

# OFFSHORE

YACHTING | AUSTRALIA

THE MAGAZINE OF THE CRUISING  
YACHT CLUB OF AUSTRALIA

APRIL/MAY 2004



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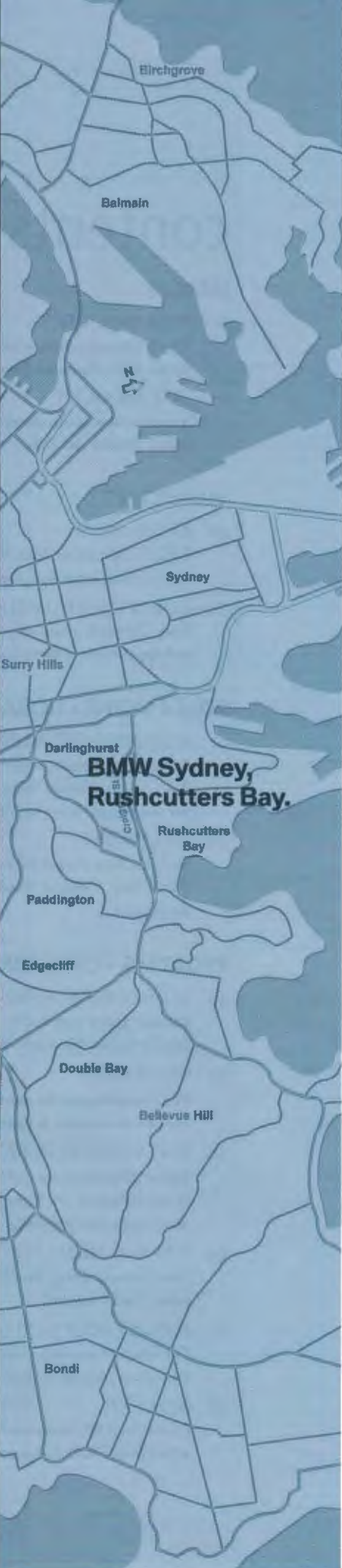
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ABOVE: AAPT APPROACHES NEWCASTLE HARBOUR WITH STOCKTON BEACH IN THE BACKGROUND. PHOTO: THE HERALD, NEWCASTLE

COVER: SUPER 30, GLADIATOR, SKIPPED BY GARRY HOPES, RACING DOWNWIND DURING THE JOG AUSTRALIAN CHAMPIONSHIP CONDUCTED BY THE CYCA. PHOTO: ANDREA FRANCOLINI

