trophy as the designer of the winning yacht.

This was Murray's third win as a designer. The Murray, Burns & Dovell team created the German yacht *Raptor*, overall winner of the 50th Sydney Hobart Race in 1994, and the

Victorian yacht *Terra Firma*, winner of the 1995 race.

Significantly, *Bumblebee 5*'s overall IMS win was the fifth by an Australian-designed and built boat in the past 10 Hobart races. In addition to the MB&D-designed *Bumblebee 5*, *Raptor* and *Terra Firma*, the David Lyons-designed *Micropay Cuckoos Nest* won in 1993 and in 1998 the winner, *AFR Midnight Rambler*, came from the design board of Robert Hick. Lyons also

designed the first and second placegetters in the IRC Division, *Valtair* and *Aspect Computing*, maintaining the success of Australian designers, and designed a new keel, rudder and ballast package for the revitalised *Ninety Seven*, which finished second overall to *Bumblebee 5*.

Owned by Sydney yachtsman, investor and pastoralist John Kahlbetzer, and skippered by Murray, *Bumblebee 5* is a custom Sydney 62 built of kevlar and carbon fibre by Sydney Yachts at South Nowra on the NSW south coast. This was her third attempt to win the Hobart – the boat was revitalised with a new keel, fitted last year following her forced retirement from the 2000 race.

She won on corrected time from two other regular Sydney to Hobart competitors, Graham Gibson's Farr 47, *Ninety Seven*, and Syd Fischer's Farr 50, *Ragamuffin*. Several of the other favourites fell by the wayside in some heavy and unpredictable weather during the first 24 hours of the 630-nautical mile race.

In a remarkable summer season, *Bumblebee 5* won the British Trophy Regatta (formerly the Telstra Cup) in Sydney in mid-December, the 57th CYCA Sydney Hobart Race and the inaugural Sailing South Race Week, held early January in Hobart.

Speaking at the trophy presentation on a sunny summer's morning in Hobart, Murray was humble. He spoke not of his long and successful career in sailing, from racing skiffs to designing and skippering America's Cup yachts, but of his ambition as a teenager to emulate heroes of the Sydney Hobart Race – great sailors like the Halvorsens, Syd Fischer and Peter Kurts.

"In my first Sydney Hobart we got a pounding in Bass Strait and I vowed never to do it again," an emotional Murray told one of the largest crowds gathered in years for the trophy presentation at the Royal Yacht Club of Tasmania. "But now I've ended up doing a dozen or so... and this is the greatest result I could ever have imagined."



Iain Murray with the Tattersalls Cup, which was presented to him on 2 January
Photo – Peter Campbell

Murray and the handful of crew members still in Hobart, among them the owner's son Marcus, collected a swag of perpetual trophies and replicas for *Bumblebee 5*'s victory, including the Tattersalls Cup for overall winner (first in IMS), a trophy that dates back to the inaugural Sydney to Hobart in 1945, and the Sir Arthur Warner Trophy for first in IMS Division A. Navigator David Dickson won the Bill Owen Memorial Trophy for navigator of the winning yacht and Murray received the Alan Payne Memorial Trophy as designer of the winning yacht.

The crew of *Bumblebee 5* – Adrian Finglas, Chris Links, Peter Messenger, Iain Murray (CYCA), Toby Richardson, David Dixon, Mike Sabey, Alistair Gordon, Josh Whitaker, Malcolm Ritchie, Matthew Shillington, Rhod Cook, David Sampson, Marcus Kahlbetzer, Sven Runow and Sam Hunt – each received Tattersalls medallions.

Murray and his crew went into the 57th CYCA Sydney Hobart Race confident they had a strong chance of winning after taking out the British Trophy in the lead-up regatta.

It was obvious then that the new Turbo-style keel, designed by MB&D using America's Cup technology, had given the 62-footer greater stability and a faster performance to windward, while maintaining the ability to keep pace downwind with the recently extended 80-footer, *Brindabella*. The new keel, similar in style to the one that helped the Sydney 40 *Bull* win overall in the 2001 Transpac Race, has a long, slim appendage with a large bulb. Lead has also been moved from inside the hull to the bulb. The end result lowers the centre of gravity, increases stability and reduces the overall wetted surface.

The remarkable thing about *Bumblebee 5*'s overall and Division A IMS win in the Sydney to Hobart was that the 62-footer held top place on the leader board in the IMS Division after every position report ('sked') with the fleet. This computer-generated projection of handicap results is based on the latitude and longitude of each yacht racing under IMS (with similar projections for both IRC and PHS handicap divisions).

Bumblebee 5 stood out right from the first sked on the evening of 26 December, after a brilliant breakout

at the start that saw most of the 76-boat fleet floundering, with the fickle south-westerly breeze dying away as the starting cannon fired. The wind was to be replaced by a light easterly coming out of Watsons Bay. The Australian Volvo 60 Team News Corp and *Bumblebee 5* were first to pick up the breeze and the two led the fleet out to sea.

As the fleet headed down the New South Wales coast overnight into freshening south-westerly winds, *Bumblebee 5*'s position was strengthened, with several of her major rivals retiring with damage as the dramatic waterspout and wild thunderstorms swept up the coast.

Several of the prominent IMS contenders from Sydney suffered in the strong headwinds and short, steep seas later in this first night at sea. Terry Mullens' Farr 50 *Sting*, which as *Yendys* won the 1999 Sydney Hobart Race, retired with rigging damage shortly after 11pm. Kevan Pearce's *SAP Ausmaid*, the 2000 Sydney Hobart Race winner, then snapped its mast shortly before 1am.

Hollywood Boulevard, Ray Roberts' newly-launched Farr 52 One Design, suffered mast damage shortly after 4am as the southwesterly continued to freshen along the NSW south coast. Others were to follow during the second day, including Howard de Torres' *IMX 40*, *Nips-N-Tux*.

Speaking in Hobart after *Bumblebee 5*'s IMS overall win had been confirmed, skipper Murray said that, in retrospect, he thought the first two nights' sailing proved to be the key in the boat's performance. "We have sailed *Bumblebee 5* in three Hobarts with the nucleus of the same crew,



More Witchcraft (John Cameron) leaps past Tasman Island in the Sydney to Hobart
Photo - Richard Bennett

and we knew how hard we could drive the boat in the tough conditions of two days and nights," he said. "We sailed her quite aggressively through those two nights and it has obviously paid dividends."

Ninety Seven, which took line honours in the gale-decimated 1993 race, and *Ragamuffin*, a consistently high placegetter over the previous six years, remained the strongest opposition. *Shipping Central*, Ashley Reed and Michael Spies' well-sailed Beneteau 40.7, and the 30-year-old 1981 winner *Zeus II*, Royal Sydney Yacht Squadron commodore Jim Dunstan's Currawong 30, looked outside

prospects, as did Victorian Bruce Taylor's MB&D 36, *Chutzpah*.

In the end nothing changed at the top, with *Bumblebee 5* taking out IMS Division A and IMS overall first place by a comfortable three hours on corrected time from *Ninety Seven* and *Ragamuffin*. Fourth place in IMS overall went to the winner of IMS Division B, *Shipping Central*.

This was *Ninety Seven*'s ninth Sydney to Hobart since taking line honours in the 1993 race, when she became the smallest yacht in 40 years to get the gun. These days she is not just another Farr design. Sydney naval architect David Lyons designed a new keel, rudder, ballast package and after-body modifications to the hull, together with modifications to the

righting moment and sail plan. This resulted in an improvement in the yacht's handicap versus rating of more than 15 seconds per mile.

Syd Fischer did not carry out any major modifications to *Ragamuffin*, instead electing to upgrade with Doyle Fraser D4 sails. Launched in 1995, this latest yacht has achieved IMS overall placings of 2-3-4-5-3 in the past five years.

Of the 75 starters in the 57th CYCA Sydney Hobart Race, the first without a naming-rights sponsors since 1974, 56 finished the 630-nautical mile course, with 18 retiring. The Volvo 60 *Tyco* scored as DNF. ■



Tale of a Twister

The 57th CYCA Sydney Hobart Race underlined the unique character of this famous race. With Sydney shrouded by bushfire smoke, a near windless start on the harbour was followed by a boat-breaking waterspout off the New South Wales south coast, then a dramatically close finish on Hobart's River Derwent. *Peter Campbell reports*

THE LINE HONOURS VICTORY OF *ASSA ABLOY* HAS confirmed a new era of ocean racing for the Sydney Hobart Yacht Race, an era that will bring even more international focus to the race and the likely return of several of the Volvo Ocean 60s now racing around the world. Not to mention several new 90-footers being built for the 58th Sydney Hobart Race next December.

Like it or not, water ballast is now a key factor in long ocean racing, with water-ballasted yachts having taken line honours in the past three Sydney to Hobarts – *Nokia* with an open record time of one day, 19 hours, 48 minutes and two seconds in 1999, then *Nicorette* in 2000 and now *Assa Abloy*.

In this summer's race, boats with water ballast made up seven of the first eight placings across the line. The only exception was George Snow's *Jutson 80, Brindabella*, which holds the fastest time record for a conventionally ballasted yacht of one day, 20 hours, 46 minutes and 33 seconds.

The request to the Cruising Yacht Club of Australia by the organisers of the Volvo Ocean Race to include their fleet in the 2001 Sydney Hobart Race was a clear recognition of the status and challenge of our race. As part of their third leg of the round-the-world event, the VO60s certainly added

to the colourful spectacle of the start, followed up in Hobart with that remarkably close finish.

At the same time, it is evident that the CYCA should not allow the Sydney to Hobart to become dominated by Formula One-style, fully professional racing teams. It must continue to recognise the club yacht owners who support the race year in and year out with their more conventional yachts. Even more so, the Club must, and I am sure will, ensure that the historical character of the Sydney to Hobart remains unchanged. It is, and I hope always will be, a race for everyone. As Commodore Hans Sommer points out: "From classic wooden boats sailed by family and friends to high-tech modern racing yachts with professional crews."

IN THE BEGINNING

The start of the 57th CYCA Sydney Hobart Race on Sydney Harbour proved to be a bit of a fizzer. The finish on Hobart's River Derwent, however, certainly made up for this,

Top: Dramatic pictures of the waterspout as it roars out of the sunset towards *Nicorette*
Photo – David Howarth/*Nicorette*



Assa Abloy approaches the finish line in Hobart
Photo – Ian Mainsbridge

lighthouse on a small island that marks the entrance to the Derwent. With her spectacular blue mainsail and colourful hull, she made a magnificent sight as she heeled to leeward, making nearly 10 knots in the 10 to 15-knot northeasterly breeze to increase that lead to almost 15 minutes at the finish off Hobart's historic Battery Point.

On a perfect summer Saturday morning in Hobart, thousands of locals and tourists lined the foreshores to welcome the yachts and their crews as they came alongside the Hobart docks. Although not the closest finish (*Condor of Bermuda* beat *Apollo* by 7 seconds in 1982), it was the first time in the history of the race that so many yachts had been so close at the finish, with each having had a chance of victory as they entered Storm Bay.

Assa Abloy finished at 09.46.43 hours on 29 December 2001, for an elapsed time of two days, 20 hours, 46 minutes and 43 seconds, a day outside *Nokia's* race record. Neal

McDonald, who took over as skipper after the first leg of the Volvo Ocean Race from Southampton to Cape Town, said he could not believe the tension over the final six hours.

Nicorette finished at 10.01.17, with five Volvo 60s crossing in the next 23 minutes – *Amer Sports One* (Grant Dalton) at 10.10.31, *Tyco* (Keven Shoebridge) at



Tasmanian Premier Jim Bacon presents a trophy to Assa Abloy's skipper, Neal McDonald
Photo – Peter Campbell

with the first seven yachts finishing within 47 minutes.

Sweden's VO 60, *Assa Abloy*, got the gun by a mere 14 minutes and 34 seconds from the short-priced, pre-race favourite *Nicorette*, skippered by international yachtsman Ludde Ingvall. The NSW TAB had been offering a mere \$1.50 dividend for a \$1.00 bet on who would win line honours.

Assa Abloy came from seventh place in the fleet rounding Tasman Island, 40 nautical miles from the finish, with skipper Neal McDonald sailing wide of the becalmed leading group of VO60s off Cape Raoul, in Storm Bay. Also sweeping from astern came *Nicorette*, still trailing the leaders after her encounter with the 'twister' on the first night of the race.

Assa Abloy led the fleet across a tranquil Storm Bay, leading *Nicorette* by 12 minutes at the Iron Pot, the

10.13.23, *djuice dragons* (Knut Frodstade) at 10.27.55, *Team News Corp* (Jez Fanstone) at 10.32.26, and *illbruck* (John Kostecki), which finished sixth at 10.33.31.

Tyco's fourth place was listed as DNF (did not finish) after the Race Committee ruled that she failed to meet a mandatory safety check-in with Race Control when passing latitude 37 degrees 15 minutes South (Green Cape), approaching Bass Strait. But this did not affect the yacht's position in the Volvo Ocean Race. *Tyco* later sought redress, claiming that the Race Committee had erred in making its decision, but the International Jury rejected the claim.

Neal McDonald was jubilant with *Assa Abloy's* line honours victory and with such a close finish. "It's not the



norm in offshore racing to be within four or five boat lengths and to be able to talk with people on other boats after you've sailed for two or three days," McDonald said, describing the race as "a walk in the park".

There was, of course, no champagne celebration for the crew of *Assa Abloy*. Tasmanian Premier Jim Bacon presented McDonald with the JH Illingworth Trophy, given by the winner of the inaugural race in 1945 as the perpetual trophy for line honours, and then presented specially struck Tasmanian Government medallions to each crew member. Then there was a swift maintenance check before the pit-stop time ended and *Assa Abloy* headed off down the Derwent to re-start the third leg of the Volvo Ocean Race.

The others followed, and by early afternoon the docks were virtually empty again, except for *Nicorette*, *Brindabella*, *Line 7*, *Bumblebee 5* and the Polish maxi *Lodka Bols*, which received a huge reception from the local Polish community when she finished tenth in the fleet.

THE RACE START

A heavy pall of smoke from the massive bushfires shrouded the Sydney skyline as the 57th annual Sydney Hobart Race started on Boxing Day, with the Volvo 60,

Team News Corp, and the Sydney 62, *Bumblebee 5*, leading the 75 boats out to sea. *Team News Corp* also won the Citroen prize of \$10,000 for being first past the seamark.

When the fleet headed down the NSW coast that afternoon and early evening in a moderate south-easterly breeze, the first indications came of stormy weather ahead. As *Nicorette* led the fleet towards Jervis Bay, several vicious thunderstorms swept up the coast, but the most dramatic and devastating was a huge waterspout, or twister, that hit the 80-footers *Nicorette* and *Australian Skandia Wild Thing*.

"Even the fastest sailors in the world couldn't get out of the twister's way," *Nicorette*'s owner/skipper Ludde Ingvall said later in Hobart.

"It seemed to be chasing us across the ocean. I could see the water vapour circulating within the twister and then the yacht sailed straight into it," Ingvall recalled, adding that the Simons/Voogd 80-footer had been knocked on its beam-ends. Another crewman described seeing a couple of large lightning strikes: "It was like a thousand people screaming," he said after the incident.

Ingvall described how the twister came roaring over the horizon at about 8pm, growing in size as it sucked up seawater. Winds of 100 knots knocked the 80-footer on its



Swedish maxi Nicorette heads to sea, with the twister lying ahead!
 Photo – Peter Campbell

beam-ends and the crew members on deck were battered by hail the size of golf balls. But it was all over in 15 minutes. *Nicorette's* new mainsail had been dropped and lashed to the boom, but it was sucked back up the mast by the twister and ripped.

Nicorette hove to under bare poles while the spare mainsail was hoisted, but by that time the line honours favourite had lost the lead to the Volvo Ocean 60s. Ingvall later claimed the yacht had lost five hours.

Australian Skandia Wild Thing's mainsail was ripped to shreds in the storm before the crew could get the sail down, and with no spare main the race was over for Melbourne yachtsman Grant Wharington and his crew. Two other Victorian boats, Don Jones' *Cadibarra* and Chris Bradbury's *Simply Red*, also had to retire with sail and rigging damage.

Each of these early withdrawals was from the IRC division, with the exception of *Simply Red*, but several of the prominent IMS contenders from Sydney suffered in the strong headwinds and short, steep seas later on the first night at sea. Terry Mullens' Farr 50, *Sting*, retired with rigging damage shortly after 11pm, then Kevan Pearce's SAP *Ausmaid*, the 2000 Hobart Race winner, broke its mast shortly before 1am.

Hollywood Boulevard – Ray Roberts' newly-launched, red-hulled Farr 52 One Design, sailed by a star-studded crew that included Michael Coxon and Rob Brown – suffered mast damage shortly after 4am as the southwester continued to freshen along the NSW south coast. She, too, was forced to head back to Sydney.

DAY TWO

Retirements continued through the second day of the race as four Volvo Ocean 60s set the pace in hard, tight-reaching conditions across Bass Strait. The luckless *Secret Mens Business*, skippered by Adelaide yachtsman Geoff Boettcher, was out with a broken mast. The Open 60 *Broomstick*, a late entry by CYCA director Michael Cranitch, also damaged her rig, as did Andrew Lygo's *Faarst Forward*, also from Sydney.

Two other strong IMS contenders pulled out before reaching the safety checkpoint abeam of Green Cape – the Swedish entry *Rush*, a Sydney Turbo 40 owned by David Falt, with electrical problems, and the Howard de Torres' well-performed IMX-40 *Nips-N-Tux*, with motor problems. The new 31-footer, *Krakatoa*, launched in October by CYCA director Rod Skellet, put into Ulladulla with a seasick crew member, while Peter Bartels, skipper of the 1995 Sydney Hobart winner *Terra Firma*, was also taken ashore at Ulladulla and had to be admitted to hospital with neck injuries.