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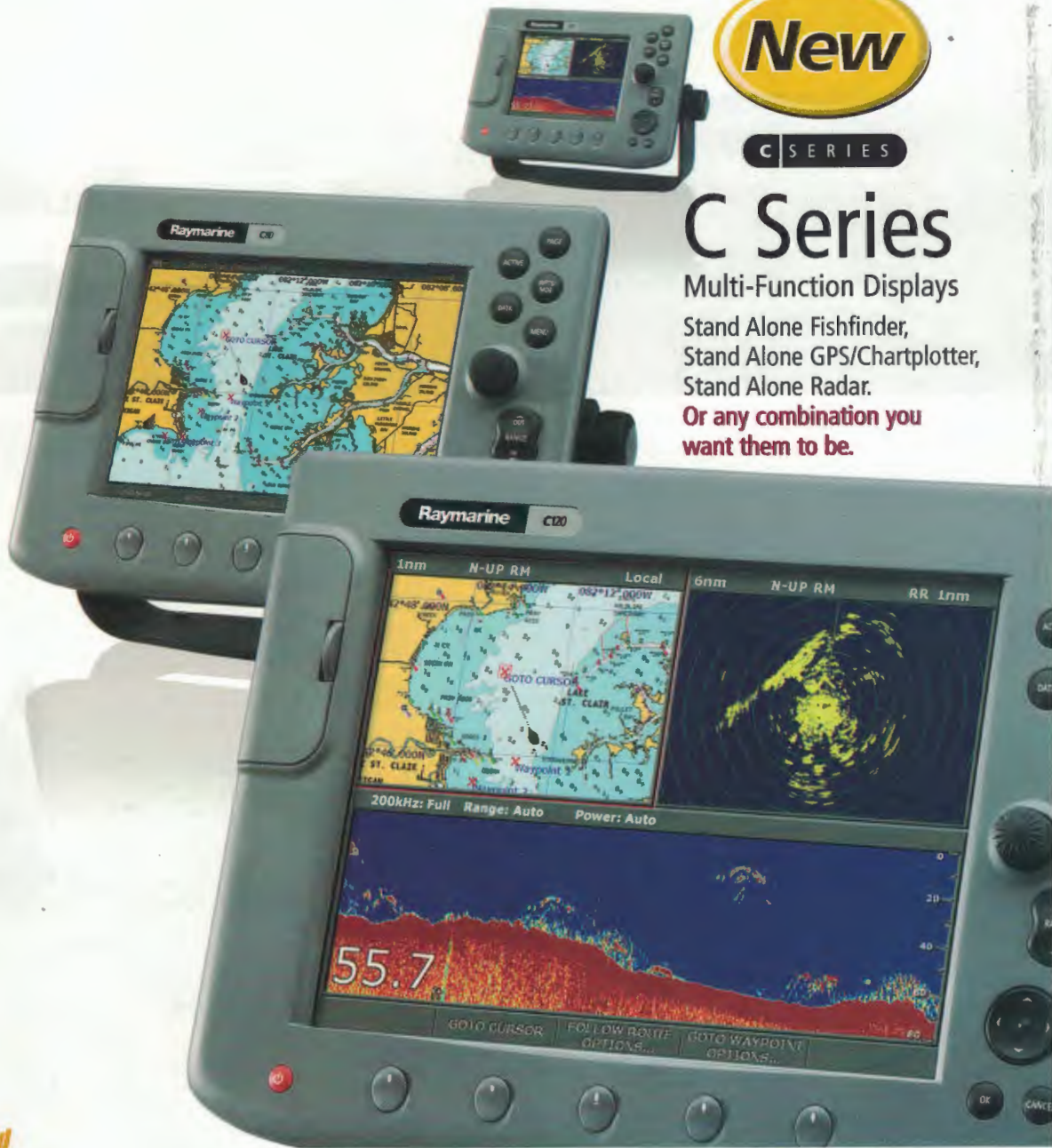
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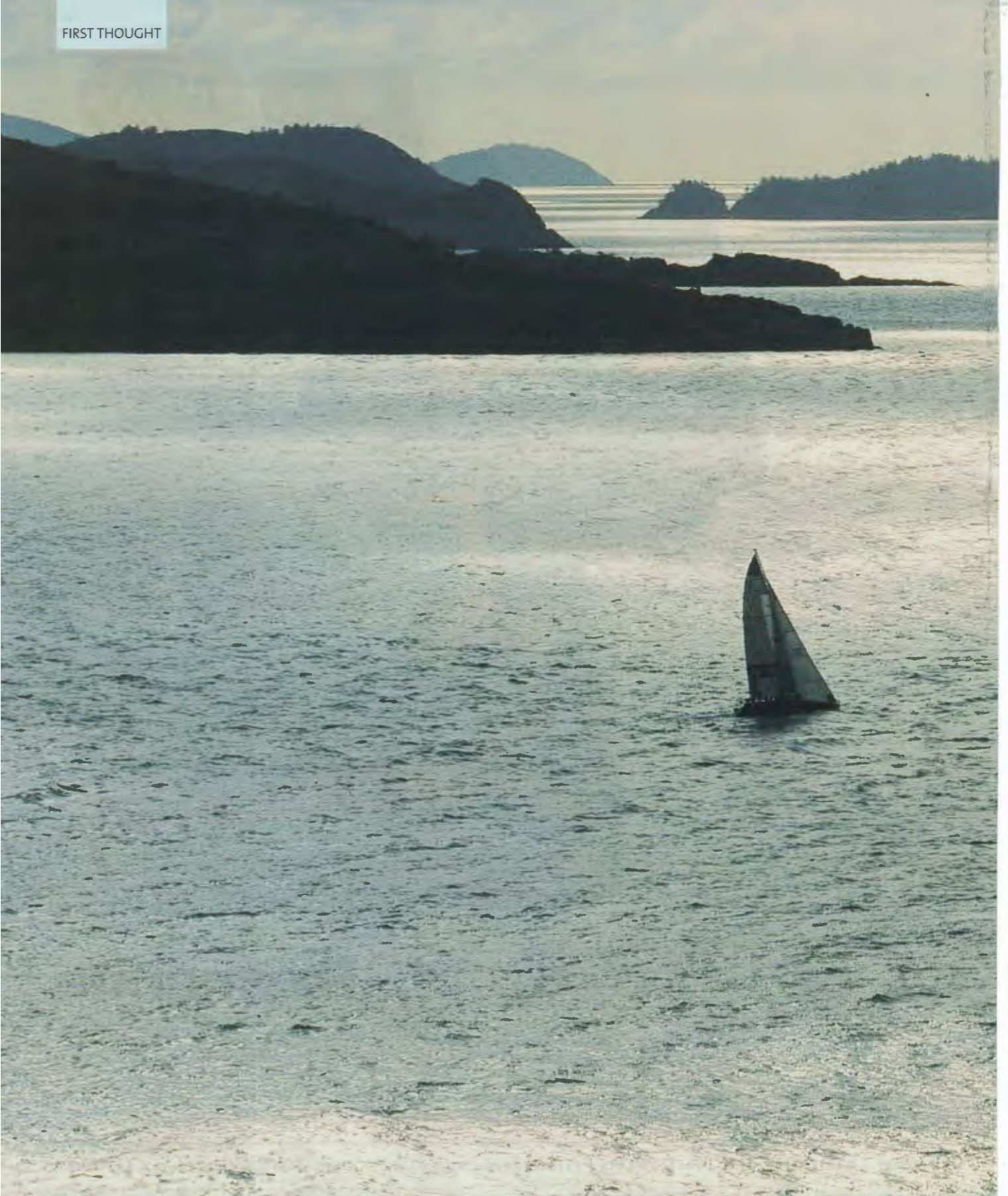
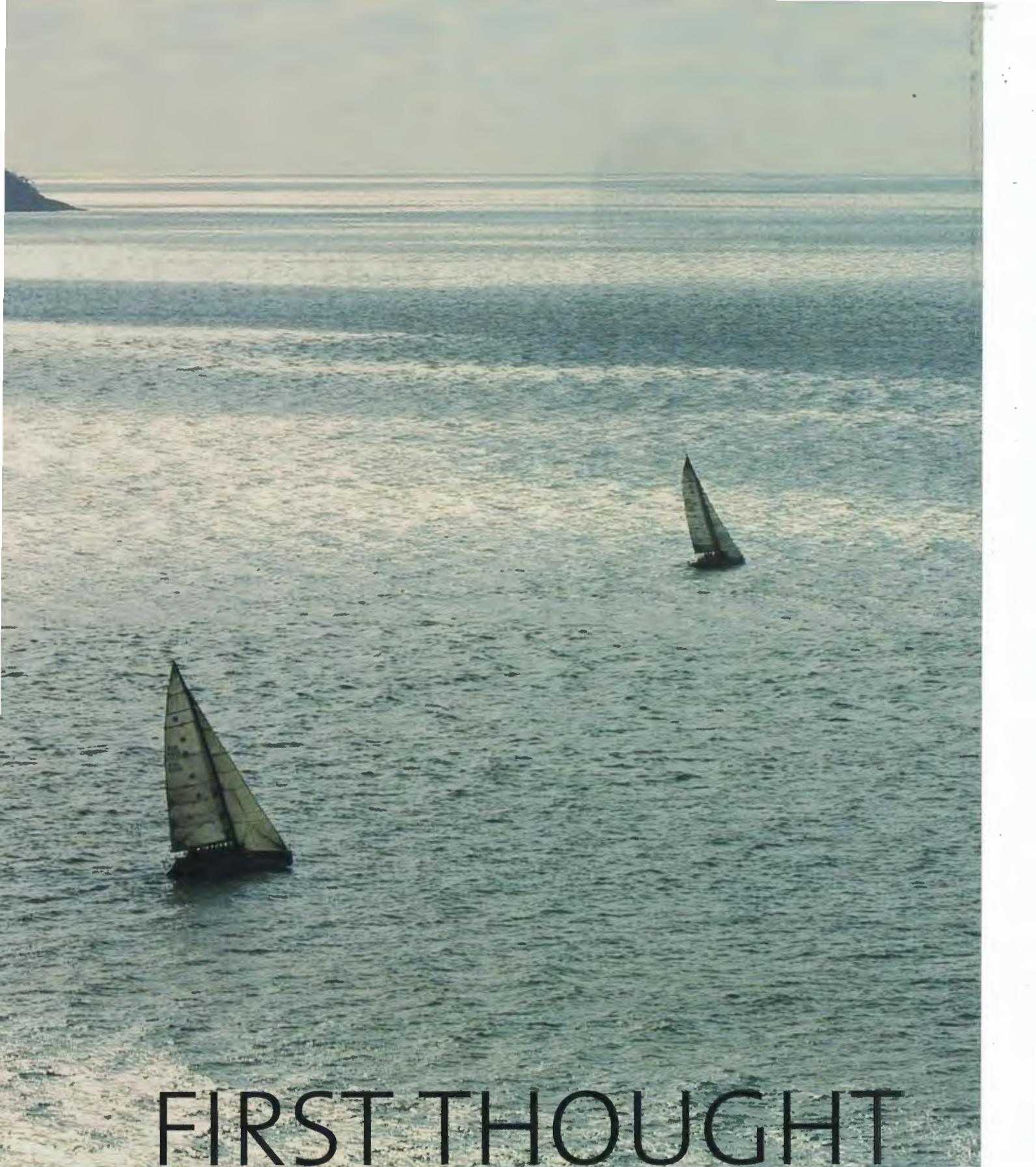


PHOTO: ANDREA FRANCOLINI





# FIRST THOUGHT

The beautiful islands of the Whitsunday's in Far North Queensland are silhouetted in the background as yachts beat into a tropical tradewind during last year's Hahn Premium Race Week at Hamilton Island



# AT THE HELM

John Messenger, Commodore, Cruising Yacht Club of Australia

The Cruising Yacht Club of Australia's 2003–2004 summer season is now complete, concluding yet another successful season of offshore and inshore racing.

At the time of writing, the Short Haul Division and the Ocean Pointscore had ended and there was only one race left to go in the Short Ocean Pointscore and Bluewater Pointscores. All have been keenly contested and the results were very close, going down to the final race to decide the winners in most divisions.

The FKP Limited Sydney Mooloolaba Race is the last race in the Bluewater Pointscore, and we expect a top fleet of yachts to compete. Nevertheless, the CYCA Board and Sailing Committee are still looking at ways to increase offshore fleet numbers, and any constructive suggestions would be welcome.

Prior to the 59th Rolex Sydney Hobart Yacht Race, which ran last year, the Board made a commitment to review the handicap system that was to be used to decide the overall winner of the historic Tattersalls Cup.

After reviewing both IMS and IRC, it has been decided that the IRC rule will apply this year for the 60th Rolex Sydney Hobart Yacht Race.

This decision does not mean that the Club fully endorses this rule, regarding it more as an interim measure while a new international rating rule is being developed. As such, there will be another review following the 60th race.

The decision to go with the IRC means that most of the fleet will be eligible for the major trophy, an attractive proposition for yacht owners.

The CYCA has also reviewed the IRC upper limit for the race, and it has been resolved by the Board that the upper speed limit will be lifted from 1.61 to 1.615 and that the absolute size limit of 3m length overall will continue to be applied. Submissions were received from maxi yacht owners and designers, and I thank them for their interest and input.

Further consideration was given to the future of the upper limit, and it has been decided that for the 2005 Rolex Sydney Hobart Yacht Race the upper limit will be

governed by a length overall of 30m only, and that a handicap number will no longer comprise part of the upper limit.

During February, the CYCA Youth Sailing Academy invited CYCA Directors to a series of races in the Elliott 6s. Each Director had a crew of two Academy students and the racing was very competitive.

Rear Commodore Roger Hickman won the event from Director Matt Allen, but all Directors were very impressed with the competency and competitiveness of the Academy crews. It reinforced the important role that the Academy plays in the Club and anyone in a position to sponsor an Elliott should consider it.

The BMW Sydney Winter Series starts on Sunday 18 April with Ladies Day, and as always this is sure to be a well attended and keenly contested series.

Once again, our sponsor BMW Sydney is providing the use of a 3-series BMW to a placegetter in one of the divisions for a week. Please support our very generous sponsor.

By the time you read this issue of *Offshore Yachting*, both the Hahn Premium and the St. Arnou Twilight Series will also have been completed. Both series attracted big fleets of enthusiastic sailors who were keen to get afloat on a weekday evening. Once again, please support our valuable Club sponsors.

Rear Commodore Martin James and I recently travelled to Hobart to meet with the Royal Yacht Club of Tasmania and the various government departments in advance of the 60th Rolex Sydney Hobart Yacht Race. It promises to be a great event and you should plan to enter now. With the new handicap system for the Tattersalls Cup it is sure to be very competitive.

The Club has been well attended over the last few months. To make your visit even more appealing we are making changes to the restaurant menu.

Remember, it is your Club and the Board is always striving to provide more Member benefits.

I look forward to seeing you, your guests and members from other yacht clubs enjoying the facilities. ■



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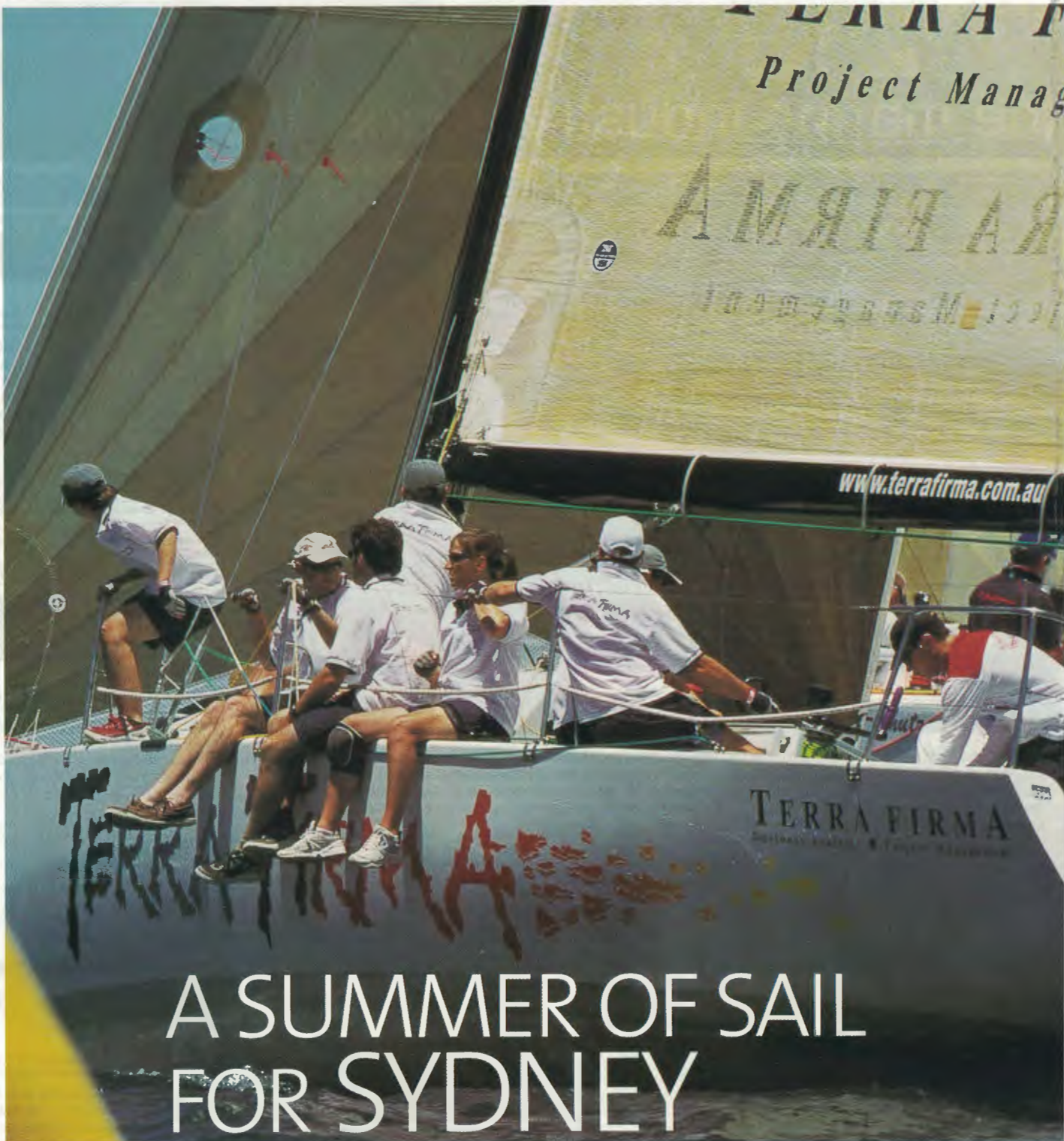
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# A SUMMER OF SAIL FOR SYDNEY