Soon after Race Control at the Royal Yacht Club of Tasmania had begun the 2100 hours 'sked' on the second evening of the race, the rollcall from the fleet was interrupted by a 'Pan Pan' emergency call from *Grundig*, Sean Langman's skiff-like 66-footer.

Langman said the yacht had suffered serious delamination at the bow of her carbon-fibre hull and was heading back to Eden on the NSW South Coast, 120 nautical miles away. *Grundig's* hull damage apparently was not as

severe as first indicated as, after reaching Sydney and undertaking repairs at Langman's Berry's Bay boat yard, she was back racing offshore in the Pittwater to Coffs Harbour Race, taking line honours in near record time.

As Grundig headed back, less than two sea miles separated the four leading yachts, all Volvo Ocean 60s, with the CYCA-registered *Team News Corp* just one mile ahead of Germany's *illbruck*, closely followed by *Tyco* from Bermuda and *Assa Abloy*. *Nicorette* was next, steadily recovering her position after being hit hard by the twister a mere 24 hours before.

High-profile retirements continued overnight and into the third day of the race, with the Volvo 60, *SEB* from Sweden, suffering rudder damage in Bass Strait. The rudder blade broke away from the bearing, leaving a bucket-sized hole in the hull, and a bucket was used to stem the water inflow while an emergency rudder was rigged on the transom.

The all-women crew aboard *Amer Sports Too* also retired with a broken forestay, but headed on to Hobart while *SEB* returned to Eden.

THE FINAL BATTLE

Meanwhile, the leading four Volvo Ocean 60s continued their close battle down the Tasmanian east coast. At 2100 hours on day three, *illbruck* reported that she was just 20 miles north of Tasman Island, 62 miles from the finish. She was about two miles ahead of *Tyco*, although that yacht had already been declared DNF (did not finish).

Less than three miles astern came *Assa Abloy*, *Team News Corp*, *djuice dragons* and *Nicorette*. Astern of *Nicorette* came *Amer Sports One*, *Line 7*, Ian Treleaven's former Volvo 60, and George Snow's extended 80-footer, *Brindabella*, which had appeared right off the pace since the start. *Bumblebee 5* was close astern of *Brindabella* and still a clear leader on projected corrected time.

The leaders rounded Tasman Island in the early hours of day four, however *illbruck* failed to report her rounding time to Race Control at the Royal Yacht Club of Tasmania,

as required by the Sailing Instructions. The first to report in was the Australia VO60 *Team News Corp*, just two minutes ahead of *Tyco*, followed by *Amer Sports One*, the 80-foot Swedish maxi *Nicorette*, *Assa Abloy* and *djuice dragons*.

As the leading VO60 sailed into a windless hole off Cape Raoul in the early hours of Saturday 29 December, the lead changed dramatically. Coming from astern, the two Swedish yachts – the VO60 *Assa Abloy* and the maxi *Nicorette* – sailed around the becalmed five boats to lead the fleet across Storm Bay and up the River Derwent from the Iron Pot in a light morning breeze.

In an unprecedented finale to the 630-nautical mile bluewater classic, the first seven yachts finished within a mere 47 minutes – much to the delight of onlookers, all were in the Derwent River at the one time after a slow sail across Storm Bay.

Thousands of spectators packed the Hobart waterfront and hundreds of boats followed the leading boat, *Assa*

Abloy, skippered by British yachtsman Neal McDonald, as she tacked up the river to cross the finish line off Hobart's historic Battery Point, at 9.46am.

Nicorette, the 2000 race line-honours winner skippered by Ludde Ingvall, crossed at 10.01am, followed less than nine minutes later by *Amer Sports One*. Then came *djuice dragons*, *Team News Corp* and *illbruck*, which had led the fleet to Tasman Island. *Brindabella* finished seventh, which proved to be her worst ever line-honours placing in seven Sydney to Hobart races.

Against all predictions, the Volvo Ocean 60s had dominated the line-honours results of the 57th CYCA Sydney Hobart Race, taking first place and then four of the next five placings. But within just over an hour they were on their way to Auckland without so much as a can of Boags beer or a scallop pie, leaving just the crews of *Nicorette*, *Brindabella* and *Line 7* to celebrate, or commiserate!

Fortunately for Hobart, its pubs and restaurants, the remainder of the fleet and some 800 thirsty sailors came sweeping up the Derwent the following day. ■



Drying out after a close finish in the 57th CYCA Sydney Hobart Race
Photo – Peter Campbell



Spinning Around

Kenn Batt of the Sydney Bureau of Meteorology reports on the whirling mass of water that reigned terror on Boxing Day

AS THE LEADING BUNCH OF YACHTS moved along the south coast of New South Wales during the first night of the 2001 Sydney to Hobart, they were greeted with the 'Boxing Day Terror'. Like something out of *The Perfect Storm*, a whirling mass of cloud and water – a waterspout – appeared directly in their path.

Rare you say? No. Waterspouts are regularly reported off the NSW coast. It was the sheer size of this particular waterspout and the fact that it was so well documented that made it special.

Waterspouts generally develop in a deep, moist, unstable airstream – not necessarily associated with a thunderstorm cloud – initiated along a boundary where the air is converging.

When air converges, especially when there is sufficient horizontal wind shear (a marked change in wind direction/speed with altitude), there

is an excellent chance of the air 'spinning'. Often this spinning air develops into a small vortex, known as a 'landspout' when over land and a 'waterspout' when over water. The stronger the convergence and low-level instability, the faster the air will 'spin' and the greater the probability of witnessing a more intense event.

As aforementioned, these events can form underneath a large cumulus or non-thunderstorm cloud. Reports from yachts, coupled with video evidence and weather-watch radar signatures, would strongly suggest that the 'Boxing Day Terror' occurred with a supercell thunderstorm cloud and was, therefore, a true tornado. This particular form of thunderstorm cloud possesses a rotating updraft and will generally produce the more intense examples of tornados over the land.

With squalls to at least 70 knots being reported from some yachts, this

would suggest that the waterspout was at least an F1 on the Fujita Damage Scale – with 0 being the least intense and 5 being the most intense.

These events must be avoided at all costs, as even a weak system can pack a punch. The waterspout will usually move along with the parent cloud it is attached to (over coastal NSW, that movement generally goes from west to east). At times it will 'rope' around and appear to be chasing you. This could be the case for a short period but it should then move away.

The moral here is to avoid, avoid, avoid. If you observe something in the distance that looks like a waterspout, get out of the way as best you can. If this just isn't possible, batten down the hatches and remember that seamanship rules, OK! ■

The 'twister' photograph from the deck of the US yacht *Icon*
Photo – Peter Campbell

Sydney yachtsman Michael Spies notched up another success to his ocean-racing logbook when he and co-owner/skipper Ashley Reed won IMS Division B of the 57th Sydney Hobart Race with their Beneteau 40.7 *Shipping Central*

Bonus to a “beachball”

“WINNING OUR DIVISION WAS ALWAYS OUR GOAL and anything beyond that was a bonus,” said Michael Spies, who won IMS Division B of the 57th CYCA Sydney Hobart Race and also collected a Tasmanian Government medallion for sailing in the race for the 25th time.

Spies’ past Hobarts include being co-skipper of the Danish/Australian Volvo 60 *Nokia* when it set the open record of one day, 19 hours, 48 minutes and two seconds in 1999. *Shipping Central’s* elapsed time was 3 days, 23 hours, 48 minutes and 26 seconds.

Shipping Central won IMS Division B from the Victorian boat *Chutzpah*, a Murray, Burns & Dovell 36 skippered by Bruce Taylor, with third going to *AFR Midnight Rambler* – Ed Psaltis and Bob Thomas’ Hick 34 and overall winner of the storm-battered 1998 Sydney to Hobart. Only two hours separated the top six boats in IMS Division B on corrected time, with *Another Challenge* (Lou Abrahams) a close fourth, followed by the Russian-crewed *Next* and Wayne Millar’s *Zoe*, from Townsville.

Shipping Central’s performance was the culmination of six months of intensive preparation since the Beneteau “beachball” (so-called because of their rounded stern shape) was launched in July. This included a second in the Australian IMS Championships at Hamilton Island and good placings in the JPMorgan Regatta and British Trophy Regatta.

With a crew that included champion Etchells sailor and Olympian Steve Jarvin, Spies said he was hoping for an overall win, but admitted that this time around *Bumblebee 5* had sailed the ultimate race.

IMS Division C was not decided until the final boats crossed the line late on New Year’s Eve and early New Year’s Day, with the division finally going to a home-built boat from Adelaide.

Epsilon, a van de Stadt 38, was built by 30-year-old Michael Tromp in his spare time. The win was very much a family affair, with Tromp’s crew including his father, uncle and brother-in-law.

Epsilon finished 12th overall in IMS and won the division from two-times past winner, *Love and War* – the graceful Sparkman & Stephens-designed 47-footer owned by Peter Kurts since he built her in 1973 for the Admiral’s Cup. At 77, Kurts was the oldest skipper in the race, having won the event with *Love and War* in 1974 and 1978, and also winning the 20-year Division of the 50th Race in 1994.

Third place went to another past winner, the Currawong 30 *Zeus II*, which took top honours in 1981 for owner Jim Dunstan, currently the Commodore of the Royal Sydney Yacht Squadron. On the penultimate night of this year’s race *Zeus II* looked an outside chance of beating *Bumblebee 5*, but the fresh northerlies that had brought her fast down the Tasmanian east coast died away in Storm Bay and the Derwent.

The last boat to finish the 57th CYCA Sydney Hobart Race was *Sorine*, a Carter 30 skippered by Ben Adamson from Sydney, crossing the line at 5:31am on 1 January 2002. Her elapsed time was five days, 16 hours, 31 minutes and 46 seconds, compared with the two days, 20 hours, 46 minutes and 43 seconds taken by line-honours winner *Assa Abloy*. ■



Skipper Michael Spies sailed his 25th Sydney to Hobart on *Shipping Central*, and Gail Harland her 10th race
Photo – Peter Campbell

The Quintessential Yachtsman, see page 65



2001 CYCA SYDNEY TO HOBART RESULTS

IMS OVERALL RESULTS

PLACE	BOAT, OWNER/SKIPPER	PLACE	DIVISION	ELAPSED TIME	TCF	CORRECTED TIME
1	Bumblebee 5 (John Kahlbetzer) NSW	9	A	2:23:46:16	0.8816	2:15:16:24
2	Ninety Seven (Graham Gibson) NSW	16	A	3:13:10:58	0.7779	2:18:15:49
3	Ragamuffin (Syd Fischer) NSW	13	A	3:09:58:37	0.8191	2:19:08:50
4	Shipping Central (Ashley Reed/Michael Spies) NSW	25	B	3:23:48:26	0.7050	2:19:32:39
5	Eureka (Leon Christianakis/Bob Robertson) QLD	12	A	3:07:27:51	0.8579	2:20:10:20
6	Chutzpah (Bruce Taylor) VIC	26	B	4:00:36:46	0.7120	2:20:47:18
7	Starlight Express (Stewart Thwaites) NZ	14	A	3:10:28:15	0.8344	2:20:48:49
8	AFR Midnight Rambler (Ed Psaltis/Bob Thomas) NSW	30	B	4:04:16:01	0.6888	2:21:03:50
9	Another Challenge (Lou Abrahams) VIC	22	B	3:21:42:17	0.7379	2:21:08:41
10	Next Prosail (Andrew Arbuzov/Victor Minaev) RUS	21	B	3:21:37:58	0.7394	2:21:13:55
11	Zoe (Wayne Millar) QLD	20	B	3:20:36:30	0.7525	2:21:41:16
12	Epsilon (Michael Tromp) SA	39	C	4:07:50:14	0.6806	2:22:40:18
13	Brindabella (George Snow) NSW	7	A	2:23:17:27	1.0000	2:23:17:27
14	Love and War (Peter Kurts) NSW	34	C	4:07:25:52	0.6950	2:23:53:05
15	Zeus II (Jim Dunstan) NSW	48	C	5:03:45:31	0.5840	3:00:16:30
16	Aurora (Jim Holley) NSW	37	C	4:07:35:20	0.6986	3:00:22:02
17	Vitesse (Robert Howie) TAS	33	B	4:07:18:25	0.7117	3:01:31:25
18	Midnight Rambler II (Dennis Millikan) Vic	30	C	4:07:52:52	0.7106	3:01:49:05
19	B52 (Hughie Lewis) TAS	31	B	4:05:21:32	0.7571	3:04:44:20
20	Red Rock Communications (Chris Bowling) NSW	44	B	4:23:58:49	0.6452	3:05:24:41
21	Lady Penrhyn (Paul Jones) NSW	43	C	4:21:18:33	0.6605	3:05:28:58
22	Mirraboopa (John Bennetto) TAS	32	C	4:07:13:00	0.7569	3:06:07:29
23	Breakaway (Martin Power) VIC	50	C	5:07:21:12	0.6181	3:06:43:02
24	Brindabella II (Roger Sayers) VIC	55	C	5:13:00:43	0.6353	3:12:30:09
25	Komatsu Blue Lady (Sean Kearns/Julie Begby) NSW	51	C	5:09:43:36	0.6623	3:13:55:05
26	Paea II (Rick Smith) NZ	53	C	5:11:08:29	0.6920	3:18:44:59

IRC OVERALL RESULTS

PLACE	BOAT, OWNER/SKIPPER	PLACE	DIVISION	ELAPSED TIME	TCF	CORRECTED TIME
1	Polaris of Belmont (John Quinn) NSW	38	B	4:07:37:50	0.982	4:05:45:55
2	Lodka Bols (Gordon Kay) POL	10	A	3:00:04:41	1.431	4:07:08:37
3	Bacardi (Graham Ainley/John Williams) VIC	29	B	4:03:59:37	1.041	4:08:05:36
4	Icon (Richard Robbins) US	11	A	3:03:40:29	1.401	4:10:01:13
5	Wahoo (Brian Emerson) NSW	35	B	4:07:26:28	1.034	4:10:57:29
6	Loki (Stephen Ainsworth) NSW	23	B	3:23:04:17	1.140	4:12:22:53
7	Sea Jay (Scot Wheelhouse) NSW	24	B	3:23:25:00	1.143	4:13:03:11
8	Line 7 (Ian Treleaven) NSW	8	A	2:23:31:42	1.530	4:13:26:18
9	Nicorette (Ludde Ingvall) SWE	2	A	2:21:01:17	1.600	4:14:26:03
10	Valheru (Tony Lyall) TAS	19	B	3:20:19:27	1.212	4:15:53:49

PHS OVERALL RESULTS

PLACE	BOAT, OWNER/SKIPPER	PLACE	DIVISION	ELAPSED TIME	TCF	CORRECTED TIME
1	Valtair (Matt Allen) NSW	18	1	3:14:59:29	1.2177	4:09:55:46
2	Aspect Computing (David Pescud) NSW	17	1	3:13:53:44	1.2495	4:11:19:35
3	Bright Morning Star (Randal Wilson) NSW	36	1	4:07:31:11	1.0398	4:11:38:23
4	Magic (Philip Spry-Bailey) VIC	42	1	4:19:59:43	0.9359	4:12:33:36
5	Sorine (Ben Adamson) NSW	56	1	5:16:31:46	0.8001	4:13:14:14
6	Rager (Gary Shanks) SA	15	1	3:12:28:06	1.2957	4:13:26:44
7	She II (Peter Rodgers) NSW	41	1	4:19:11:47	0.9562	4:14:09:03
8	Berrimilla (Alex Whitworth) NSW	54	1	5:11:13:53	0.8545	4:16:08:14
9	More Witchcraft (John Cameron) NSW	28	1	4:03:48:28	1.1918	4:22:57:03
10	Kennard's Hire Solo Globe Challenge (Tony Mowbray) NSW	47	1	5:03:20:19	0.9700	4:23:38:18
11	Hogsbreath Witchdoctor (Rum Consortium) NSW	49	1	5:07:16:28	0.9467	5:00:29:27
12	Mertsi Louise (Maritime Foundation Inc) NZ	27	1	4:02:03:23	1.2300	5:00:36:34
13	Mark Twain (Hugh O'Neill) NSW	52	1	5:09:59:14	0.9308	5:00:59:32
14	Kickatinalong (Mike de Berg) NSW	46	1	5:03:11:16	0.9834	5:01:08:34
15	Spirit of Sydney (Gerald Fitzgerald) TAS	45	1	5:01:31:05	1.1017	5:13:52:35

VOLVO OCEAN 60 OVERALL RESULTS

PLACE	BOAT, OWNER/SKIPPER	DIVISION	ELAPSED TIME
1	Assa Abloy (Neil McDonald) SWE	VO60	2:20:46:43
2	Amer Sports One (Grant Dalton) ITA	VO60	2:21:10:31
3	djuice dragons (Knut Frostad) NOR	VO60	2:21:27:55
4	Team News Corp (Ross Field) AUS	VO60	2:21:32:26
5	illbruck (John Kostecki) GER	VO60	2:21:33:31
6	Team Tyco (Tyco International) BAH	VO60	DNF(dsq)
7	Team SEB (Gunnar Krantz) SWE	Vo60	ret
8	Amer Sports Too (Lisa McDonald) ITA	VO60	ret

RETIREMENTS

Simply Red, Australian Skandia Wild Thing, Cadibarra, Sting, Hollywood Boulevard, Secret Mens Business, SAP Ausmaid, Broomstick, Rush, Faarst Forward, Nips-N-Tux, Krakatoa, Grundig, Terra Firma, Team SEB, Panache, Amer Sports Too, Liberator, Team Tyco (scored DNF).