The 60th Rolex Sydney Hobart Yacht Race will be the climax of a magnificent summer of sailing that includes eight days of regatta racing for yachts – from 9-metre one design classes to 30-metre super maxis. Peter Campbell outlines the exciting program



AT LEFT:  
TERRA FIRMA  
SAILS THE  
SUMMER SEAS IN  
LAST YEAR'S ROLEX  
TROPHY SERIES  
PHOTO: ANDREA  
FRANCOLINI

The Cruising Yacht Club of Australia is planning to mark the 60th Rolex Sydney Hobart Yacht Race with eight days of international regatta racing leading up to the ocean classic. This includes a new Rolex Challenge international teams event and a Rolex Challenge interstate/interclub teams competition.

Rolex Challenge teams events will include the Rolex Trophy IRC regatta results and the 628 nautical mile Rolex Sydney Hobart IRC results. The CYCA will also conduct a separate pointscore for yachts that participate in both the Rolex Trophy and the Rolex Sydney Hobart Yacht Race. Trophies will be awarded for the best performing boats in each handicap category when the results of both events are combined.

The CYCA's projected program expands the Rolex Trophy Series to include three days of one design racing and four days of racing for boats rated under IRC, IMS or PHS. In addition to providing more racing competition, the CYCA is also working on a format for a rally of cruising yachts to be part of the 60th Rolex Sydney Hobart. Two Veteran Yacht divisions, last seen in the 50th Sydney Hobart Race in 1994, are also planned.

This expanded program follows the CYCA's earlier announcement that it is expecting to attract more competitors this year as a result of the change to the more popular IRC rating system.

Almost every yacht in the fleet will be eligible to win the Tattersalls Cup, which is awarded to the overall winner on IRC corrected time. The IMS rule will be included as an alternative division if there is sufficient interest, and there will also be a PHS handicap category.

"The Rolex Trophy regatta will open the celebrations for the 60th Rolex Sydney Hobart Yacht Race and provide yacht owners and their crews with the opportunity to compete in a variety of sailing events of their choice in the lead-up to the great race south," says CYCA Rear Commodore Roger Hickman.

"The plan is to provide for a broad spectrum of yachting, from 9m one design classes upwards to 30m super maxis in the rated classes," he says. "The exciting program should encourage more boats to compete, and follows the CYCA's recent announcement that the IRC time correction method will be used to decide the overall winner. The regatta format will enable some class boats, such as the Sydney 38s, to race one design and then change to an IRC format for the rated time correction regatta and the Rolex Sydney Hobart Yacht Race."

Rear Commodore Hickman says the decision to call for accredited National teams for the Rolex Challenge series should lead to a revitalisation of the great pride felt by yachtsmen in representing their nations in the Admiral's Cup and Southern Cross Cup team racing of the 1970s and 1980s.

"The concept of the Summer of Sail is to provide the opportunity for as many yacht owners and crews to be involved in a great regatta and also to attract more yachts to sail south in the ocean classic on Boxing Day," he adds.

#### IRC to decide Tattersalls Cup

A vast majority of the yacht owners expected to enter this year's 60th Rolex Sydney Hobart Yacht Race have welcomed the CYCA's decision that the overall winner on corrected time will be the boat that wins the IRC handicap category overall.

For the past 10 years, the Tattersalls Cup has been presented to the boat that won the IMS handicap category on corrected time. Prior to that, the trophy was awarded to the boat that won the International Offshore Rule (IOR) handicap category. The change to the more popular IRC rule is expected to attract more Australian

BELOW:  
THE ROLEX TROPHY  
REGATTA HAS  
BEEN EXPANDED  
FOR 2004  
PHOTO: ANDREA  
FRANCOLINI



#### PROPOSED SUMMER OF SAIL PROGRAM

##### 10 DECEMBER

Canon Big Boat Challenge, an invitation race on Sydney Harbour.

##### 11, 12, 13 DECEMBER

Rolex Trophy One Design Series of windward/leeward races on Sydney Harbour and offshore for Farr 40, Mumm 30, Sydney 38 and Sydney 32 classes.

##### 16, 17, 18, 19 DECEMBER

Rolex Trophy Series of windward/leeward races on Sydney Harbour and offshore for IRC and IMS handicap categories, with windward/leeward and passages races for PHS handicap category boats.

##### 26 DECEMBER

Start of the 60th Rolex Sydney Hobart Yacht Race, 628 nautical mile ocean race, with IRC, IMS and PHS handicap categories and One Design Divisions, with IRC deciding the overall winner of the historic Tattersalls Cup. The 60th Race will also include two Veteran Yacht Divisions for boats 20-years-old and over, and boats 30-years-old and over.

Cruising Rally in conjunction with the 60th Rolex Sydney Hobart Yacht Race, with a format yet to be announced.

- The Championship for individual yachts in each handicap category and One Design Division will incorporate the results of the four-day component of the Rolex Trophy and the 60th Rolex Sydney Hobart Race. The Rolex Sydney Hobart Yacht Race will carry double points.
- The Rolex Challenge for accredited National teams, each team comprising two IRC rated boats with an IRC rating band of 1.050 to 1.615, with results based on the four-day component of the Rolex Trophy and the Rolex Sydney Hobart Yacht Race.
- The Rolex Challenge for accredited State/Territory and Club teams, with each team comprising two IRC rated boats within an IRC rating band of 1.050 to 1.615.

and international entries and smaller and bigger boats. It means that virtually every boat in the fleet will be eligible to win the Tattersalls Cup.

In announcing the change, CYCA Rear Commodore Roger Hickman notes, "The CYCA keeps the position with the handicap rating rules under constant review. The IMS rule, and before it, the IOR rule, served the race well

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- Spinnaker : 60 m<sup>2</sup>
- Max. engine cap : 30 hp



## First 36.7

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- Hull length : 10.68 m
- Hull beam : 3.45 m
- Draft standard : 2.20 m
- Draft option : 1.80 m
- Light displacement : 5 870 kg approx.
- Maximum sail area : 78 m<sup>2</sup>
- Spinnaker : 90 m<sup>2</sup>
- Max. engine cap : 30 hp



## First 40.7

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- Hull length : 11.92 m
- Hull beam : 3.78 m
- Draft standard : 1.90 m
- Draft option : 2.40 m
- Light displacement : 6 970 kg approx.
- Maximum sail area : 95 m<sup>2</sup>
- Spinnaker : 111 m<sup>2</sup>
- Max. engine cap : 40 hp

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**2004**



## First 44.7

- Length overall : 13.68 m
- Hull beam : 3.98 m
- Draft standard : 2.15 m
- Draft option : 2.65 m
- Light displacement : 9 129 kg approx.
- Maximum sail area : 127.80 m<sup>2</sup>



## First 47.7

- Length overall : 14.80 m
- Hull length : 14.50 m
- Hull beam : 4.50 m
- Draft standard : 2.30 m
- Draft option : 2.80 m
- Light displacement : 12 000 kg approx.
- Maximum sail area : 118-136 m<sup>2</sup>
- Spinnaker : 147-153 m<sup>2</sup>
- Max. engine cap : 85 hp



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as the primary grand prix rating rules of their time. However, we now find ourselves in a position where IMS has declined in popularity and support, thus rendering it inappropriate as the handicap category from which the overall winner of the race is determined.

"The IRC rule has gained in popularity and support just as IMS's own position has been declining. While the IRC rule has now gained international recognition through the International Sailing Federation (ISAF), it was not designed as a rating rule for grand prix boats and is not an open or transparent rating system," he says.

In a significant comment, Hickman stresses "the CYCA does not see it as a long-term replacement for IMS as the handicap category for the Tattersalls Cup".

In explanation, he says, "In the absence of a broadly accepted grand prix rule for 2004, the CYCA finds itself in a state of transition. Work is being done to develop a new rating rule, but that work will not be completed in sufficient time for its suitability for the 2004 race to be assessed. Unless progress is made quickly, it may be difficult to contemplate applying the new rule for 2005.

Against this background, the CYCA Board has determined to apply the IRC rule on a year-by-year basis until a suitable alternative is identified," he concludes.

#### Slight increase in the IRC upper limit

The CYCA has announced a slight increase in the IRC upper speed limit, from 1.61 to 1.615, and the continuation of an absolute size limit of 30m length overall, effective for this year's race.

The decision follows a process of consultation with a number of affected owners and a review of the impact on boats in last year's race following changes to the IRC and effective in Australia from 1 July 2004. The decision means that a boat such as *Skandia*, which won line honours in 2003, will remain eligible to compete, despite its rating having increased.

More significantly, and after a process of consultation with owners and designers, CYCA has decided that the upper limit for the 2005 Rolex Sydney Hobart Yacht Race will be governed by a length overall of 30m only. A handicap number will no longer comprise part of the upper limit. However, the CYCA will examine any maxi rating rule recommendations made by the newly formed association of owners of Maxi and Super Maxi yachts, and the development of any limits on eligibility of maxi yachts in events. Should that group impose a rating based limit of any kind, the CYCA will give close consideration to the inclusion of that limit in future Rolex Sydney Hobart Yacht Races. ■



#### UNIVERSITY STUDENTS AIM FOR HOBART

A GROUP OF UNIVERSITY OF MELBOURNE STUDENTS, AVERAGE AGE 21 YEARS, HOPES TO BE THE YOUNGEST CREW TO RACE IN THIS YEAR'S 60TH ROLEX SYDNEY HOBART YACHT RACE. IN FACT, THEY BELIEVE THEY MAY BE THE YOUNGEST CREW TO COMPETE SINCE THE OCEAN CLASSIC BEGAN IN 1945.

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PHOTO: PETER CASAMENTO



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GIPSY QUEEN

GIPSY QUEEN CAME SECOND IN THE TENTH SYDNEY HOBART YACHT RACE AFTER STRUGGLING DOWN THE TASMANIAN EAST COAST WITH A JURY-RIGGED TILLER AND STEERING BY CAREFUL ADJUSTMENT OF HER SAILS.

ALL PHOTOS: COURTESY DAVID COLFELT



# A RETROSPECTIVE: THE SYDNEY HOBART RACES 1945-46 AND 1954-55

Historian and author David Colfelt revisits our famous Rolex Sydney Hobart Yacht Race in the first of a series that leads up to the 60th Race in December this year

**HORIZON**

*HORIZON* FINISHED FIFTH IN THE INAUGURAL SYDNEY HOBART RACE. A STURDY DOUBLE-ENDED CRUISING DESIGN LAUNCHED IN 1939, SHE CONTINUED COMPETING UNTIL 1953. SHE BURNT TO THE WATERLINE IN REFUGE BAY (BROKEN BAY) IN 1959.

The nine yachts lining up at the start of the first Sydney Hobart Yacht Race on Boxing Day, 26 December 1945 were very different from those that compete today with their hulls, space-age sails, computers and satellite navigation systems. The first fleet was comprised of solid, wooden cruising craft, built to survive the worst the sea could throw at them – heavy boats with massive wetted surfaces that produced lots of drag and made them relatively slow. Their designs came from generations of boat-building know-how and experience at sea and lessons learned the hard way.

Their planked hulls might have been watertight, but their decks leaked like sieves. A wartime shortage of sailcloth caused the race organisers to ban the use of spinnakers so as not to give an unfair advantage to anyone. They had no winches and their sails were cotton canvas, which, after a season's use, stretched to the point that they looked more like a bag than a sail. And when the wind got up, they split at the first opportunity.

The yachts were crewed by enthusiasts and adventurers – not yet 'ocean racers', with the exception of John Illingworth, who skippered *Rani* and who was a very salty blue-water racer from England. Some of the crews were just back from the war – ex-navy or Royal Australian Air Force. Those who hadn't been to war had gained their knowledge of seamanship in the Naval Auxiliary Patrol and Volunteer Coastal Patrol classrooms.

**Early media hype**

The first Sydney Hobart race was a fateful one that would change the future for the newly formed Cruising Yacht Club (now the Cruising Yacht Club of Australia), which had been originally formed to cruise, not race. It took place in the quiet news period between Christmas and New Year. The race organisers had arranged for the fleet to be overflown by RAAF Catalina aircraft on training missions, and these were to regularly report the positions of the yachts to the media.

In hindsight, this was a visionary concept, taking advantage of what everyone today knows to be the key of promoting any sports event: getting timely publicity. When the fleet ran into a storm that scattered them along the New South Wales coast and yachts were reported 'missing', editors looking for headlines had just what they needed to sell newspapers.

The starting line was laid off Flagstaff Point (Cannae Point), inner North Head, to give the fleet an unimpeded start down the coast. At 11am when the gun went off, the fleet of nine headed off with a nor'-easterly wind behind them, more like Brown's cows than in the mad dash that typifies today's start.