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Best of the British

Bumblebee 5 used the British Trophy (previously the Telstra Cup) as a vital tune-up for the 57th CYCA Sydney Hobart Race, winning the series in a prelude to her Hobart victory

BREAKING HER KEEL IN LAST YEAR'S SYDNEY TO HOBART may have been "a blessing in disguise" for *Bumblebee 5*, says owner John Kahlbetzer. He made the comment after the 62-footer won a hard-fought British Trophy Regatta sailed off Sydney Heads in the lead-up to the 57th CYCA Sydney Hobart Race.

With no sponsorship, the Cruising Yacht Club of Australia this year reverted to the Telstra Cup's original name of the British Trophy for the ornate prize, which was donated some years back by the Royal Yacht Club of Tasmania. The regatta attracted a 48-boat fleet of IMS and IRC-rated yachts, which included nine Sydney 38 One Designs, and separate divisions for Farr 40 One Designs and Mumm 30s.

Kahlbetzer admits that the yacht had been a disappointment in her first two seasons, but he and her designer and skipper, Iain Murray, were elated after they clinched victory in the eighth and final race.

"We (Murray/Burns/Dovell) designed her a new keel, a long, slim appendage with a larger bulb, and moved lead

from inside the hull to the bulb," Murray explained prior to the Sydney to Hobart. "She is significantly faster to windward and has also improved off the wind, making her a good all-rounder for the Hobart race."

A quietly confident Murray had said that the new keel and other optimising changes had given the boat a "marginally better" IMS rating in her bid to be Overall IMS winner of the 57th CYCA Sydney Hobart Race. His prediction proved to be spot on.

Bumblebee 5 went into the final day of the British Trophy competition with a six-point lead from Syd Fischer's Farr 50, *Ragamuffin*, and early pointscore leader, Howard de Torres' IMX-40, *Nips-N-Tux*. However, *Bumblebee 5* slipped to sixth on corrected time in the IMS division of race seven, sailing in a light and shifty sou'easter. Meanwhile, *Ragamuffin*, with Sean Kirkjian on the helm, sailed an excellent race to finish second behind fellow NSW Southern Cross Cup team member *Sting*, skippered by Terry Mullens.

In the final short windward/leeward race, Kahlbetzer, Murray and their crew pulled out all stops to take second

place, astern of Ashley Reed and Michael Spies in their Beneteau 40.7, *Shipping Central*, while *Ragamuffin* could do no better than an eighth.

The end result saw *Bumblebee 5* finish with 376 points, her scoreboard including two wins, two seconds and two third placings in the eight-race series, two points ahead of *Ragamuffin* on 374. *Nips-N-Tux* followed on 368 points, *Sting* was next on 367 points, and last year's Telstra Sydney Hobart winner, Kevan Pearce's *SAP Ausmaid*, placed fifth overall.

The newly launched Farr 52, *Hollywood Boulevard*, owned by Ray Roberts and steered by Michael Coxon, sailed impressively towards the end of the regatta, winning race six. But she then had to pull out to complete a 200-nautical mile offshore cruise to qualify for the Sydney to Hobart.

The maxi yacht *Brindabella*, after a disappointing series (which included a jarring collision with the Sydney 38, *Cardinal Sin*), pulled out of the regatta after five races.

IRC DIVISION

The IRC division produced an exceptionally close final pointscore, with just two points between Stephen Ainsworth's Swan 48 *Loki* (372), Warren Johns' Welbourne 50, *Heaven Can Wait* (371), the Sydney 38, *Rush*, steered by former Etchells world champion Cameron Miles (371), and veteran Victorian yachtsman Lou Abrahams with his Sydney 38, *Another Challenge*, on 370 points.

Loki began the series sensationally, with a 4-1-1-1-2-1 scorecard, but she slipped in the final two races, placing 15th and 14th on corrected time. With one of these races as her discard, she only just won the IRC British Trophy.

Her performance, along with those of *Ragamuffin* and *Sting* in the IMS division, kept the New South Wales team well ahead in the Southern Cross Cup pointscore, sailed in conjunction with the British Trophy, going into the Sydney to Hobart.

Rush finished as the top-scoring Sydney 38 after another closely competitive series in the IRC division, just ahead of *Another Challenge*, *Ticket of Leave* (Kevin Wood) and *London Tavern* (Justin Lambeth).

FARR 40 OD NSW CHAMPIONSHIP

Sailed in conjunction with the British Trophy, the Farr 40 One Design NSW State Championship went to *Emotional Hooligan*, skippered by Pittwater yachtsman Marcus Blackmore. She was followed by *Buon Giorno* (Stephen Ellis) and *Team Shockwave* (Neville Crichton).

The 11-boat fleet produced some of the most competitive racing of the regatta, with the ever-consistent Blackmore notching up a remarkable series of 1-4-1-1-7-3-1-4 for a net total of 15 points.

Buon Giorno (2-2-4-6-1-1-4-7), another Pittwater boat, took second place on a countback from the CYCA-based *Team Shockwave* (4-1-6-2-3-2-2-10), after being scored 20 points.

MUMM 30 AUSTRALIAN CHAMPIONSHIP

The International Mumm 30 class added a new dimension to the British Trophy Regatta, providing some exciting racing offshore and on the harbour as eight boats



Bumblebee 5 has been fitted with a new keel, which her owner John Kahlbetzer describes as a "long, slim appendage with a larger bulb"
Photos – Ian Mainsbridge

from Queensland, New South Wales, Germany and Victoria contested their Australian championship.

The Mumm 30 Australian title went to the Queensland yacht *Enigma*, skippered by Royal Queensland Yacht Squadron member Stewart Lewis, on a countback from South Australian Chris Tillett, skippering *On the Edge*.

Lewis won four of the first six races but slumped on the final day with two fifth placings. Tillett came storming home with three successive wins, one on the second last day and two on the final day.

Lewis owns two Mumm 30s, which he match races on Brisbane's Waterloo Bay rather than competing in the local mixed fleet races. He also recently contested the World Championships in Italy.

Enigma finished with a scorecard of 1-1-3-1-1-2-5-5 for 14 points, while *On the Edge's* placings were 4-4-1-2-4-1-1-1, also for 14 points. Third place went to the NSW boat *Tow Truck*, skippered by Tony Paterson, on 26 points. ■



Southern Cross Cup to NSW

THE NEW SOUTH WALES TEAM OF *RAGAMUFFIN*, *STING* and *Loki* has won the 18th Southern Cross Cup teams series. The team beat the Cruising Yacht Club of Australia by just 10 points after nine races, including the 57th CYCA Sydney Hobart Race.

Despite the retirement of Terry Mullens' Farr 50, *Sting*, from the Sydney to Hobart, Syd Fischer's Farr 50 *Ragamuffin*, and Stephen Ainsworth's Swan 48 *Loki* kept the team ahead, finishing with 1,455 points.

The CYCA team top-scored in the final, double-points Sydney to Hobart, with John Kahlbetzer's Murray, Burns & Dovell-designed 62-footer, *Bumblebee 5*, winning the last race. She was also the top-scoring individual yacht for the series, but only one point ahead of *Loki*, the top-scoring boat in the winning NSW team.

The Beneteau 40.7 *Shipping Central* (Ashley Reed and Michael Spies) and *Next Prosail*, Craig Malouf's Sydney 38, whose crew included seven Russian sailors, combined with *Bumblebee 5* to finish with 1,445 points.

Third place went to the Victorian team of Bruce Taylor's Sydney 36 *Chutzpah*, Don Jones' 42-footer *Cadibarra* and Lou Abrahams' Sydney 38, *Another Challenge*, on 1,381 points. *Cadibarra* also retired from the Sydney to Hobart.

The fourth team, representing the Royal Prince Alfred Yacht Club, suffered from the retirement of Sweden's *Rush* (David Falt) and *SAP Ausmaid* (Kevan Pearce) in the Sydney to Hobart, ending with 1,299 points. ■



Top left: Neville Crichton at the helm of *Team Shockwave*, his Farr 40 OD

Top right: *Hollywood Boulevard*, the new Farr 52 One Design

Above (left to right): British Trophy winners Stewart Lewis (Mumm 30),

Stephen Ainsworth (IRC) and Left: Lou Abrahams (IRC)

Photos – Ian Mainsbridge and Peter Campbell





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40.7 "Le Billet" -

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Assa Abloy tames the Tasman

The Swedish yacht *Assa Abloy* dominated the Tasman Sea leg of the 2001-2002 Volvo Ocean Race, which also included the sprint leg of the 57th CYCA Sydney Hobart Race course, from Sydney to Auckland. *Bruce Montgomery* reports

A WIND HOLE OFF TASMANIA'S Cape Raoul early in the morning of 29 December, 2001, effectively gave the Swedish Volvo 60 *Assa Abloy* wins in the 57th CYCA Sydney Hobart Race and, six days later in Auckland, the third leg of the Volvo Ocean Race.

New skipper Neal McDonald, who replaced Roy Heiner after an ordinary first leg of the Volvo race from Southampton to Cape Town, has the Farr-designed *Assa Abloy* fulfilling its potential as a frontrunner in the race.

After three of the nine legs, John Kostecki's *illbruck Challenge* from Germany leads the race with 21 points thanks to wins in the Southampton to Cape Town and Cape Town to Sydney legs, and a fourth in the Hobart to Auckland leg. Next is *Amer Sports One* (Italy) on 18, *Team News Corp* (Australia) on 16, *Assa Abloy* (Sweden) on 15, *Tyco* (Bahamas) on 12, *SEB* (Sweden) on 11, *djuice dragons* (Norway) on 10 and *Amer Sports Too* (Italy) on 5.

Kostecki took *illbruck* to its second successive win 22 days out from Cape Town, when it crossed the finish line in Sydney on 4 December, an hour and 13 minutes ahead of Gunnar Krantz's *SEB*.

The leg will be remembered for another sterling emergency operation by the RAAF after emergency medical supplies were dropped in front of the bow of *Amer Sports One*, 1200 nautical miles south-west of Western Australia. US crewman Keith Kilpatrick had been suffering with a bowel obstruction for some days and

onboard doctor Roger Nilson called for more saline and painkillers. The RAAF delivered, with skipper Grant Dalton barely having to deviate from his course. Kilpatrick was put ashore at Eclipse Island, off the West Australian coast, and since then has taken no further part in the race.

Dalton then cracked several ribs and three vertebrae when he was thrown across the galley after the lone Frers-designed Volvo 60 in the fleet crashed off a wave during a gale in Bass Strait.



Assa Abloy again at speed in leg 3 of the Volvo Ocean Race
Photo – Ian Mainsbridge

HEADING FOR SYDNEY

The leg had started in Cape Town on 11 November and quickly developed into what has become an inevitable drag race between the leading seven boats in the most even Whitbread-style round-the-world event in its 28-year history. Only the all-women *Amer Sports Too*, which had almost no preparation time for the race, has been dragging its heels.

With *illbruck* suffering some serious flooding, caused by an open

inspection hatch in the bow shortly after the start, *Tyco* led for the first three days until its rudder was damaged. Unable to repair the damage, *Tyco* retreated to South Africa and eventually arrived in Sydney aboard a container ship.

The fleet encountered icebergs well north of their usual cruising grounds in the Southern Ocean. *Assa Abloy*, *djuice dragons* and *Team News Corp* traded places in the overall lead as they tramped east, the fleet dividing as it passed the Kerguelen Islands,

with *djuice dragons*, *Amer Sports One* and *News Corp* going south.

During the Southern Ocean passage, *News Corp* broke the 24-hour speed record for 60-foot yachts – 450.1 nautical miles at an average speed of 18.75 knots, beating the Whitbread 60 *Silk Cut's* 1997/98 record. *SEB* then broke the record – 460.4 nautical miles at an average 19.1 knots.

Approaching WA, *SEB* held a 17-nautical mile lead over *illbruck*, with *Assa Abloy*, *djuice dragons* and *News Corp* about 20 nautical miles back. Dalton was 200 nautical miles behind and *Amer Sports Too* was 600 nautical miles back.

With Kilpatrick's condition now causing real concern, Dalton headed north to shorten the distance to the RAAF rendezvous, while *illbruck* kept the pack at bay. *SEB* and *illbruck* led the fleet around Eclipse Island while Dalton, despite his boat's re-routing, had narrowed the gap to the main bunch to 40 nautical miles. ▶

SEB and *illbruck* snapped at each other's heels across the Bight, while *Assa Abloy* moved up to third as they approached King Island. However her navigator, Mark Rudiger, chose to go to the north of the island while the others stayed south. It proved to be a fatal miscalculation.

In the final stages of the race in Bass Strait, *illbruck* stole the lead from *SEB*. *SEB* broached and a sail opened a

behind. Lisa McDonald's team on *Amer Sports Too* arrived almost four days later. This meant an four extra days at sea and four fewer days to prepare for the third leg to Auckland.

Tyco arrived by ship in Sydney on 13 December, 13 days before the start of the third leg to Auckland, which incorporated the Sydney to Hobart and a three-and-a-half-hour pit stop in Hobart.

the Pyrmont Bridge. They paid their respects to the slain New Zealand yachtsman Sir Peter Blake by throwing wreaths onto the water before heading out to the smoky start of the 630-nautical mile dash to Hobart. But the main game for them was the 2,050-nautical mile third leg to Auckland. The Volvo 60s started 200 metres ahead of the main fleet in the Sydney to Hobart, with a compensating mark to round at the Heads.

News Corp's Australian bowman, Damien Duke, was hoisted 30 metres to the top of the mast shortly after the windless start, and found the wind to the east. Skipper Jez Fanstone stole a march on the fleet and the \$10,000 bounty for being the first boat out to sea, which he later donated to the NSW Bush Fires Appeal.



STORMY WEATHER

Both races will be remembered for one event above any other – the twister that hit the front of the fleet off the NSW coast that evening, rubbing out Grant Wharington's *Australian Skandia Wild Thing* from the main fleet and destroying the mainsail on Ludde Ingvall's Swedish maxi, *Nicorette*.

"It was really scary to see this long, vertical, round, spinning cloud charge towards us, with the bottom of it sucking up water," Field said. "There was nowhere to go. We dropped our mainsail and left up a small headsail, and in the meantime broke battens and blocks."

Like *illbruck* off Cape Town before them, *djuice dragons* suffered flooding in the forward compartments when a hatch failed to seal. Kevin Shoebridge's *Tyco* incurred the wrath of the Sydney to Hobart race committee for failing ►

Team News Corp won the \$10,000 bounty for being the first boat in the fleet out to sea. The win was generously donated by Skipper Jez Fanstone to the NSW Bush Fires Appeal

Photo – Peter Campbell

deck hatch, letting in a ton of seawater. But it was still an exceptional result for *illbruck* given its first-night problems and the fact it had lost its wind gear.

The first three boats reached Sydney within two hours of each other. *News Corp*, sailing under the burgee of the Cruising Yacht Club of Australia, finished third. Navigator Ross Field said it was a tough leg, mentally and physically. "At one stage, we'd been stuck with *Assa* for about 10 days, boat to boat, dipping each other, port and starboard," he said.

Four hours later *djuice dragons* took fourth place from *Amer Sports One*, which broached approaching Sydney and finished seven minutes

Swedish Olympic dinghy sailor Fredrik Loof replaced Kilpatrick on *Amer Sports One* and Dalton stayed on despite his injuries. "I have every intention of sailing into Auckland," he said at the time.

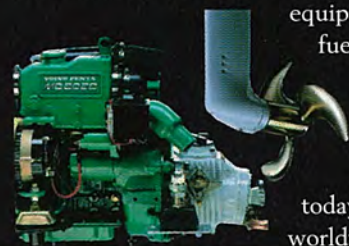
US helmsman/tactician Chris Larson joined *Assa Abloy*. Neal McDonald said Larson would add experience in close-racing tactics, supporting Mark Rudiger on strategy and meteorology. "Chris Larson is one of the most successful inshore helmsmen and tacticians around," McDonald added.

On the way to the Boxing Day start on Sydney Harbour, the eight boats formed a semicircle in front of

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to report in when abeam of Green Cape, at the northern approach to Bass Strait. This safety measure was introduced after the 1998 race to ensure the boat and crew are in a sound condition to cross Bass Strait.

The race committee claimed *Tyco* called in seven minutes too late. Navigator Steve Hayles disputed this and the team later appealed but lost. *Tyco* was rubbed out of the Hobart race, but remained a valid competitor in the race to Auckland, although *News Corp* and *SEB* sought to have *Tyco* erased from that leg. An international jury upheld a *News Corp* protest but limited the penalty to a \$A1,500 fine.

SEB sustained irreparable rudder damage and retired from the Hobart and the Auckland leg. It later sailed to Auckland to join the 27 January start for leg four to Rio de Janeiro. *Amer Sports Too* broke its forestay in the middle of Bass Strait and continued under jury rig to Hobart, where it discovered it had also sustained major rudder damage after hitting a shark.

Apart from *SEB* and *Amer Sports Too*, the Volvos again hunted as a pack, although Dalton was delayed by repairs to the water ballast system.

As the pack approached Tasman Island, only Ingvall's *Nicorette* stood between them and line honours. *Assa Abloy* and *Amer Sports One* were at the back, Dalton by 15nm at one stage. Neal McDonald and Dalton saw in front of them the fleet becalmed at Cape Raoul, just around the corner from Tasman. They put out to sea, caught the first of the new morning's north-easterly winds, skirted the fleet and were never caught.