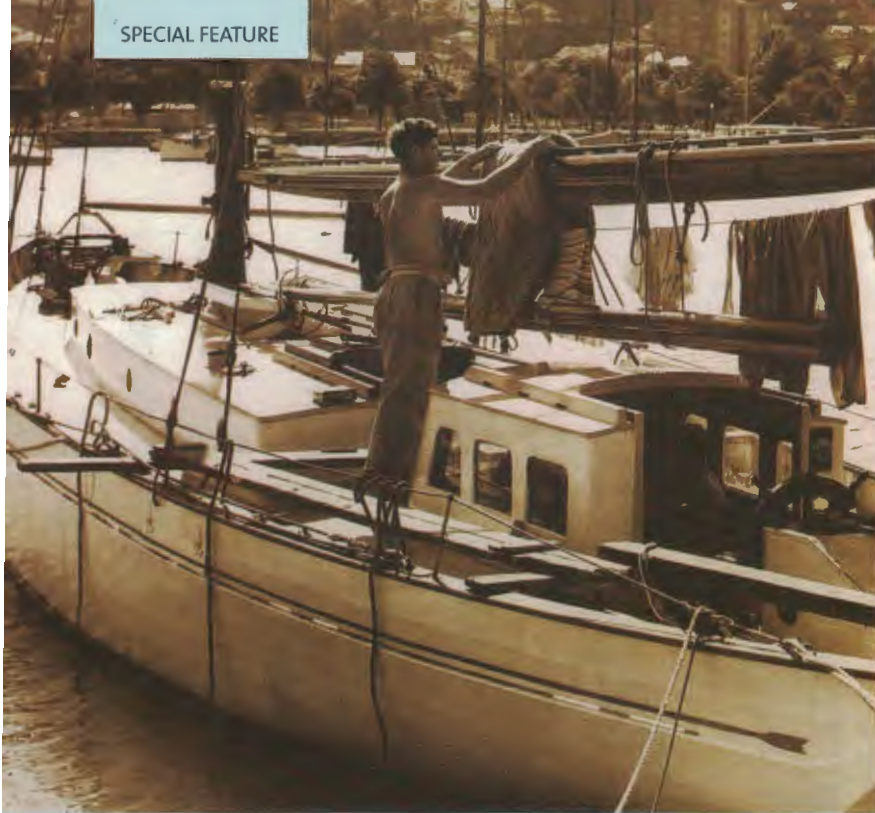
A southerly front hit at about 2pm and got stronger as the afternoon progressed, reaching strong gale to storm proportions (about 50 knots). Rising seas and blinding rain accompanied the front. The dream run had turned into a nightmare. The blow would last for 36 hours.

The fleet was scattered, most heaving-to or heading in to the coast to shelter. The Catalinas lost contact with *Rani* and *Horizon*, probably because they had tacked to sea and were wide of the rest of the fleet. As each day went by and the Catalinas failed to spot them, concerns grew for the safety of these yachts and their crews. In some quarters, they were feared lost. The race was now making headlines in the Sydney and Hobart newspapers.

**Fortune favours the tenacious**

*Rani*, with her Royal Navy Captain skipper and seasoned Navy crew, had kept sailing throughout the race. She was now miles ahead of the fleet on the rhumbline and increasing her lead, in spite of the heavily-favoured and larger yacht, *Winston Churchill*, being reported by the press as having the commanding position.

Sometime in the early afternoon of New Year's Day, a yacht was sighted just south of Tasman Island by a small plane. It was assumed to be *Winston Churchill*, the boat implanted in everyone's minds as the winner apparent. The lighthouse keeper on Tasman Island reported that a boat sighted off the island had a white hull and the sail



#### WINSTON CHURCHILL

WINSTON CHURCHILL WAS TASMANIAN PERCY COVERDALE'S NEW OCEAN RACER HOTLY FAVOURED TO WIN THE 1945-46 RACE. SHE WENT ON TO CONTEST 15 MORE SYDNEY HOBART RACES, MEETING A TRAGIC END WHEN SHE SANK IN THE INFAMOUS 1998 RACE

#### RANI

RANI TOOK OUT BOTH HANDICAP AND LINE HONOURS IN 1945, ONE OF THE SMALLEST YACHTS TO EVER WIN THE RACE. HER SKIPPER, ILLINGWORTH, DROVE HER HARD WHILE OTHER BOATS SHELTERED

number 14 (*Rani*). Then at 4pm an RAAF Catalina had a good look at a yacht three nautical miles east of Cape Raoul and correctly identified it as *Rani*. The *Sydney Sun* that afternoon carried the report (which must have been a real 'stop press' job, attended by a certain amount of confusion): 'YACHT RANI TURNS UP RUNNING 2ND IN RACE: NO TRACE OF HORIZON'

"Concerns grew for the safety of these yachts and their crews. In some quarters, they were feared lost"

*Rani* made her way across Storm Bay and, just on nightfall of New Year's Day, was in the mouth of the Derwent River. The rumour must by now have got around. Cars were flashing their headlights in Morse code:

"Are you *Rani*?" "Yes. We're *Rani*."

"*Rani* from Sydney?" "Yes, *Rani* from Sydney."

"Thank God you're safe."

Then a launch approached with some happy New Year's revellers aboard, inquiring:

"Are you well?" "Yes."

"No injury?" "No."

"We'll tell Sydney. They've been worried about you."

Illingworth enquired: "*How are we doing?*"

Raucous laughter from the launch. *Rani's* crew thought they must be rather inebriated to respond with laughter. Their hearts sank, fearing they must be last in.

Then, from the launch: "You are winning!" In disbelief, the crew of *Rani* mulled over their 34 hours of handicap perhaps. Illingworth then asked, "How many boats are in?"

More raucous laughter. Illingworth thought, "They think we have a wireless and know all."

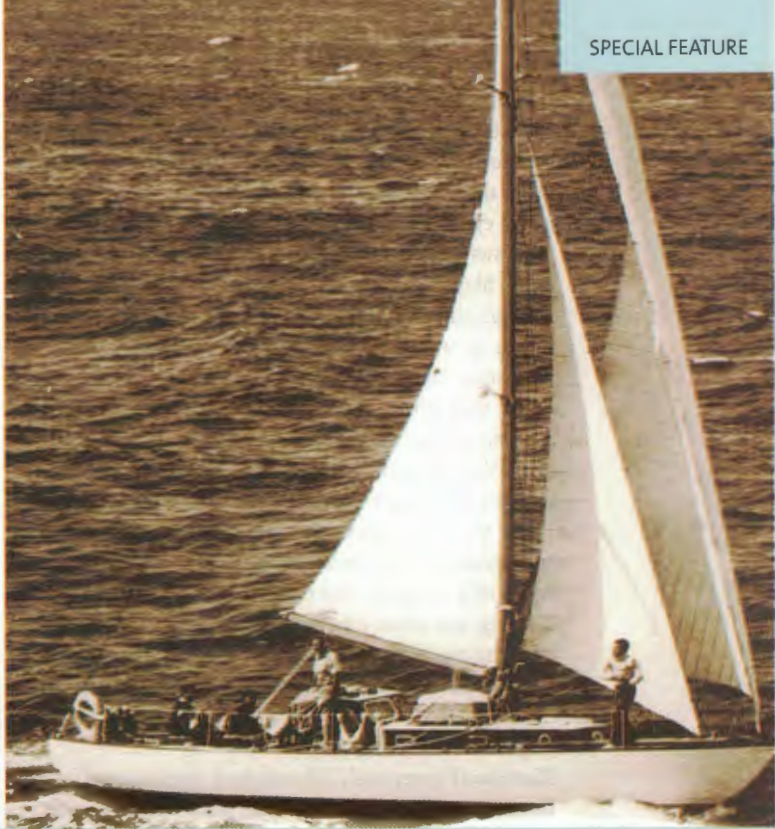
Then from the launch: "You are the first." The launch closed in and handed a bottle of whisky across to the crew. Yes, they must be winning.

#### An excited Constitution

It was a Cinderella story. *Rani* made her way up the Derwent, and as they crossed the finishing line at 1.22am Constitution Dock was packed – hundreds of headlights flashing and horns tooting, an enthusiastic, warm reception that has characterised the race ever since.

*Winston Churchill* was next in at 6.38pm the same day, 17 hours after *Rani*. The 66-year-old skipper, Percy Coverdale, who had sailed all the way to Sydney and back with a broken arm, heard the news of *Rani's* victory while he was becalmed on the Tasmanian east coast. When he arrived in Hobart he was an exhausted and bitterly disappointed man, incredulous that he could have been beaten by such a margin by a smaller boat.

He had the grace to express his admiration for the way *Rani* had sailed the race. But there were others less charitable, who reckoned that *Rani* must have used her motor to get so far ahead, and a proposal was later put that propeller shafts should be sealed in the Hobart Race (a suggestion not accepted by the Cruising Yacht Club after consulting with the Royal Ocean Racing Club).

**SOLVEIG**

SOLVEIG, DESIGNED BY TRYGVE HALVORSEN, WON THE 10TH SYDNEY HOBART RACE IN 1954–55 AFTER A STRING OF GOOD PLACINGS BEGINNING IN 1950 (SIXTH, EIGHTH, AND SECOND). SHE HAD BEEN GIVEN A NEW SPADE RUDDER AND RE-RIGGED AS A MASTHEAD CUTTER INCREASING HER SAIL AREA, WHICH STAN DARLING, WHO SKIPPERED HER IN 1954, PUT TO GOOD USE. SHE ALSO COMPETED IN TWO HONOLULU RACES AND WAS ULTIMATELY SOLD IN HAWAII

The last yacht to finish the first Sydney-Hobart race still holds the record for the longest race sailed – *Wayfarer*, which took 11 days 6 hours and 20 minutes to complete the course. Incidentally, owner/skipper Peter Luke still owns and sails *Wayfarer* out of Port Stephens.

Such was the enthusiasm for the race that it was already being mooted in Hobart that it should become an annual event. While it was the CYC that announced in February 1946 that the race would be made annual, the enthusiasm in Tasmania had really made it difficult to do anything else. The destiny of the fledgling 'Cruising Yacht Club', which had been founded specifically with a charter to cruise rather than to race, had been wrested from its hands.

**A tradition takes hold**

The following year more than twice as many yachts lined up at the start, and the crews had a much better idea of what racing to Hobart was about. And in each of the ensuing 10 years, the race became more competitive and gear gradually improved. The end of wartime shortages made it easier to obtain rope and fixtures, but navigation was still a challenge for many yachts (the use of a sextant wasn't compulsory), and many were forced to make a landfall off the southern coast of New South Wales in order to get an accurate departure before crossing Bass Strait. Going down the Tasmanian east coast many employed the 'dog bark' method of navigation (they went in until they could hear the dogs barking), which often destined them to failure at the hands of what is now known as the Tasmanian east coast wind shadow.

**THE INAUGURAL RACE****1945 – NINE STARTERS**

Pl	Yacht	Elapsed Time	TCF	Corrected Time
1.	<i>Rani</i>	6-14-22	.6670	4-09-38
2.	<i>Amermerle</i>	8-08-18	.6722	5-14-39
3.	<i>Winston Churchill</i>	7-07-38	.7706	5-15-20
4.	<i>Kathleen</i>	8-06-20	.6858	5-15-59
5.	<i>Horizon</i>	8-07-47	.6977	5-19-23
6.	<i>Saltair</i>	8-13-48	.6859	5-21-09
7.	<i>Mistral</i>	8-12-55	.9063	7-17-13
8.	<i>Wayfarer</i>	11-06-20	.6916	7-19-43

Retired: *Archina*

The first winches started to appear in about 1949, about the same time that purpose-built ocean racing yachts made their debut. The first overseas competitor arrived from Hawaii in 1950 (*Bachelor's Wife*), and, in 1951, the fleet was escorted by a radio relay vessel, *Kurrewa III*, for the first time. Most yachts were now equipped with guard rails (it had been a requirement since the first race but never enforced) although it was a few more years before bow and stern pulpits were universal.

By the tenth race, in 1954–55, competitors were beginning to exhibit signs of the racer's edge and killer instincts that have characterised aspiring winners ever since. Well-known sailing master Peter Green had *Gipsy Queen* slipped on Christmas Eve to cut off all her

antifouling and to enamel her bottom. He emptied her fuel tanks, too, to lighten her, and had her put back in the water the morning of the race – all of which caused a few raised eyebrows, but wasn't illegal.

It was a race of well-mixed weather, with a couple of good blows. There were 17 starters. One contestant, *Patience*, survived a collision with a whale only to later fall victim to a broken backstay and damaged mast. The Halvorsen brothers, Trygve and Magnus, who had been doing well with *Solveig* (second in the 1953 race after a string of placings), were disappointed to fall ill on the eve of the race, and so the yacht was skippered by their able navigator, the much-decorated submariner Stan Darling.

He won it in spite of having been becalmed south of Tasman Island while others caught him up on the wings of a northerly. Not only were *Solveig's* tactics good, carrying sail when others were shedding it, but by this time the crew had sailed together for some time and they worked like the parts of a clock.

### Anyone for seconds?

*Kurrewa IV* (previously *Morna*), took line honours for the fourth time. The battle for second place was the subject of a dispute. *Gipsy Queen's* cast manganese-bronze tiller mounting snapped off the coast of Tasmania. They managed a jury rig – a Spanish windlass of wire strops around the stock held in place by a file and marlin spike – and they continued down the coast with careful attention to the set of her sails to assist with steering.

Several gybes between Tasman Island and the finishing line loosened the jury rig, and as they neared the finishing line the committee boat approached them. A



### WAYFARER

WAYFARER, PETER LUKE'S PRIDE AND JOY, PROCEEDS UP THE DERWENT. HER CREW WENT ASHORE TWICE IN THE 1945-46 RACE, ONCE TO HAVE A MEAL OF LOBSTERS AT PORT ARTHUR

committee member shouted and when a crew member went forward cupping his ears to see what they wanted, *Gipsy Queen* dug in her bow and lost control, colliding with the finishing buoy. The committee protested her for the infringement and she was disqualified, giving *Carol J* the second place. *Gipsy Queen* appealed and because this had to be heard in London, the results of second place were not final until the appeal was upheld weeks later.