With *Assa Abloy* ahead by 25 minutes, the six finished within 47 minutes of each other in Hobart.



SEB was forced to retire from the Hobart and Auckland legs of the race due to irreparable rudder damage. It rejoined the fleet in Auckland on 27 January for the start of leg four to Rio de Janeiro
Photo – Ian Mainsbridge

For the first time in any world ocean race they made a pit stop in Hobart, primarily for media work, then put to sea to resume hostilities at the mouth of the Derwent River.

FACING THE TASMAN

With its 25-minute margin, *Assa Abloy* followed a northern course across the Tasman. It was Rudiger's latest gamble and Neal McDonald was nervous. *Amer Sports One* stayed in the middle, having a bet each way. *News Corp's* Field praised *Assa Abloy* for the brave move, but *News Corp* skipper Fanstone was keeping a closer eye on *illbruck* and *Tyco*.

As *Assa Abloy* approached Cape Reinga at the northern tip of New Zealand, with Dalton a satisfactory distance back in second place, the bunks were beginning to fill. Magnus Olsson, Jason Carrington and Guillermo Altadill were sick down below. *Assa Abloy* rounded the cape with 30 nautical miles on *Amer Sports One*. Dalton went inshore, but to no wind and an adverse tide.

Behind the two leaders, *illbruck*, *News Corp* and *Tyco* staged a match race under spinnaker. It shaped up as one of the closest multiple-boat finishes in the history of round-the-world yacht racing.

In the end *Assa Abloy* finished less than two hours ahead of *Amer Sports One*, while *Tyco*, *illbruck* and *News Corp* finished in that order, separated by just six minutes.

Dalton said it was important that *illbruck* had been beaten. As he stated at the time: "illbruck had to be stopped... they've been stopped."

REMAINING LEGS

Leg 4 27 January Auckland to Rio de Janeiro (6,700nm)

Leg 5 9 March Rio de Janeiro to Miami (4,450nm)

Leg 6 14 April Miami to Baltimore (875nm)

Leg 7 28 April Annapolis to La Rochelle (3,400nm)

Leg 8 La Rochelle to Gothenberg (1,075nm)

Leg 9 Gothenberg to Kiel (250nm). ■



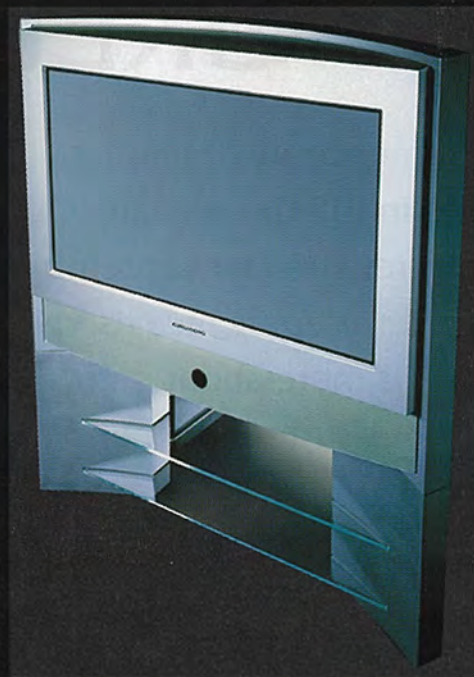
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A GREEK ODYSSEY

Some 120 Australians sailed 20 yachts in the Greek Island Odyssey 2001 regatta last September. But as *Trevor Joyce* reveals, this race is more about enjoying the glorious surrounds than winning

CAPTAIN PIPINOS' TAVERNA IS LOCATED AT THE WATER'S edge of Dhespotico Bay on the island of Antiparos. It was lunchtime on day nine of the Greek Island Odyssey 2001, a lay day, and 10 of us had ferried and biked our way from neighbouring Paros.

We had just polished off an array of appetisers that included tzatziki, eggplant salad, spicy giant beans, roasted peppers, fried cheese and, of course, the ubiquitous Greek salad. The main course of fresh lobsters, fried calamari, steamed mussels and grilled swordfish was washed down with copious quantities of deceptively light wine.

The rest of the 120 sailors from the 20 yachts in the 2001 regatta were off variously doing their own thing, and the smile creases were really starting to show on the suntanned faces of the group of 65 men and 55 women.

With a programme offering a full lay day between each of the seven inter-island passage races, it's questionable whether 'regatta' is the right noun for



A local fishing boat returns to port in one of the smaller Greek islands
 Photo – Trevor Joyce

this event, but there were no complaints from even the most ardent racing sailors in the group. On his return to Australia, legendary 18-foot skiff sailor Peter Sorensen OA said: "I chartered a caravan with four bedrooms, each with ensuite facilities. We came last in most of the races but we had a fantastic time and I would do it again tomorrow."

They say, though, that you can't have a sailing regatta without a controversy of some sort, and in this event there were the usual rumblings on the racing yachtsman's favourite subject – handicaps. Also a hot topic was the allowable use of engines on windless days, but at the end of the day nobody really cared.



The 20 yachts chartered for the Greek Island Odyssey 2001 met with cloudless days, mild temperatures and light wind conditions
 Photo – Trevor Joyce



Legendary 18-footer sailor Peter Sorensen chartered a very comfortable "caravan with four bedrooms" for the Greek Odyssey 2001 regatta
 Photo – Trevor Joyce

The 2001 Odyssey was conducted in the second half of September to benefit from what is generally the best weather of the Greek summer. And this year was no exception, with 15 cloudless days and temperatures in the mid to high 20s. The downside, however, was a shortage of wind, generally less than 10 knots and sometimes none at all, but these conditions suited the nature of this event better than the 25-knot Meltemi prevalent during July and August.

The racing and social programmes for the Odyssey were arranged by Athenian yachting aficionado and commodore of the Hellenic Offshore Racing Club, John Maragoudakis (later re-named John Rubberduckis). His superb connections in the islands made for privileged berthing arrangements in the tiny ports, VIP status at civic receptions hosted by welcoming Mayors, and simple but effective meals at post-race presentation dinners.

The sincerity of hospitality reflected the irrefutable fact that the bond between Greece and Australia is alive and well. It seemed that half the adult male population of the islands on the route of the Odyssey had travelled to Australia on merchant ships. Among the senior citizens were those who had worked their 60 hours-a-week for 25 years in the milk bars of Brunswick and Marrickville to earn retirement in the peace and tranquillity of what is still an undisturbed environment. ►



The Greek islands served up a series of outstanding sunsets during the Greek Island Odyssey 2001 regatta

Photo – Trevor Joyce

And what an environment it is! There's no point wheeling out the superlatives to describe it because they have all been used before. More important is the fact that they still apply despite the relentless 21st-century pressure for Greece to modernise and suffer the same urban blight and crime problems as everyone else in the western world.

Tourism is hugely important to the Greek economy, but thankfully the blinkered tourism operators take 80% of the 20 million visitors each year to just five of the 1,100 islands. All but one of ours (Mykonos) has escaped pretty much untouched, and Kea, Syros, Tinos, Paros, Serifos and Kythnos do not rate a mention in many brochures.

In these small islands yachties really do get the very best of what there is to experience, as the Greeks themselves are inextricably tied to the sea. They don't understand much about silly people sailing around in yachts but a boat is a boat, and the people who sail for fun must have something in common with those who fish for a living.

The facilities for yachts in Greece are not fantastic as the word 'marina' is still struggling to find its way into the Greek vocabulary. There is something more real to me, however, about berthing stern to the town quay (surrounded by fishing boats) and savouring a frosty Mythos while the local population promenades by, arm in arm with worry beads clicking in time to their lazy swagger. Then there is the breathtaking spectacle of a 5,000-ton roll-on,

roll-off ferry swallowing up the harbour at a frightening 4 knots, dropping anchor while changing into reverse gear, backing into the dock as the rear door comes down, unloading a dozen trucks and a hundred people, closing the door and departing, all in 20 minutes.

The Odyssey ended in the marina at Alimos, near Athens, and the final function was a gala dinner at the Hellenic Offshore Racing Club. John Maragoudakis gave his final speech, which produced a stirring rendition of 'For He's a Jolly Good Fellow'. The crew of the Beneteau 50 *Kea*, captained by CYCA commodore Hans Sommer, sounded off with a new version of 'The Twelve Days of Christmas', which offered a bowl of tzatziki, two serves of taramasalata, three plates of white bait, four Greek salads, etc.

Paul Hannan and his Newcastle crew of the Beneteau First 40.7 *Ioussa* collected the cup, with the placings going to Bob Young from the RPAYC and Grant Pember from the CYCSA in Adelaide. The reality, though, is that everyone who participated was a winner.

The Greek Island Odyssey 2002 is planned for the end of September this year and will sail one-way through the Dodecanese Islands of the Eastern Aegean, from Rhodes to Samos via Symi, Nisiros, Kalymnos, Patmos, Lipsos and Arki. For more information contact Trevor Joyce at Mariner Boating in Sydney, (02) 9966 1244, fax (02) 9966 1255 or email trevor@marinerboating.com.au. ■

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Middle Harbour Yacht Club's decision to make the 2001 JPMorgan Regatta a freestanding event paid dividends with an outstanding fleet and great competition. *Peter Campbell reports*

Sting in the tail

A MARGIN OF EIGHT SECONDS IN the final race gave Terry Mullens' Farr 49, *Sting*, first place overall in the grand prix IMS division of the 2001 JPMorgan Regatta. The four-race series took place off Sydney Heads over the first weekend in December.

In a head-to-head clash in race four, *Sting* won the series by one point from Syd Fischer's Farr 50, *Ragamuffin*. The two boats placed second and third in the last race.

It was very much the rookie ocean racer versus the veteran of 32 Sydney to Hobarts (and line and handicap winner). Mullens is in his first grand prix IMS racing season with *Sting*, which, as *Yendys*, won the 1999 Sydney to Hobart race. He has since been named Ocean Racing Rookie of the Year.

Going into the final race the

two yachts were equal on points after Fischer sailed back into contention with a hard-fought win in race three of the regatta, officially Middle Harbour Yacht Club's short ocean-racing championship.

Ragamuffin's helmsman, Sean Kirkjian, made a perfect start at the pin end of the line in race three. He forced the maxi yacht *Brindabella* to bear away to leeward to pass as they began the 1.5-nautical mile beat to windward in a 10-knot east-north-easterly sea breeze.

Their task was made easier when *Sting*, winner of both IMS races the previous day, broke the start and lost at least a couple of minutes in restarting. She eventually placed sixth on corrected time.

Knowing they had to beat *Ragamuffin* on corrected time in race

Sting, Terry Mullens' overall IMC winner of the 2001 JPMorgan Regatta
Photo - Peter Campbell



Brindabella returned to racing as an 80-footer in the JPMorgan Regatta
Photo – Peter Campbell

Shipping Central, the well-sailed Beneteau 40.7, placed fourth overall
Photo – Peter Campbell

four to win the IMS championship, Mullens and his crew worked to gain every fraction of boat speed and to use every tactical advantage to lead, or at least keep within a few boat lengths of *Ragamuffin*. They crossed the line only 34 seconds astern of *Ragamuffin* after a boat-for-boat duel throughout the 7.5-nautical mile race, hoping they were within the time needed to beat *Ragamuffin* on corrected time.

In the end John Kahlbetzer's MBD 62, *Bumblebee 5*, scored her first win of the JPMorgan Regatta. Helmed by designer Iain Murray, she beat *Sting* by 53 seconds on corrected time, with *Ragamuffin* just eight seconds back in third place.

Sting, with the helming shared by owner Mullens and talented Tasmanian yachtsman Julian Freeman, finished the regatta with placings of 1-1-6-2 for 10 points. *Ragamuffin* gained 11 points from placings of 5-2-1-3. Third overall went to *Bumblebee 5* with 19 points (7-3-8-1) on a countback from Ashley Reed and Michael Spies' Beneteau 40.7, *Shipping Central*, also on 19 points (3-5-2-9).

IRC DIVISION

A disqualification following a protest in race four cost *Loki*, Stephen

Ainsworth's Swan 48, the IRC division first place, with the penalty dropping her from first to eighth overall in the strong fleet.

Outside *Loki*, the strong line-up of Sydney 38s dominated corrected time results, with *Blowfly* (Barry Moore) winning the JPMorgan trophy on a countback from *London Tavern* (Justin Lambeth) and *Racing Line Next* (Matt Wenke). All three boats finished with 15 points.

Blowfly's placings were 1-3-7-4, *London Tavern's* were 4-5-1-5 and *Racing Line Next* finished at 3-4-2-6. The next boat overall was *Salt Shaker* (Peter Franki), on 19 points.

FARR 40 OD DIVISION

Prominent Pittwater yachtsman Marcus Blackmore added yet another championship win to his collection of trophies in the Farr 40 One Design 'owner-driver' division.

Steering *Emotional Hooligan*, Blackmore, a former Australian champion, needed only to finish the fourth and final race to collect the 2001 short ocean-racing championship.

After a second and a first on the opening day, *Emotional Hooligan* won race three, with Blackmore sailing an easy final race. Keeping well clear of some mark-rounding,



red-flag-raising incidents, he crossed the line second last.

Emotional Hooligan won the series with 11 points from placings of 2-1-1-7, followed by *Team Shockwave* on 13 points (6-3-2-2) and *Weapon* on 14 points (5-4-4-1).

IN OTHER DIVISIONS

- ▶ The JOG Super 30 division saw an overall win by husband and wife team Martin and Lisa Hill in their Young 30, Hill PDA Bullet, winning three of the four races.
- ▶ The little Peterson 30, Marigot Bay, skippered by Gregg Davern, won the PHS division from Abracadabra (Gavin Ward) by just two points. ■



Are you ready for carbon-fibre sails?

BY PETER D'ANJOU

CARBON FIBRE WAS USED IN so many components on board Team New Zealand's black boats during the 2000 America's Cup that one might have wondered if the Kiwis had developed a special breed of sheep to produce the stuff.

Actually, carbon fibre was used on all America's Cup-class boats during the 2000 series in Auckland, including their sails. At the time, the average racing sailor was unlikely to have any carbon-fibre sails. The major deterrents were the price and durability of the carbon fibres, which are susceptible to damage from flexing. During early stages of sail development for the 2000 Cup, sails made with carbon fibre lasted about 75 tacks, despite being stronger than sails made from most other fibres.

A year later, three American cloth manufacturers – Dimension Polyant of

Putnam, Connecticut; Bainbridge International of Canton, Massachusetts; and North Cloth of Milford, Connecticut – have improved the flexibility of the carbon fibre in the cloth. Better



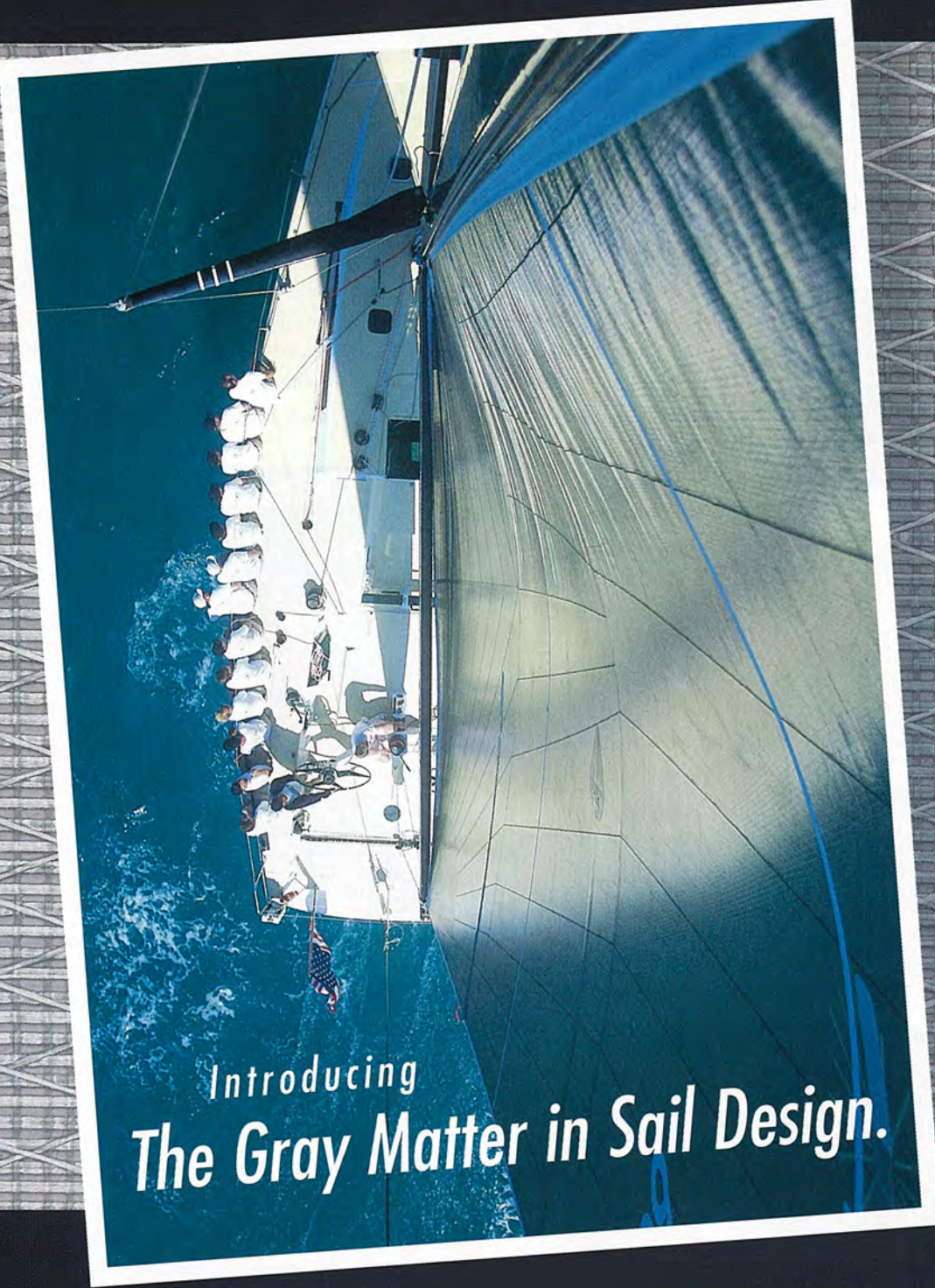
Sailmakers are already advising customers to consider the next-generation carbon sail
Photos – Cheryll Kerr, courtesy North Sails

flexibility means longer-lasting sails. Also, advances in manufacturing techniques have lowered costs. Carbon-fibre sail development is now at the

point where sailmakers are telling customers already buying high-end aramid racing laminates to consider purchasing this next-generation sail.

Doyle Fraser Sails, the Australian sailmaker and manufacturer of the D4 sail system, has also been conducting tests with carbon fibres and developing methods to control the application of the fibres in the D4 process. Doyle Fraser Sails can work with higher-modulus carbon with outstanding results.

Carbon fibre is a synthetic commonly derived from an acrylic containing carbon, hydrogen and nitrogen atoms. It was developed in 1963 by a team of British scientists who devised a three-stage heating process that oxidises the acrylic fibres and expels all but the carbon atoms. The remaining carbon atoms align themselves in fine threads. The ►



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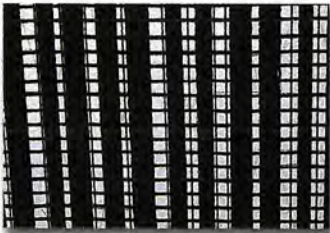
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F U S I N

CARBON-FIBRE LAMINATES

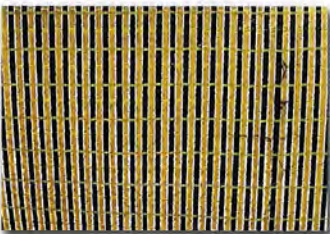
Carbon fibre is used on the warp or direction of strength in most carbon-fibre sail material. For versatility, it is usually combined with aramids and Spectra.



Dimension Polyant GPL-14



Dimension Polyant AC 25



Bainbridge Diax-OS-HMC



North Sails 3DL (for 1D-35)



Quantum's Fusion Carbon TFM QC20 custom-produced by DP

carbonised filaments are then heated to temperatures up to 3,000 degrees Celsius, which crystallises the atoms into parallel layers, oriented along the axis of the fibre. The end result is high-strength fibres. Manufacturers can produce fibres that trade off strength and flexibility characteristics by varying the conditions under which they are treated in the final heating stage.

Dimension Polyant has two carbon-fibre fabrics marketed under its GraphX brand

– Graphite Performance Laminate (GPL) and AC (aramid/carbon blend), a stronger cloth. The GPL cloth uses carbon on the warp (direction of strength) with a Technora (aramid) base and Spectra X-Ply cross stitch to stabilise the unwoven laminated structure. The AC cloth has carbon fibre and Kevlar on

the warp to achieve high strength while retaining forgiving flex qualities. Dimension Polyant also supplies carbon tapes to UK Sailmakers for their Tape Drive products and makes custom cloth for Quantum Sail Design Group and Ullman Sails.

Bainbridge International is emerging from the R&D stage and is starting to produce its Diax-OS-HMC cloth (offshore/high-modulus carbon), which is a woven composite cloth of

roughly 60 per cent carbon, 40 per cent Twaron (aramid), with a stabilising cross of Spectra. Bainbridge will produce several cloth weights for boats up to 50 feet and custom cloth for bigger boats.

According to Peter Mahr, President of North Cloth, a division of North Marine Group, the carbon fibre North Cloth uses in North Sails is less expensive than PBO and only slightly more expensive than aramid fibres such as Kevlar and Twaron. The carbon

fibre, he says, is better at holding designed sail shape than aramid alone.

“Since the days of the ‘92 Cup, when carbon-fibre sails lasted one weather leg and no-one would stand under the boom, we’ve made great progress,” says Mahr, who believes enough progress has

been made to justify the cost for the average racing sailor.

Not everyone, however, is convinced of the value of carbon fibre in sails for the average racer. Contender US Sailcloth of Fall River, in Massachusetts, doesn’t have a carbon-fibre product. “We don’t feel that it’s a significant enough strength difference over Kevlar to overcome the flex characteristics,” says Contender’s Moose McClintock. “Besides, Mylar film shrinkage now determines the life of a sail as much as fibre breakdown.”



Carbon fibre is believed to be better at holding sail shape than aramid alone
Photo – Cheryll Kerr, courtesy North Sails



As a result of the trickle-down technology from the America's Cup, more and more carbon-fibre sails are being used at club-racing level
 Photo – Cheryll Kerr, courtesy North Sails

Manufacturers producing carbon-fibre cloth have experimented and tested extensively with combinations of materials and techniques to improve durability. Dimension Polyant's Rich McGhee, for instance, believes a larger-width fibre bundle, untwisted and unwoven, in a laminate, is the best solution. North and Dimension Polyant have proprietary lamination techniques specifically for carbon fibre. McGhee is so confident with the improved durability that he has carbon-fibre headsails on his Mumm 36's roller furler. "It does have a life span," he says, "but it doesn't absorb water and is impervious to UV – the 2000 Cup sails lasted a lot longer than the North guys originally thought."

Other sailmakers agree that racing sailors may benefit from using carbon-fibre products. "In my 25 years in the sailmaking industry, the major improvements have all been fibre-oriented," says Larry Leonard of Quantum. "From cotton to Dacron to Kevlar and now carbon fibre."

Trickle-down technology from the America's Cup is being realised by sailors using high-end, carbon-fibre racing laminates. Carbon fibre is now more durable and reasonably priced. While the best combination of fibres and laminating techniques is still being debated, what's certain is that more and more carbon-fibre sails are being used at club-racing level. The sailcloth of the future is here.

Edited version of the article by Peter D'anjou, published in US Sailing World, September 2001.

on the home front

AUSTRALIAN MANUFACTURERS AND DEVELOPERS OF the D4 sail system have also been quietly working away testing various carbon-fibre options. "We have been conducting tests with carbon fibre over the past 18 months, initially in anticipation of the easing of rules on carbon sails," says Brad Stephens, design director of D4 systems and Doyle Fraser Sails.

"We have a number of test sails in use, which we are monitoring regularly," he adds. "After continually testing a range of carbon fibres and developing methods to control the application of the fibres in the D4 process, we now find that we can work with higher-modulus carbon with outstanding results."

According to Stephens, during the past year the company has supplied a number of sails through a few Doyle lofts for testing purposes. Some have consisted of laminates comprising both carbon and an aramid yarn, while others have been 100 per cent carbon.

"A jib using 100 per cent high-modulus carbon has been tested on a Farr 40, with specific instructions for the crew to 'not to look after it,'" explains Stephens. "The sail has been used in training and twilight and winter races (carbon is not yet permitted as a class sail) for over 12 months and has shown remarkable shape holding, with no sign of structural breakdown."

Stephens says that at this stage, the more obvious benefits of carbon fibre over the aramids appear to be in stretch resistance, with test results suggesting that the fibre would potentially last better in use because, unlike the aramids, carbon is virtually impervious to break down with UV light. On the downside, however, there appears to be a general opinion that the poor flex properties of the raw fibre would manifest in the finished sail laminate.

"In comparing the properties of carbon and aramid fibres, it is worth noting that on a 'per weight' basis, carbon has over two times the stretch resistance of the aramid fibres," says Stephens. "Our testing has shown the degrading of break strength of laminates using aramid fibres to be in the order of 37 per cent after 40 days of continuous light exposure. By using ▶

UV-absorbing films in D4 laminates, we have been able to reduce this to around 15 per cent.

“Carbon, by comparison, shows no reduction in break strength over the same period. However, carbon fibre has only about the same initial break strength on a ‘per weight’ basis as the aramids. Thus, a sail built fully utilising the lower stretch-resistance of the carbon (for half the fibre weight of the aramid yarn) would initially only have half the break strength of the aramid sail.”

Stephens says that the company’s expectation was that the downside of carbon relative to the aramids would be breakdown through fatigue, however testing has shown that in practice the opposite is true.

Commenting on the future of carbon, Doyle Fraser Sails Managing Director Bob Fraser adds that there have been a number of areas in the D4 process that have presented challenges in handling carbon fibre. Now, however, the stage appears set for the production of some outstanding sails with enormous benefits in both shape retention and structural longevity.

“Choosing the best carbon fibre is one thing; using it effectively is another,” says Fraser. “There are only two sailmaking systems where the fibres are laid in curves as the loads run in the sails, and D4 is one of them. The accurate placement of fibres is as significant as the benefits of the fibre itself.”

As Stephens points out, real-life and laboratory testing allows sail designers to construct a series of curves defining the laminate properties when new and over time. “The intersection of these curves provides us with critical information when faced with the design issues of stretch, strength, weight and longevity – that is, how best to use the fibre for the particular application when faced with these issues,” he says.

We look forward to seeing the results of these tests on the water.

At the time of going to press, Doyle Fraser Sails had a number of orders to fulfill for D4 carbon sails, including sails for the 130’ J-class yacht Velsheda and a number of local boats, including the Nelson Marek 46 Quest, which is undergoing a refit that features a swept carbon rig with non-overlapping headsails. ■



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Spinnakers to Coffs

The 21st Strathfield Pittwater and Coffs Harbour Offshore Series produced a mixed bag of winners, with the signature race, from Pittwater to Coffs, an event of surprise results and changing eventual outcomes

Bowmen 'drawing the long bow' on *Grundig* as she heads north to Coffs Harbour
Photo – Matthew Harris

SAILING OUT OF THE SMOKE SHROUDED SYDNEY BASIN IN SLUGGISH AND shifty winds on 2 January 2002, the 87-boat fleet picked up a variety of winds from the southerly quarter to enjoy a relatively easy spinnaker run up the NSW North Coast in the 226-nautical mile Pittwater to Coffs Harbour Race – the 21st annual event conducted by the Royal Prince Alfred Yacht Club.

While the fanged *Grundig* repeated her effort of 2000 – retiring from the Sydney to Hobart and heading north to Coffs Harbour – she was still an hour short of Sean Langman's ambition to break the 17-year-old race record. The Murray Burns & Dovell-designed 66-footer had an elapsed time of 22 hours, 18 minutes and 32 seconds, comfortably clear of Colin O'Neil's Davidson 60, *Aftershock*, Ron Ellis' *Future Shock* and Martin James' *Infinity III*.

In contrast, some of the fleet had their fastest run north, particularly the smaller boats favoured by freshening breezes late in the race. As a result, these boats ended up taking top handicap honours in the strong IRC and smaller IMS divisions, although the IMS corrected time results were subsequently upset when the provisionally first-placed boat retired.

The Pittwater and Coffs Harbour Offshore Series has become very much dominated by boats competing under IRC and PHS handicaps. The long race fleet attracted 39 boats competing under IRC, while the IMS division drew only seven. The rest sailed in the arbitrary handicap PHS division.

Former RPAYC Commodore Bruce Staples has probably won more north-bound races along the NSW coast than any other yachtsman. He caused the major upset of the passage race to Coffs when *The Dark & Stormy Witch*, an early



Cardinal Sin, Commodore John Paul's Sydney 38, powers to windward
Photo – Matthew Harris

cruiser/racer design from Iain Murray, came racing home mid-fleet to oust Bill Wild's Mumm 36, *Corum*, and Justin Lambeth's recently launched Sydney 38, *London Tavern*, from the top berth in the IRC division.

The success of *The Dark & Stormy Witch* did not extend, however, to the five-race Strathfield Pittwater & Coffs Harbour Series, of which the Pittwater-Coffs is the signature race.

Although *London Tavern* did not win a race, consistent sailing produced 577 points, comfortably clear of Warren Johns' Wellbourne 50, *Heaven Can Wait*, which had three wins in the short races at Pittwater and Coffs Harbour, but only a 13th on corrected time in the long passage race. *Heaven Can Wait* and *Sledgehammer*, Ron Jones' Sydney AC 40, each finished with 572 points, with *Heaven Can Wait* taking second place on a countback.

"The very even racing amongst the Sydney 38s meant that we had to fight for clear air all the time, but the competition is fierce and we knew if we led our one-design group, we would do well on IRC handicap," Lambeth told the sail-world website. Three other Sydney 38s – *Rush* (Stephen Robson and Cameron Miles), *Blowfly* (Barry Moore) and *Asylum*, skippered by Wayne Kirkpatrick from Hamilton Island – filled the next placings, with *The Dark & Stormy Witch* placing seventh overall.

RPAYC's Bill Ebsary this year competed in his 16th and fastest-ever Strathfield Pittwater to Coffs Harbour Race and won the IMS Division of the Series with *Le Billet*, his Beneteau 40.7. *Le Billet* dominated the small IMS fleet with three wins and a third in the short races and then moved up to first place in the long race, with the belated retirement

from the race of *Koolewong*, another Beneteau 40.7, skippered by Paul Turner from Gosford Sailing Club.

"We were unbeatable in the series even before *Koolewong* announced her withdrawal from the Pittwater to Coffs Race," Ebsary explained to *Offshore Yachting*. "All we

had to do was start in the final race."

Le Billet finished on 597 points, with Ebsary praising the strong competition in the IMS division between the three Beneteau 40.7s, with second place overall going to *True North* (Howard and Susan Piggott) on 584 points, and third to *Koolewong*, winner of the recent Gosford to Lord Howe Island Race, on 472 points.

John Woodruff, licensee and producer of the band Savage Garden, proved right in tune with his Malaysian built Pacific 50, *Dreamtime*, by winning the PHS Division of the series. His rock-and-roll crew included the manager of a stage lighting company, the manager of the band Hoodoo Gurus, and the head of Warner's Music.

Dreamtime, a comfortable cruiser/racer from the CYCA, has been transformed with a new keel and rudder and steadily improved through the series. She led the PHS fleet into Coffs Harbour, taking fourth overall on corrected time. *Champagne on Ice* (Phil and Nada Dickinson) won the PHS trophy in the 226-nautical mile race from John and Ann Kirkjian's *Lady Ann* and Rob Drury's *Sayernara*.

Dreamtime, won the PHS division of the series, winning the final race off Coffs Harbour to clinch victory with 581 points. Runner-up was *She's Apples Two* (Max Prentice) on 567 points, with third going to *Mad Max* (James Murchison) on 564 points.

The only drama in the race was when *Lahara*, Michael Warner's newly purchased vintage Jock Muir design, took time out to help search for a swimmer who had been washed out to sea. Warner's good deed saw him gain redress in the race, but resulted in a frustratingly slow trip to Coffs Harbour.

STRATHFIELD PITTWATER & COFFS HARBOUR OFFSHORE SERIES

Final results, Series overall (Five Races)

IRC

1. **London Tavern** (*Justin Lambeth, RPAYC*) 3, 5, 3, 4, 5 - **577 pts**
2. **Heaven Can Wait** (*Warren Johns, MHYC*) 2, 1, 13, 1, 1 - **572 pts**
3. **Sledgehammer** (*Ron Jones, RPAYC*) 5, 6, 6, 2, 3 - **572 pts**

PHS

1. **The Dreamtime** (*John Woodruff, CYCA*) 2, 7, 4, 2, 1 - **581 pts**
2. **She's Apples Two** (*Max Prentice, RSYS*) 3, 1, 6, 4, 14 - **567 pts**
3. **Mad Max** (*James Murchison, SASC*) 8, 5, 5, 7, 6 - **564 pts**

IMS

1. **Le Billet** (*Bill Ebsary, RPAYC*) 1, 1, 1, 1, 3 - **597 pts**
2. **True North** (*Howard & Susan Piggott, CYCA*) 2, 3, 4, 3, 1 - **584 pts**
3. **Koolewong** (*Paul Turner, Gosford SC*) 3, 2, 8, 5, 2 - **472 pts**

Gun Boat: The Dreamtime (highest pointscore for Series).

Navigator's Prize: Adrian Gruzman

Best Dressed Boat: Second Time Around (John McConaghy)

21st Pittwater to Coffs Harbour Race,
226-nautical miles

PHS OVERALL

1. **Champagne on Ice** (*Phil & Nara Dickinson, RPAYC*)
2. **Lady Ann** (*John and Ann Kirkjian, CYCA*)
3. **Bronco Sayernara** (*Rob Drury, RSYS*)

IRC OVERALL

1. **Dark & Stormy** (*Bruce Staples/John King, RPAYC*)
2. **Corum** (*Bill Wild, RPAYC*)
3. **London Tavern** (*Justin Lambeth, RPAYC*)

IMS OVERALL

1. **Le Billet** (*Bill Ebsary, RPAYC*)
2. **Never a Dull Moment** (*Colin Wilson, CYCA*)
3. **Hollywood Boulevard** (*Ray Roberts, CYCA*)

Fastest time:

Grundig (*Sean Langman, SASC*) 22 hours, 18 minutes and 32 seconds. ■



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Not always *In Kontrol*



After setting out in calm waters, the Wild West Coaster fleet took a flogging in Storm Bay, yet all 21 boats finished. *James Bresnehan reports*

WITH ITS HEADSAIL DAMAGED and powered only by its mainsail, Victorian yacht *Kontrol* limped across the finish line to take line honours in the 2001 Indec Consulting Melbourne to Hobart Race on 30 December 2001.

It was ironic that arguably the quietest Melbourne to Hobart on record ended with a fierce flogging just miles from home. In fact, the race made history as the first ever Wild West Coaster to have all 21 starters reach the finish. And this was despite the fact that winds of up to 60 knots and 10-metre seas were encountered by most of the fleet on Tasmania's rugged south-west coast.

The fleet leaders had light conditions all the way to Storm Bay, the final stretch before hitting the Derwent River, then copped a good deal of heavy-handed treatment from Mother Nature.

"The wind came through pretty hard and we lost the mainsheet halyard and blew out the headsail," said *Kontrol's* owner/skipper Peter Blake, a 52-year-old commercial real-estate agent from Melbourne. "The shock of winning hasn't sunk in quite yet, but this win has got to be my biggest thrill ever in yachting."

At that stage *Kontrol*, a brand-new Don Jones-designed 46-footer,

was being shadowed by fellow Victorian yacht *Outlaw*, which dropped out of line-honours contention when it too was bashed by the wild squall. Skipper Ray Semmens suffered head and leg injuries when he was smashed by the boom. An ambulance, which was waiting dockside when *Outlaw* pulled in, rushed Semmens to hospital. He was released the next day.

AND THE WINNERS ARE...

Kontrol took line honours from another Melbourne yacht, *Tevake*, which was followed by the only Tasmanian yacht in the fleet, *Wild Card*. The low-budget team on Melbourne yacht *San Miguel* struck it rich by winning the race overall.

It was the first time in 10 attempts that *San Miguel's* skipper, Ocean Racing Club of Victoria Commodore Gary Clapham, has won a trophy in the West Coaster. Racing his own boat in this race for the first time, Clapham blew out his only remaining spinnaker with 240-nautical miles to sail. But then, despite losing a daunting six places, he fought back in the huge 8 to 10-metre seas off Maatsuyker Island to figure in a tight match-racing finish just 60 seconds behind *Anaconda* and *Magazan 53* at the Battery Point finish line.

The relatively inexperienced crew drove the boat across Storm Bay. "We had the full main and number-three up and we were out of control," says Clapham, who praised his crew of seven, all but one having taken to yacht racing over the past year.

"Our biggest fear was how to get the sails down. We came through without any damage because we blew out our spinnaker with 240-nautical miles to go," he adds.



Kontrol (opposite) and *San Miguel* (above) encountered light conditions until Storm Bay
Photos – Richard Bennett

San Miguel took out the Performance Handicap Division in which all 21 boats were entered, with a corrected time of two days, three hours, 30 minutes and 58 seconds. This was 16 minutes ahead of Royal Brighton Yacht Club's *Magazan 53* (Nick McGuigan). Royal Melbourne Yacht Squadron's *Andromeda III* (Chris Dawes) placed third.

The AMS division and winner of the Heemskirk Trophy was Sandringham's *Island Trader* (John Chatham), which finished ahead of *Wavelength* (Keith O'Donnell) from the Royal Melbourne Yacht Squadron.

The IRC division was won by Sandringham's *Anaconda* (Maurice Contessi). The IMS division was won by fellow Sandringham yacht *Tilting at Windmills* (Thorry Gunnersen), the only boat in the event sailing under this handicap category.

AMS DIVISION RESULT AND HEEMSKIRK TROPHY

- 1. *Island Trader*** (John Chatham, Sandringham Yacht Club), corrected time 59 hours and 43 seconds.

- 2. *Wavelength*** (Keith O'Donnell, Royal Melbourne Yacht Squadron) 59 hours, 37 minutes and 26 seconds.
- 3. *San Miguel*** (Gary Clapham, Royal Melbourne Yacht Squadron) 59 hours, 51 minutes and 48 seconds.

PERFORMANCE HANDICAP DIVISION

- 1. *San Miguel*** (Gary Clapham, Royal Melbourne Yacht Squadron), corrected time 55 hours, 30 minutes and 58 seconds.
- 2. *Magazan 53*** (Nick McGuigan, Royal Brighton Yacht Club) 55 hours, 46 minutes and 59 seconds.
- 3. *Andromeda III*** (Chris Dawe, Royal Melbourne Yacht Squadron) 55 hours, 59 minutes and 04 seconds.

IRC DIVISION

- 1. *Anaconda*** (Maurice Contessi, Sandringham Yacht Club) corrected time 70 hours, 10 minutes and 01 second.
- 2. *Tevake*** (Angus Fletcher, Hobsons Bay Yacht Club) 71 hours, 41 minutes and 17 seconds.
- 3. *Kontrol*** (Peter Blake, Sandringham Yacht Club) 73 hours, 37 seconds. ■



Bavaria 44

BOAT TEST BY BARRY TRANTER

THE DEFINITION OF THE CRUISER/RACER IS AS FLEXIBLE as a politician's backbone. And in order to accommodate boats of wildly varying specification, it must be.

At one end of the scale, towards the racer/cruiser extreme, is the Beneteau 40.7. Somewhere towards the cruising end of the range is this Bavaria 44.

In their publicity material, the Bavaria builders list this boat as a cruiser, but it is much more. The Beneteau and the Bavaria reflect the changing face of yacht racing and shifts in social attitudes. The boats' designers have conceded that many boat owners enjoy sailing with family and friends, and that the future of one aspect of yacht racing, at club level at least, is in racing on Saturday, cruising on Sunday.

Bavaria seems to have been particularly successful at cultivating this niche. The Bavaria 44 replaces the 42 in the

Bavaria range. The range is imported by North South Yachting, based on Sydney's Pittwater. North South sold 26 42-footers, and believes the 44 is a significantly better boat.

This success is not unrelated to the price. The Bavaria 44 offers a lot of boat for less than \$400,000. In Europe it offers great value. The 44 has just gone on sale in the UK for 79,500 pounds sterling, pre-VAT (the UK equivalent of GST). Even with the Aussie dollar's appalling three to one exchange rate, the Bavaria is not only good value, it is downright cheap.

The Bavaria's configuration is uncomplicated. This is a moderate-displacement hull, at 9,600kg on a waterline of 11.45m, with a 1.65m-deep iron keel featuring a substantial bulb. The 1.95m-deep lead keel is an option.

The Bavaria has a large cockpit and clear decks. Former sailmaker Andrew Park, sales manager of North South

Yachting, reckons the twin steering wheels were adopted for easy access to the transom area rather than for providing the perfect steering position.

The twin-spreader, nine-tenths rig features single lowers and fastens to chainplates tied into the keel grid by stainless-steel rods that are visible in the saloon.

The mast is not particularly high, so to gain sail area the No 1 has plenty of overlap. For easy handling on the Sunday cruise, electric primary winches are provided, operated by buttons on each of the steering pedestals. Electric winches are rapidly increasing in popularity; try them a few times and you will find them indispensable.

Two accommodation layouts are available. The three-cabin setup has the master stateroom in the bow and two double cabins aft. The four-cabin setup, presumably the one preferred for charter use, has a smaller cabin forward, sharing a bathroom with a small bunk-bed cab immediately aft. The boat we tried had three sleeping cabins.

The master cabin has an ensuite and features plenty of stowage, including a row of timber cupboards, mounted at chest height, on each side of the hull. These are effective because they are not too big – you can put your books in one, valuables in another, spare underpants in the next.

The galley is set down the port side of the saloon, with the dinette to starboard. There's a double seat mounted longitudinally near the centre line, which provides some support for the cook when the boat is heeled to starboard.

Aft of the saloon is the second bathroom on the port side (let's call them bathrooms – surely the term 'head' is no longer relevant) and a good navigation area to starboard. The double cabins aft are mirror-image with good stowage.

The cockpit is long, wide and comfortable, with good angles and depths on the coamings and cockpit sides. Andrew Park pulled up the main by hand on the coachroof-mounted winch, until it got heavy, then led the halyard to the starboard primary winch and let the electric Harken finish the job.

Steering from the leeward position is bliss due to the clear view of the headsail and because if you want to fine

trim the headsail you press the appropriate winch button on your steering pedestal and the work is done.

The Bavaria feels stiff, but with 3,000kg of ballast on the 9,600kg total displacement the ratio is a modest 31 per cent. In the light airs we saw 5.7 knots in 10.1 knots at 40 degrees, then eased sheets slightly and the Bavaria eased

over six knots. The breeze built and the Bavaria built speed and the sense of power, but she was handled easily by two with the aid of the electric winches.

The Bavaria 44 feels quick enough to do well boat-for-boat in club fleets, for my money an important point because no matter how good your TCF is, it's no fun at the

back of any fleet. It will certainly score points with the family because it is so easy to handle – the skipper needs only one extra pair of hands to sail the boat. But the clincher is the price – this is a lot of boat for the buck. ■



The luxurious main saloon of the Bavaria 44
Photo – Barry Tranter

BAVARIA 44 SPECIFICATIONS

LOA	13.95m
Hull length	13.60m
LWL	11.45m
Beam	4.25m
Draught	
<i>Standard</i>	1.65m
<i>Optional</i>	1.95m
Displacement	9,600kg
Ballast	3,000kg
Auxiliary	55hp Volvo diesel saildrive
Water	360 litres
Fuel	210 litres
Mainsail (furling)	36.70 square metres
Mainsail (battened)	42.20m ²
Genoa	48m ²
Price	\$389,000

TEST BOAT FROM:

North South Yachting The Quays Marina, 1,856 Pittwater Road, Church Point NSW 2105 **Tel:** (02) 9979 3266



Oyster 53

BOAT TEST BY BARRY TRANTER

THE ENTRY LIST FOR LAST YEAR'S Atlantic Rally Cruise included examples of most of Europe's production brands, but the three most popular were also the three most prestigious – the Hallberg-Rassy, Swan and Oyster.

The fact that these brands are among the more expensive of European production yachts tells us a lot about European affluence. I don't know much about Hallberg-Rassy and we all know a bit about Swans; but after sailing the Oyster 53 I understand more of what the modern cruising yacht should be.

The Oyster range is the brainchild of Richard Matthews, whose CV includes captaining Britain's Admiral's Cup '97 team, chairing Britain's 1995 America's Cup project and winning Britain's IRC Class 1 championship in 2000. Matthews began his boat-building career in the 1970s, making an eclectic mix of cruisers and top-end racers. In 1980 Oyster launched its first 'deck saloon' boat, a Holman & Pye 46-footer. Gradually the style came to dominate the range, and today all Oysters – up to the 100-footer – share similar styling and configuration, except for the smallest (the 42), which has a stern cockpit. The rest of the range features the centre cockpit/pilot-house layout, with the distinctive notched-window profile.

Oysters have become so popular in Europe that the company did not have the production capacity to contemplate soliciting orders from Down Under, so



The Oyster 53, one of Europe's most expensive but prestigious production yachts, along with the Hallberg-Rassy and Swan
Photo – Barry Tranter

they got Auckland's McDell Marine to build the 49, the 53 shown here and the new 60.

The 53 is a Rob Humphreys design – more accurately, it was “created by the Oyster Design Team, with hull lines by Rob Humphreys”, to quote the company literature. In the past 10 years or so, Humphreys has ridden the wave of popularity of yachting in Britain to develop from journeyman to busy naval architect with prestigious commissions, including Open 60s and the BT Around the World fleet of 72ft steel sloops.

Ralph Hogg of North South Yachting, the Oyster Australian agents, points out that the Oysters combine heavy displacement (22,500kg) with modern hull shapes, where hull volume is distributed over the length of the hull, particularly aft, in the modern manner. The hull carries a



The saloon is almost semi-circular, with seating up to eight at the dinette. The dinette table also folds across the walkway
Photo – Barry Tranter

bulb keel with two draught options (1.83m or 2.2m), and a cutter rig with removable inner forestay.

Oyster offers flexibility in accommodation layout, but its catalogue (itself a true work of art) shows the two most popular, including the one shown here, with double-berth cabins in the bow and in the stern and two cabins with double-stacked bunks.

The galley is in the walkway between saloon and master cabin aft, a good arrangement as the cook can easily brace against the opposite structure. A double sink is on the inboard side, a stove on the outboard. Ralph Hogg says some owners convert one of the smaller cabins to a workroom.



The galley is in the walkway between the saloon and the master cabin aft. The sink is on the inboard side and the narrow gap is ideal for safety
Photo – Barry Tranter

The saloon, a signature of the Oysters, has plenty of glass, but you have to stand to see out. The front windows open, hinged at the top, for terrific ventilation and to combat the heat, the curse of a big-glass coachroof in hot climates.

The dinette is almost semi-circular. There is a double seat across the walkway opposite and the walkway can be bridged by the tabletop, so eight can be seated at the dinette table. The trim on the test boat is American white oak, durable and light in colour, which is very appealing to the eye. Teak and cherry are options.

A centre cockpit arrangement like this opens up more of the hull volume for accommodation, so down below this 53 feels like a much larger craft.

The 100hp Yanmar is almost silent as we glide away from the dock (the Yanmar is listed as a “typical” installation – others are optional). From the steering pedestal the helmsman lifts an electrical device attached by a cord to the pedestal. He presses a button and up goes the main, silently, as if by magic, from the Proful self-stowing boom. He presses another button and the main is sheeted in.

We are sailing, and none of the passengers seem to have noticed.

To unroll the genoa our skipper presses a button on the pedestal to operate the furler, and pushes another button on the cockpit coaming to sheet in. If you time it right this is another magical operation. The skipper sits on the cockpit seat to do this; the self-steering is taking care of the helm.

This 53ft world-girdling yacht is now under way, with almost no effort. We carry only the high-cut Yankee, as Ralph Hogg feels it is safer in closed waters to dispense

with the staysail and improve the visibility. Even so we get seven knots in 16 knots apparent at 60 degrees. Bring her up to 50 degrees and we get seven knots in 17.5 knots. She is starting to tramp along, but there is almost no noise inside the hull; nothing to indicate the boat is actually under way.

It is impossible to pass sensible comment on such a boat without living and cruising on board for a few weeks. The Oyster 53 is obviously a fine piece of design and execution, with great attention to detail that includes the quality of hinges and latches on doors and hatches. The Oyster is of almost classic appearance, but in execution is a thoroughly modern piece of work. The electronic aids to sail handling are becoming the norm in top-end yachts, and so they should.

When cruising for long periods of time – indeed, for more than a day or two – physical and mental comfort grow in importance, until they share top billing with navigation and handling. This Oyster is an expensive boat, but it represents an ideal of what a cruising yacht should be. ■

OYSTER 53 SPECIFICATIONS

LOA	16.40m
Hull length	16.03m
LWL	13.90m
Beam	4.66m
Draught	
<i>Standard</i>	2.22m
<i>Shoal</i>	1.83m
Displacement	22,250kg
Fuel	800 litres
Water	750 litres
Sail Area (150%)	150m ²
Auxiliary	Typical engine 100hp Yanmar
Price	Test boat was approximately \$2.1 million including 7.5kVa Westerbeke generator, bow thruster, washer/drier.
Built by	McDell Marine, Auckland, NZ

TEST BOAT WAS FROM:

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New Models

SYDNEY 32

WITH 50 BOATS DELIVERED OR on order, the Sydney 38 has been one of the great success stories of the Australian yacht-design and building industry. Not only has that success been in sales, but on the water at major regattas and ocean races.

Recent wins have been in the British Trophy Regatta, the Pittwater and Coffs Harbour Series and at Sailing South Race Week, with the Sydney 38 proving an excellent sea boat, performing very well under the IRC rating system and providing close competition racing around the cans.

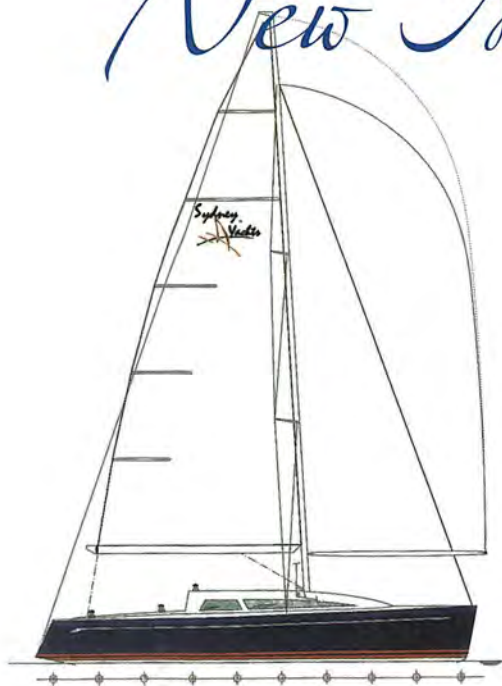
Not content with the popularity of the Sydney 38, Sydney Yachts is working on the Sydney 32, a "little sister" to the 38, again from the design board of Murray

Burns & Dovell. The first Sydney 32 will be in the water at the 2002 Sydney International Boat Show in July.

"We're looking at the boat being a modern East Coast 31, robust enough for category-one racing but aimed more at the club-racing scene," says Sydney Yachts CEO, David Kellett. "We already have five orders."

SPECIFICATIONS

LOA	9.68m (31'9")
LWL	8.65m (28'4")
Beam	3.2m (10'6")
Draft	2.05m (6'9")
Displacement	3100kg (6850lb)
Sail area	52 sqm (560sq ft)
Engine	18hp Yanmar w/sail drive



Line profile of the new Sydney 32 racer/cruiser from Sydney Yachts and Murray Burns & Dovell

FARR 50 ONE DESIGN

WITHOUT QUESTION, THE MOST striking new boat to make its racing debut in Australia this summer has been *Hollywood Boulevard*, the first Farr 52 One Design to be imported from Malaysia-based DK Yachts.

Hollywood Boulevard, owned by well-known Sydney yachtsman Ray Roberts, arrived by ship only two days before the start of the British Trophy/Southern Cross Cup regatta. In a tribute to the builders, she was up and running for race one, winning race six of the IMS division in excellent style.

Unfortunately, a rigging problem forced her early retirement from the 57th CYCA Sydney Hobart Race, with Roberts then electing to contest the Pittwater to Coffs Harbour Race. Sailing master Rob Brown says she was winning



Hollywood Boulevard in action during the Pittwater to Coffs Harbour Race
Photo - Matthew Harris

right up until the end, when the smaller boats were blown home with a fresher breeze, but the boat had shown excellent speed and handling ability.

The Farr 52 OD is a moderate to light displacement (DLR 96), powerful boat with a low centre of gravity, generous sail plan and up-to-the-minute keel and rudder design – ingredients necessary for stimulating action on the water. The all-carbon hull construction, combined with a cast

steel fin, lead bulb and minimal internal ballast, generates a 54 per cent ballast ratio for high stability and scintillating upwind speed.

According to the designers, the Farr 52 OD follows the trend set by the successful Farr 40 OD, a thoroughly fast boat for its size and a proven threat under both IMS and IRC rating systems.

SPECIFICATIONS

LOA	15.85m (52.0')
DWL	13.87m (45.5')
Beam	4.44m (14.57')
Draft	3.25m (10.66')
Displacement	9196kg (20,277lb)
Ballast	5082kg (11,206lb)



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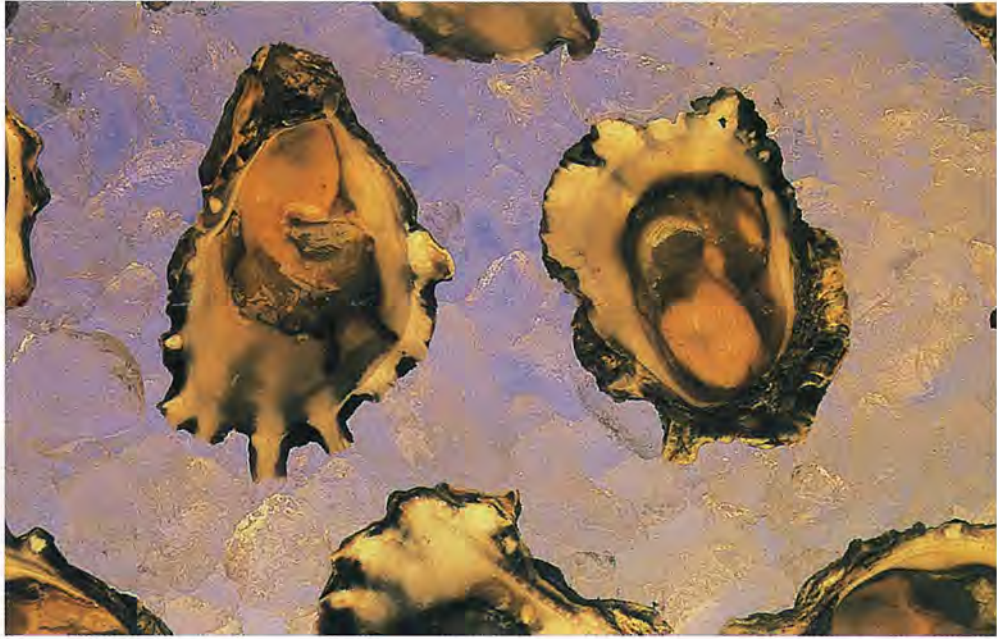


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WHEN HE WROTE “ALL THE KING’S HORSES AND ALL THE KING’S MEN COULDN’T DRAG ME BACK THERE AGAIN”, ADELAIDE-BORN MUSICIAN PAUL KELLY OBVIOUSLY WASN’T REFERRING TO THE UNIQUE ARRAY OF CUISINE ON OFFER IN HIS HOME STATE, WRITES HUGH FITZHARDINGE



Catch of the Day

TESTAMENT TO THE GREAT emphasis now placed on the gastronomic delights of South Australia can be found at Tasting Australia, a week-long food and wine festival attended by gourmands from all around Australia. They come to sample the unique produce, world-class wines and growing array of stunning restaurants. And no restaurant worth its salt would exclude the fabulous seafood for which the state is becoming increasingly famous.

At Bridgewater Mill, a country restaurant in the Adelaide hills owned by the Petaluma wine group, Chef Le Tu Thai uses the local produce to great effect. His menu features everything from succulent Coffin Bay oysters, farmed close to the Great Australian Bight, to delectable King George whiting and crayfish from Robe, in south-eastern Australia.

South Australian seafood is so good because of the cold, pristine waters in which it lives. Here you can hook top-notch shellfish, rock lobster, prawns, abalone and tuna. The tuna is

a prized export for the Japanese, who value our particular variety for its freshness, vivid colour and fatty-ness.

At The Grange, perhaps the state’s most famous restaurant, Chef Cheong Liew has created a temple of food that he cooks with sparse yet delectable ingredients. His signature dish, an entrée platter entitled ‘Four Dances of the Sea’, consists of soused snook (great fish, silly name), raw cuttlefish and black noodles, octopus aioli and spiced prawn sushi.

When visiting Adelaide and its environs, it’s definitely worth checking out Universal Wine Bar, Magill Estate and Regattas, in the Adelaide Convention Centre.

Port Lincoln is an increasingly popular yachting haven – largely because it is home to the Quin’s Blue Water Classic, a yachting extravaganza held in the first week of March each year. This year Encounter 2000 was added to the schedule in celebration of the bicentenary of the famous 1802 encounter between the ships of Matthew Flinders and French captain Nicholas Baudin.

Port Lincoln locals are rightly smug about their harbour. Three times the size of Sydney Harbour, this major deep-sea port can quite comfortably host an entire Olympic course in any direction to accommodate the wind.

The added bonus of sailing in Port Lincoln is that you can get good food without having to pay Sydney prices. But don’t expect Port Lincoln to spoil you with the world-class restaurants found in Adelaide. What you will get is great pub fare and local seafood in a festive atmosphere.

A good place to start is The Grand Tasman Hotel. During the Blue Water Classic, the Bundy boat race is a hotly contested event and a giant scoreboard lists all the competing boats. Every time someone has a Bundy rum, a point is added alongside the name of the boat designated by the drinker. The more points tallied, the more the term ‘drunken sailor’ rings true. And by this stage, a fisherman’s basket may just hit the spot better than the sophisticated meals dished up by the growing legion of great Adelaide chefs! ■



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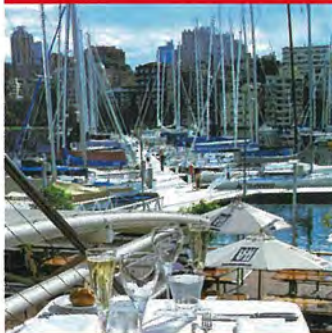
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To complement our world class facilities there is nowhere more impressive than dining at the Bluewater Grille Restaurant. With a choice of indoor and outdoor dining, five star hospitality and an extensive selection of fine wines, the skilled culinary hands of Blue Rock will ensure a memorable occasion.

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BEN CANAIDER CLAIMS

it's the wine talking

WE ARE IN SOUTH AUSTRALIAN WATERS THIS ISSUE – waters that, as the locals will tell you, have never been sullied by convicts. I'm not sure if this improves the sailing or makes the harbour dues any cheaper, but the locals seem immensely proud of the fact that their state was colonised only by free settlers. But so much for the history, let us now turn to the wine. And in order to do so, I'd like you to get out your chart of Spencer Gulf.

To the west of the gulf stands Eyre Peninsula. You'll no doubt notice Port Lincoln near the south-easterly tip. This isn't really wine country, but that hasn't stopped a free settler or two putting in grapes. Take Graham Ford, for instance. He runs Boston Bay Wines, to Port Lincoln's north, a friendly port of call for any thirsty sea dog.

The wines here are made under contract by one of South Australia's best winemakers, David O'Leary, the former winemaking brain behind one of our countries greatest

exports – Jamiesons Run. Yes, you're in good winemaking hands. Try Boston Bay's honest Chardonnay (under \$20), and be sure to do so with some Pacific oysters from Coffin Bay, just on the other side of the Eyre Peninsula.

McLaren Vale, a wine-growing area probably more familiar to most people, lies 300 kilometres west-southwest. Its Mediterranean climate and diverse range of soils enable the region to grow everything from olives to apples and the region is strongly affected by sea breezes blowing in off Gulf St Vincent. They come in most afternoons and cool things down just a touch, and the grapes are all the better for the cooling St Vincent zephyr.

A newish wine name to watch out for in this region is Hewitson – Dean Hewitson. His Hewitson L'Oizeau Shiraz (\$40) comes from 70-year-old McLaren Vale vines and is full of plums, prunes and earthiness. It's a textured wine with a touch of European savouriness and, in many ways, is setting new stylistic standards in the area's reds. Ocean-going types won't be too thrilled to hear the wine was named after the brigantine *Josephine L'Oizeau*, which sank off the Fleurieu Peninsula in 1856 – taking its cargo of wine down with it.

If \$40 exceeds your grog budget, then you need to head south around Cape Jervis and into Encounter Bay. Anchor, lower the dinghy and cross Lake Alexandrina. At its

north you'll find Langhorne Creek – Australia's most underrated wine region. Bleasdale Vineyards is the place to go – try the '99 Malbec (full of fragrant tobacco smells and spicy, fruity yet dry flavours, \$16) or the '99 Mulberry Tree Cabernet Sauvignon (with its creamy, sweet American oak hints coupled with some minty and leafy Cabernet flavours, \$15). Bremerton Wines is also a cellar door worth visiting in this area. Cabernet Sauvignon and Old Adam Shiraz (\$23 and \$30 respectively) are stylish and rich without the overpowering influence of oak so typical in many Australian reds.

Oh, and be sure to give Langhorne Creek Verdelho a go. This fruity, rich and tangy white is affordable and easy to drink. It's also the grape variety responsible for Madeira, which kept sailors of yore shipshape and battle-ready.

But enough of dry land – harbours rot ships and men, as those old Madeira drinkers reckoned, so it's time you got back into open water. ■

News from all Ports

HEAD TO SA AND QLD

South Australia and Queensland will be major offshore racing centres in February and March, with yachts from Victoria and New South Wales heading for both states.

The Cruising Yacht Club of South Australia and the Royal South Australian Yacht Squadron have joined forces to conduct the 2002 Australian Keelboat Championships off Adelaide from 23-28 February. Then on Friday 1 March, Port Lincoln Yacht Club will host the Quins Blue Water Classic Adelaide to Port Lincoln Race, followed by Lincoln Week regatta.

With Easter at its earliest this year, the Cruising Yacht Club of Australia and Mooloolaba Yacht Club will conduct the Sydney – Mooloolaba Race, which starts on Saturday 23 March. Then on Good Friday, 29 March, the Queensland Cruising Yacht Club will run the 54th annual Brisbane to Gladstone Race.

KEELBOATS IN ADELAIDE

Prominent yachts from NSW and Victoria are expected to join local yachts in the Australian Yachting Federation's Australian Keelboat Championships, to be sailed over seven races on the Gulf of St Vincent, off the Adelaide coast.

Confirmed entries for the IMS Australian Championships received when *Offshore Yachting* went to press included two former Sydney to Hobart winners – Terry



Ocean Racer of the Year Kevan Pearce, of Adelaide, receives his award from CYCA Director Roger Hickman

Photo – Peter Campbell

Mullens' Farr 49 *Sting* (which won as *Yendys* in 1999), and Adelaide yachtsman Kevan Pearce's Farr 47 *SAP Ausmaid* (2000 winner). They may be joined by John Kahlbetzer's MBD 62, *Bumblebee 5*, winner of the 2001 Sydney to Hobart.

Sydney yachtsman Bob Steel is making a strong campaign to win the IMS championship with his Nelson/Marek 46, *Quest*, ordering in state-of-the-art carbon-fibre D4 sails.

Another Sydney boat expected, by road, is the recently launched *Hollywood Boulevard*, Ray Robert's striking red-hulled Farr 52 One Design, built in Malaysia. She won one race of the British Trophy Regatta only a week after being launched in Sydney, but was forced to retire from the Sydney to Hobart with rigging problems.

Among the local entries expected is *Epsilon*, Michael Tromp's van de Stadt 38, which won IMS Division C of the 2001 Sydney to Hobart.

Melbourne yachtsman Nick Chapman is planning to bring his remarkable classic yacht, *Eu Na Mara*, across to Adelaide by road to defend the Australian IRC title the

Racing in a hard breeze in Adelaide, which will play host to the Australian Keelboat Championships for the first time

Photo – Peter Campbell



Adelaide's Michael Tromp sailed *Epsilon* to victory in the IMS division of the Sydney to Hobart. With him is Hobart's Lord Mayor, Rob Valentine
Photo – Peter Campbell

90-year-old William Fife-designed sloop won in a major upset at Hamilton Island Race Week last August.

Once again, *Eu Na Mara* will face competition from modern offshore-racing yachts including up to a dozen Sydney 38s – Kevin Woods' *Ticket of Leave* and Lou Abrahams' *Another Challenge* from Sandringham Yacht Club. Sailmaker Frank Hammond is also bringing his Radford 44, *Horizon Sprint*, across from Melbourne, while *Loki*, Stephen Ainsworth's Swan 48, is expected from Sydney.

Among the other local boats competing will be Gary Shanks' *Rager* and Geoff Boettcher's *Secret Mens Business*, provided he gets a new mast in time after being dismasted in the Sydney to Hobart. – **Peter Campbell**

SYDNEY – MOOLOOLABA RACE

For third year, the CYCA and Mooloolaba Yacht Club have joined forces to conduct the 469-nautical mile race from Sydney to Mooloolaba, on the Sunshine Coast of Queensland. MYC has gained sponsorship for the event, which will be known as the Forrester Properties Sydney – Mooloolaba Race in association with Maroochy Shire Council.

The race northwards has added significance as the final race in the CYCA's prestigious Blue Water Pointscore, which includes three long ocean races: the Sydney – Gold Coast Race in August, the CYCA Sydney Hobart Race in December, and the Sydney – Mooloolaba, just before Easter.

With three races to sail, the others being the Sydney – Wollongong and Wollongong – Sydney races in February, Graham Gibon's Farr 47, *Ninety Seven* and Syd Fischer's Farr 50, *Ragamuffin*, were equal on 470 points each after one drop race.

Ninety Seven and *Ragamuffin* placed second and third respectively to *Bumblebee 5* in the Sydney to Hobart, and both will be heading to Mooloolaba in a bid to become the 2001-2002 Blue Water Champion.

On 262 points with three races to sail came *Shipping Central*, Ashley Reed and Michael Spies' Beneteau 40.7, winner of IMS Division B of the Sydney to Hobart. Then came Terry Mullens' *Sting* on 255 points and Ed Psaltis and Bob Thomas' *AFR Midnight Rambler*. They too are expected to race north to Mooloolaba.

Big boats dominated last year's Forrester Properties Sydney – Mooloolaba race, with *Ragamuffin* winning overall from George Snow's Jutson maxi, *Brindabella*, and Howard de Torres' IMX-40, *Nips-N-Tux*.

Sean Langman's *Xena*, extended to a 66-footer and now called *Grundig*, won the IRC division last year from line-honours winner, Grant Wharington's 83-footer *Wild Thing*, with third going to Stephen Ainsworth's *Loki*.

Wharington's plans, following his retirement after being hit by the huge waterspout on the first evening of the recent Sydney to Hobart, are not known, but *Grundig* is certainly heading north. Langman's objective is to add line-honours wins in the Mooloolaba and Gladstone races to his recent near-record victory in the Pittwater to Coffs Harbour.

BRISBANE TO GLADSTONE

As has been the case for the past 53 years, the Brisbane to Gladstone Race fleet will set sail from Moreton Bay on the morning of Good Friday, this year falling on 29 March.

Sean Langman's hope is that the race north up the Queensland coast will again live up to its reputation as a great downhill slide. His aim is not only to take line honours but to also break the race record he set last year with *Xena* – 21 hours, 44 minutes and 39 seconds – for the 308-nautical mile course. In breaking the record, *Xena* averaged 14.7 knots in winds that never got above 35 knots, but they were southeasters.

Xena, now of course known as *Grundig*, was lengthened late last year, under the direction of Andy Dovell, from an Open 60 to a 66-footer fitted with a new keel, which has made her even faster downwind.

She will have much the same opposition this year, including the former record-holder *Bobsled*, Kerry Spencer's Steinman 20, and *Eureka*, Bob Robertson's Murray, Burns & Dovell 60.



FLOW DOWN, COLD RIVULET, TO THE SEA,
 THY TRIBUTE WAVE DELIVER;
 NO MORE BY THEE MY STEPS SHALL BE,
 FOR EVER AND FOR EVER.

A THOUSAND SUNS WILL STREAM ON THEE,
 A THOUSAND MOONS WILL QUIVER;
 BUT NOT BY THEE MY STEPS SHALL BE,
 FOR EVER AND FOR EVER.

A Farewell - Alfred, Lord Tennyson

SIR PETER BLAKE 1948-2001

A poster in memory of Peter Blake, showing the famous patriotic red socks used to raise funds for New Zealand's America's Cup team
 Photo - Michael Ng

And, of course, heading north again will be the remarkable and controversial *Saltash II*, IRC winner of the 2001 race (and four other past races). A recommendation to increase the minimum crew from four to five persons will have a noticeable effect on the speed performance of *Saltash II*, a modified Yachting World Diamond, but she has won the race before with a crew of five.

WORLD MOURNS SIR PETER BLAKE

The world of yachting and the environment has mourned the death of Sir Peter Blake, killed as he attempted to defend his yacht and crew against armed pirates who boarded his yacht in Amazonia on 7 December 2001.

The news shocked more than 200 yachtsmen and sponsors who had gathered at Darling Harbour for a welcome breakfast for the Volvo Ocean Race, an event won by Sir Peter in 1989. Guests stood in silence as Media Director Mark Howell told them of the tragedy.

CLASSIC YACHT "STORM" IS FOR SALE 55' CUSTOM VAN DE STADT



Australia's most beautiful classic ocean yacht

Launched in 1970 to compete in the inaugural Cape to Rio Yacht Race. Cold moulded mahogany hull, laid teak decks and coach-house, new mast with swept back spreaders, 100HP yanmar main engine, yanmar genset, water maker (670 ltrs per day). *STORM* had major refit and restoration in 1996 and further upgrade in 1999-2000. Professionally maintained to the highest standard. Electronics include: 2 X GPS, 2 X plotters, VHF, HF, satellite phone, full autohelm instruments including auto pilot. Equipped for CAT 1, offshore. Easily handled by 2 people. Master cabin forward, crew cabin aft, twin cockpits, TV, video, microwave, fridge and freezer. \$495,000

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New Zealand was brought to a standstill. Sir Peter was a national icon, thanks to his America's Cup wins in 1995 and 2000 and a string of other yachting feats that included twice taking line honours in the Sydney to Hobart and capturing the Jules Verne Trophy in 1994 with a record-breaking, non-stop voyage.



The late Sir Peter Blake, who was killed by pirates in Amazonia
Photo - Michael Ng

A meticulous planner and a gifted leader, Blake's fierce determination to win always inspired enormous loyalty from his crews and unlimited confidence from his backers. His numerous sporting accolades included two New Zealand Sportsman of the Year awards and four New Zealand Yachtsman of the Year awards.

While the funeral service for Sir Peter Blake was held in England, his home in recent years, a huge official day of mourning was held afloat and ashore in New Zealand.

IRELAND CHOSEN AS NEW VENUE FOR REVIVED ADMIRAL'S CUP

In a surprise announcement, the Royal Ocean Racing Club has revealed that a revived 2003 Admiral's Cup will be held in Dun Laoghaire, Ireland, instead of Cowes, in England. The quaint little town of Cowes, on the Isle of Wight, has been the venue for the Cup every two years since 1957, except for last year when the international offshore teams racing event was cancelled due to lack of support.

A RORC Steering Group had been tasked with creating a new event aimed at reviving the Admiral's Cup in 2003. The Steering Group considered that the Admiral's Cup should include a recognisable offshore race as well as inshore racing – it should be primarily, but not exclusively professional, transportable and should run no longer than two weeks.

Teams will consist of two boats instead of the three in all past events, with challenges reverting to the Cup's initial aim of international competition between clubs representing nations.

Commodore Peter Rutter said that after taking all these factors into account, it had been agreed to base the

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SOUTHERLY OFFSHORE



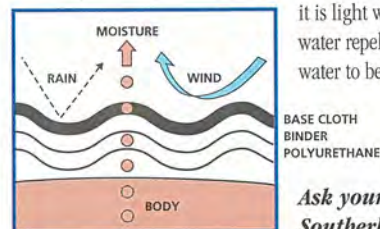
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2003 Admiral's Cup in Dun Laoghaire, Dublin, from 12 to 26 July 2003. The event will be run by the RORC in co-operation with the Royal St George Yacht Club. There will be inshore racing followed by a Round Ireland race of about 710-nautical miles.

Classes for the two-boat teams will be one IRC big boat over 50 feet LOA, (exact size is yet to be confirmed), and one IMS 600 Class boat from the IMS 600 Class.

Don Genitempo, Chairman of the ISAF Offshore Classes sub-committee, commented on the changes to the event. "The selection of the IMS 600 Class was a very wise choice by the RORC. It provides a large existing base of active yachts from which to form a team," he said. "And being a dual-purpose production yacht, entry into the class is easy and affordable. We have identified over 270 yachts eligible for inclusion."

ROLEX COMMODORES' CUP

While the Admiral's Cup is moving to Ireland, Cowes will continue to host the 2002 Rolex Commodores', to be held off the Isle of Wight from 11-18 August this year. This respected international event is now in its 10th year, having in the past attracted teams from many countries and regions around the world, including Australia.

Once again, Rolex and RORC seek to attract a high-quality fleet representing the cream of Corinthian yachting, with three boat teams racing under the IRC-rating system. The series will comprise seven inshore races and an offshore race of 20 to 24 hours duration.

The classic yacht *Struen Marie* celebrated 50 years since her win in the 1951 Sydney to Hobart by sailing down Sydney Harbour ahead of the fleet in the 57th CYCA Sydney Hobart Race. And she had more breeze than the fleet when it started 30 minutes later!

Photo - Peter Campbell

SPONSOR FOR COMBINED CLUBS

The Combined Clubs Regatta, to be conducted by the Royal Prince Alfred Yacht Club over the weekend of 9 and 10 March, is to be expanded into a major regatta to end the Sydney short offshore-racing season for 2001-2002.

To be known as the Joico Regatta, the event will now include inshore as well as offshore classes, with great emphasis on post-race hospitality at the RPYAC's Newport clubhouse.

The Combined Clubs pointscore crown will be awarded to the yacht with the best tally of points from the JPMorgan Regatta, which was sailed off Sydney Harbour last December, and the Joico Regatta. There will be divisions for IMS, IRC and PHS offshore racers, Farr 40 OD yachts, Sydney 38s, sportboats, inshore keelboats and a Pittwater division for larger yachts wanting to race inshore.

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SANDRINGHAM LEADS TIMBERLAND SERIES

Sandringham Yacht Club is leading the Timberland Club Premiership on Melbourne's Port Phillip, with three more races to sail in February and March 2002. The Club team had 5,5 points on the board, with the Royal Yacht Club of Victoria in second place with 7 points.

In the individual pointscore, Sandringham Commodore Kevin Wood, sailing his Sydney 38 *Ticket of Leave*, heads the IRC division from Lou Abrahams' *Another Challenge*, also a Sydney 38, Bruce Taylor's MBD 36, *Chutzpah*, and Graeme Ainley and John Williams' *Bacardi*.

In the popular AMS division, *Chutzpah* is leading from Frank Hammond's Radford 44, *Horizon Sprint*, and *Bacardi*, while in the VYC Division 1 the leading pointscorer was *Mossimo* (Andrew Mollison). The final race of the Timberland Series will be held on 23 March.

HARDY CUP WIN



Britain's Royal Yachting Association won the 2001 Hardy Cup, conducted by The Royal Sydney Yachts Squadron with the crew of Mark Campbell-Jones (helm), Richard Ryan (main) and Andrew Hutchinson (bow)

Photo - Peter Campbell

World-ranked young British sailor Mark Campbell-James, representing the Royal Yachting Association, won the prestigious Hardy Cup international youth match-racing series on Sydney Harbour - with the aid of two crew from the host club, the Royal Sydney Yacht Squadron.

In a dramatic final, Campbell-James, 22, and his crew, Andrew Hutchinson and Richard Ryan, both aged 20, took out the International Sailing Federation (ISAF) Grade 3 event, 3-0, in an intense tactical duel with the RSY team of Michael Dunstan, 19, and his crew, Mark Dorling, 16, and Charles Ellis, 18. ■

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A Quintessential Yachtsman



John Quinn's overall IRC division win in the 57th CYCA Sydney Hobart Race underlined what the annual ocean race is all about, says Peter Campbell

John Quinn in *Polaris* was overall IRC winner of the Sydney to Hobart
Photo – Peter Campbell

THE SYDNEY TO HOBART IS A RACE OPEN TO ALL YACHT owners, whether their boat is old or new, slow or fast, built of carbon fibre or Huon pine – provided they meet the Cruising Yacht Club of Australia's tough and extensive safety requirements for boats, crew and equipment.

To have someone like John Quinn and his amateur crew from Pittwater's Royal Prince Alfred Yacht Club win the IRC division overall at his 19th attempt in a 30-year-old boat, against state-of-the-art, carbon fibre-built, water-ballasted and professionally crewed maxis, boosted the CYCA's concept of the Sydney to Hobart.

The public announcement at Hobart's Constitution Dock that Quinn's Cole 43, *Polaris of Belmont*, had won the IRC overall seemed the perfect balance to the confirmation that *Bumblebee 5*, the grand prix Murray, Burns & Dovell-designed custom 52, was the IMS overall winner.

'Quinnie' epitomises the average Australian yachting, who year after year lines up with his yacht to "do another Hobart", meet the challenge of the sea and enjoy the mateship of long ocean racing and, at the finish, the hospitality of Hobart. This time around was Quinn's 19th Sydney to Hobart and the 18th for *Polaris of Belmont* – a wholesale 43-footer designed by Peter Cole and built from fibreglass in 1970 at Gosford, on the NSW Central Coast.

But 'Quinnie' is somewhat different than most sailors who head for Hobart each year. In the gale-swept race of 1993 he showed remarkable courage after being swept overboard from his then yacht, *MEM*, and surviving five hours in the rough, freezing waters of Bass Strait. He was finally sighted by a searching tanker, which directed his rescue by another yacht, which itself had been dismasted.

This experience would be enough to end the sailing careers of most men and women, but not Quinn. "It was my own silly fault for sailing a light displacement boat that was unsuitable for Hobart racing," Quinn said in Hobart after the 2001 race. "A wave hit us and we had a knockdown... I was washed over the side and my safety harness broke."

Back in Sydney, Quinn sold *MEM* and immediately began searching for another boat. He settled on the Cole 43, a stoutly built, moderate displacement but fast cruiser/racer,

buying the then Lake Macquarie-based *Polaris*, already a veteran of many Hobarts and other ocean races.

Polaris of Belmont's win this year was certainly no flash in the pan result. Since 1995, Quinn and *Polaris* have contested every Sydney to Hobart except the 1999 event, twice winning IMS Division E and in 2000 placing second in IRC overall to line-honours winner, the Swedish maxi, *Nicorette*. He has also sailed *Polaris* to victory in the tough Gosford to Lord Howe Island Race.

Polaris won the IRC Division overall from the Polish maxi *Lodka Bols*, skippered by New Zealand-based Englishman Gordon Kay, with third place going to another veteran yacht, *Bacardi*, owned by Melbourne yachtsmen Graeme Ainley and John Williams. This was *Bacardi's* 19th Sydney to Hobart and the 21st for both owners.

Polaris placed first in the IRC Division B, *Bacardi* came in second, and third place went to the Frers-designed, Prestige 40, *Wahoo*, skippered by Brian Emerson, venturing south again for the first time since being forced to abandon his previous yacht, *Mintiinta*, to the elements in the stormy 1998 Sydney to Hobart. His crew this year included long-time sailing friends Bill Ratcliff from Sydney, sailing in his 36th race, and Tasmanian Barry Simpson, competing in his 24th race.

Lodka Bols, a Frers-designed 79, won IRC Division A, a success that was greeted with great enthusiasm by the small Polish community in Hobart, with young women in traditional dress accompanying the huge crew to the trophy



The Polish maxi *Lodka Bols* was runner-up to *Polaris* in the IRC Division
Photo – Ian Mainsbridge

presentation at the RYCT. A group of 11 media from Poland flew out specially to cover the Sydney to Hobart “adventure” of *Lodka Bols* and her crew, which was comprised of 60 per cent Polish natives, many of them chosen through a national competition.

Icon, the beautiful Perry 65 from the Seattle Yacht Club, owned by Richard Robbins, took second place in IRC Division A, with third going to *Line 7*, Ian Treleven’s former Volvo Ocean 60. *Nicorette* placed second last. ■

QUINELLA FOR DESIGNER IN PHS DIVISION

THE SUCCESS OF AUSTRALIAN YACHT DESIGNERS continued in the PHS Division of the 57th CYCA Sydney Hobart Race, with Sydney-based naval architect David Lyons taking the quinella with *Valtair* and *Aspect Computing*.

In a close result for both line and handicap results, *Aspect Computing*, a new Lyons 54, finished the race just over an hour ahead of *Valtair*, a Lyons 66, but on corrected time *Valtair* took top honours by an hour and 24 minutes.

Valtair is a performance cruising design launched in 1996. She has been a regular competitor in most long races along the Australian east coast but this was only the second time that experienced owner Matt Allen has raced *Valtair* to Hobart. She retired in 2000 with radio problems.

Allen, who was part of the winning crew of Lou

Abrahams’ *Challenge II* in the 1983 Sydney to Hobart, put together a strong crew that included Victorians Bernie Case and his son Robert, Gary Schipper and prominent CYCA member Jon Meyer, the club’s Chief Safety Audit Officer.

Aspect Computing, designed by Lyons for David Pescud and his Sailors with disAbilities Group and launched late in 2000, sailed another fine race south with a crew that included one-armed sailors Phil Thompson and Kim Jaggard and the paraplegic sailor and endurance swimmer, John McClean.

Third in the PHS division went to *Bright Morning Star*, the much-travelled Peterson 51 now owned by Randal Wilson. ■

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Dockside

WINNERS



Photos - Peter Campbell



WINNERS

Winners are grinners, as the saying goes, and there were plenty of smiles during this summer racing season.

The British Trophy, JPMorgan Regatta and Sydney Hobart were run recently and, as our photos show, a swag of trophies changed hands.

And the *Lodka Bols* crew were welcomed with more than cheers when they arrived in Hobart, greeted by Polish nationals dressed in traditional garb for the post Sydney to Hobart celebrations.



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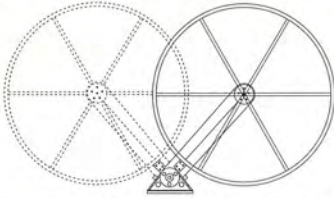
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- 15 28th Trade Winds Trophy & 53rd Flinders Trophy Sydney to Wollongong Race (BWPS/OP), CYCA
- 16 54th Founders' Cup and 4th Solo Trophy Wollongong to Sydney Race (BWPS/OP), CYCA
- 16 Timberland Range Series, Port Phillip, VYC
- 23 Short Ocean Race, MHYC
- 23-28 Australian Offshore Keelboat Championships, Adelaide, CYCA of South Australia, Royal South Australian Yacht Squadron

MARCH

- 1 Quin's Blue Water Classic Adelaide to Port Lincoln Race, Port Lincoln Yacht Club
- 4-7 Quin's Lincoln Week Regatta, Port Lincoln Yacht Club
- 3 Short Ocean Race, RSYS
- 4 Sail for Cancer Research, Sydney Harbour
- 7 Starlight Foundation Regatta
- 8 Melbourne to Grassy (King Island) Race, ORCV
- 9 Combined Clubs Regatta off Pittwater, RPAYC
- 10 Combined Clubs Regatta off Pittwater, RPAYC
- 23 Sydney to Mooloolaba Race, CYCA
- 23 Timberland Range Series, Port Phillip, VYC
- 28 54th Brisbane to Gladstone Race, QCYC
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Down the Rhumbline

BY PETER CAMPBELL

HAVING TWICE SAILED TO HOBART MANY YEARS BACK aboard the Radio Relay Vessel as a radio commentator for the ABC, I have always had an affinity for those who volunteer their time and skills to make up the Cruising Yacht Club of Australia's radio relay team.

It is certainly no relaxed cruise – the team must maintain a 24-hour listening watch, conduct three daily position reports with the fleet and handle the compulsory safety check-in at Green Cape and a string of retirements.

When I sailed south, the RRV was a retired Sydney Harbour tug with minimal amenities and a tendency to pitch and roll in a heavy seaway. But times have changed.

The radio relay team sailed south for some 13 years aboard *Young Endeavour*, the RAN's sail-training vessel. With

Young Endeavour not available for the 2001 race, the CYCA faced the dilemma of not only finding a suitable replacement, but meeting the costs that came with running the 57th race without a sponsor.

Sailing into Sydney like a white knight came Greg Poche with his magnificent super-yacht, *Eclipse*. Greg, a member of the Royal Prince Alfred Yacht Club, had originally planned to sail to Hobart as a competitor, but when he heard of the CYCA's dilemma, offered the services of his yacht.

Re-named *Star Track Express Eclipse* for the race, the super-yacht was already fitted out with state-of-the-art navigation, communication and weather tracking systems. The quarters for the crew and the Australian

Computer Society Radio Relay team, headed by David

Kellett, had to be the envy of everyone else sailing to Hobart.

Built in New Zealand in 1991 and fresh from a refit there, *Eclipse* had been on a five-year world cruise. This is one fast cruising yacht, with the 135-foot carbon-fibre mast carrying a huge rig. Of course, sail handling is done via hydraulically operated captive winches.

Joining David Kellett, a two-times Hobart line and handicap winner and a veteran of 27 races on the ACS Radio Relay team, were Colin Wildman (30 races), Colin Tipney (20 races) and Frank Sticovich, who had completed nine races.



The navigation and communication station aboard *Star Track Express Eclipse*
Photo – Peter Andrew



Star Track Express Eclipse with the ACS Radio Relay team on the after-deck
Photo – Peter Campbell

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