It was a keenly contested race with only minutes separating many of the competitors. In the years to come the competition was to become even stiffer and the safety regulations tighter. ■

## RACE 10

### 1954 – 17 STARTERS

Pl	Yacht	Elapsed Time	TCF	Corrected Time
1.	<i>Solveig</i> (T & M Halvorsen)	5-07-38-56	.7048	3-17-58-01
2.	<i>Gipsy Queen</i> (A C Eden)	5-09-26-33	.7006	3-18-41-15
3.	<i>Carol J</i> (J Halliday)	5-07-37-37	.7112	3-18-46-06
4.	<i>Kintail</i> (D Macrae)	5-07-23-34	.7290	3-20-52-10
5.	<i>Southern Myth</i> (N Howard)	5-07-47-53	.7363	3-22-05-52
6.	<i>White Cloud</i> (G Brenac)	5-07-42-29	.7689	4-02-11-41
7.	<i>Tam O'Shanter</i> (RAN College)	6-00-16-07	.6861	4-02-58-58
8.	<i>Lauribada</i> (I Holm)	5-19-49-18	.7104	4-03-19-43
9.	<i>Wraith of Odin</i> (Dr B O'Brien)	5-09-36-36	.7744	4-04-22-12
10.	<i>Niripa</i> (G Peacock)	6-06-50-34	.7058	4-10-27-53
11.	<i>Defiance</i> (N D Rundle)	5-08-09-51	.8320	4-10-37-57
12.	<i>Brilliant</i> (M Forster)	6-07-38-48	.7130	4-12-07-27
13.	<i>Patience</i> (A B Wilson)	6-18-09-00	.6684	4-12-22-52
14.	<i>Kurrewa IV</i> (F & J Livingston)	5-06-09-47	.9187	4-19-54-22
15.	<i>Wanderer</i> (E Massey)	7-23-34-15	.7236	5-18-37-14

Fastest Time: *Kurrewa IV*, 5-06-09-47

Retired: *Bissy Girl* (T Dawson), *Landfall* (J Richardson)

1954 Weather: Blustering southerly at the start, moderating on the following days. Squally conditions from the North in Bass Strait. Fickle airs at the finish.



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When you mix two of Thorry Gunnersen's passions – sailing and timber – you end up with a winning formula, writes Jim Gale

ABOVE:  
TILTING AT  
WINDMILLS  
CROSSING  
STORM BAY  
PHOTOS: RICHARD  
BENNETT

In the line-up of carbon fibre racers moored in Hobart's Constitution Dock, Thorry Gunnersen's *Tilting at Windmills* stands out. But not as the boat most people would expect to have finished second overall in the Rolex Sydney Hobart Yacht Race 2003.

One of only two timber boats in the fleet, the elegant 42-foot cruiser/racer, with her rounded topsides, long coachroof and deep cockpit, is the epitome of wholesome, safe bluewater sailing.

Gunnersen's timber build is no real surprise. After all, he is the executive chairman of the Gunnersen Timber Company, which celebrates 120 years of business this year. He simply will not have a boat that isn't built out of wood. And the yacht's design philosophy is equally apparent when you talk to Gunnersen about his life at sea.

"*Windmills* just settles down to its work and does its job. She looks after her crew, and they get to the finish line fresh. I'm not into rock stars and hard gung-ho tough guys"

Gunnersen's introduction to sailing was on his father's cruising boat, the 36-foot transpacific schooner *Taboe*. But growing up by Melbourne's Port Philip Bay, well, it's just not a great place to go cruising, is it? To get a lot of use out of your boat you really need to race. So gradually, alongside the cruising bug, a racing passion grew within Gunnersen.

He started crewing for Peter Joubert, one of Australia's premier (albeit part-time) marine architects of the 1960s and 1970s, on Joubert's *Billabong*. They did five Sydney-Hobarts together on the *Magpie 34*. "I learned racing from Peter. He used to say that cruisers have

a sentimental attachment to boats while racers have a technical attachment. Peter taught me the technical skills," he says. "I was imbued with Peter's ideas about safety and the virtues a good boat should have."

Gunnersen left *Billabong* to cruise and race his own Joubert design, *Gumblossom*, racing her in regattas around Australia and cruising her in New Zealand. In 1994 he had Joubert draw *Tilting at Windmills* for the Sydney Hobart's 50th anniversary.

In the horrendous 1998 race, *Tilting at Windmills* was in her element. The big, strong boat was perfect for the gale-force conditions, and carried Gunnersen to second place in the Channel handicap division. Despite the ferocious conditions, the only damage to the boat was a broken navigation light on her pulpit.

In 2000, Gunnersen sailed the boat to Auckland for the America's Cup, and went there again in 2002 for the Louis Vuitton Series and a five-week circumnavigation of the South Island.

Thorry Gunnersen simply loves both cruising and racing. "The race to a destination is the best thing. The cruise back is even better," he says enigmatically.

Like her owner, *Tilting at Windmills* straddles the cruiser/racer divide. "Real cruisers would rough it on our boat. Racers think it's luxurious.

"*Windmills* just settles down to its work and does its job. She looks after her crew, and they get to the finish line fresh. I'm not into rock stars and hard gung-ho tough guys," Gunnersen says.

His philosophy works on the racetrack. *Tilting at Windmills* placed second overall this year, proving that 1998 was no one-off, behind another cruiser racer, albeit one designed and raced to a somewhat different philosophy. Oddly enough, the pulpit navigation light was the only thing on the boat that broke this year too. ■





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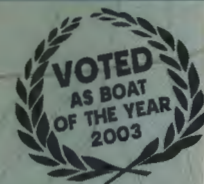


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# ICE IN THE BLOOD

Antarctica is that rare holiday destination: it manages to enthrall and captivate even the most jaded traveller. Three-time visitor David Colfelt tells all

ABOVE: MOVEMENT BREAKS NEW ICE INTO SMALL ANGULAR PIÉCES THAT RUB AGAINST EACH OTHER, ROUNDING THE CORNERS AND UPTURNING THE EDGES TO PRODUCE A PANCAKE EFFECT ABOVE: ALL PHOTOS COURTESY OF DAVID COLFELT

*"We gazed with feelings of indescribable delight upon a scene of grandeur and magnificence far beyond anything we had before seen or could have conceived."*

Explorer James Clark Ross's description, in 1839, of the coastal range that bears his name in Eastern Antarctica echoes the sentiments of most visitors to the region.

Whether it is the eerie light of the ever-present sun; the purple and pink paint effects the light creates on the snow-covered mountains and sculptured icebergs; the unimaginable scale of the landscape; the pristine whiteness; or the encounters with Antarctic wildlife – whales, penguins, seals and the many beautiful sea birds – or a combination of all, Antarctica seems to touch people deeply, and for many first-time visitors it can feel like a religious experience.

We've all read of yachtsmen who dared to sail to the frozen continent across the raging Southern Ocean, but there's a more comfortable way to travel. Ice-strengthened ships, from 70m in length and carrying from 50 to 150 or more passengers, regularly make the journey.

The major destinations are the Antarctic Peninsula, reached from South America, and the Eastern Antarctica/Ross Sea area, reached from New Zealand's South Island and Tasmania.

Some trips include a stopover at the fascinating sub-Antarctic islands that lie between 40° and 60° south latitude, and which are unique for their vegetation and abundant wildlife, particularly their breeding colonies of albatross.

But first, there is the notorious Southern Ocean crossing. The succession of deep lows that circle the globe unimpeded make for a bumpy ride, even in a large ship.

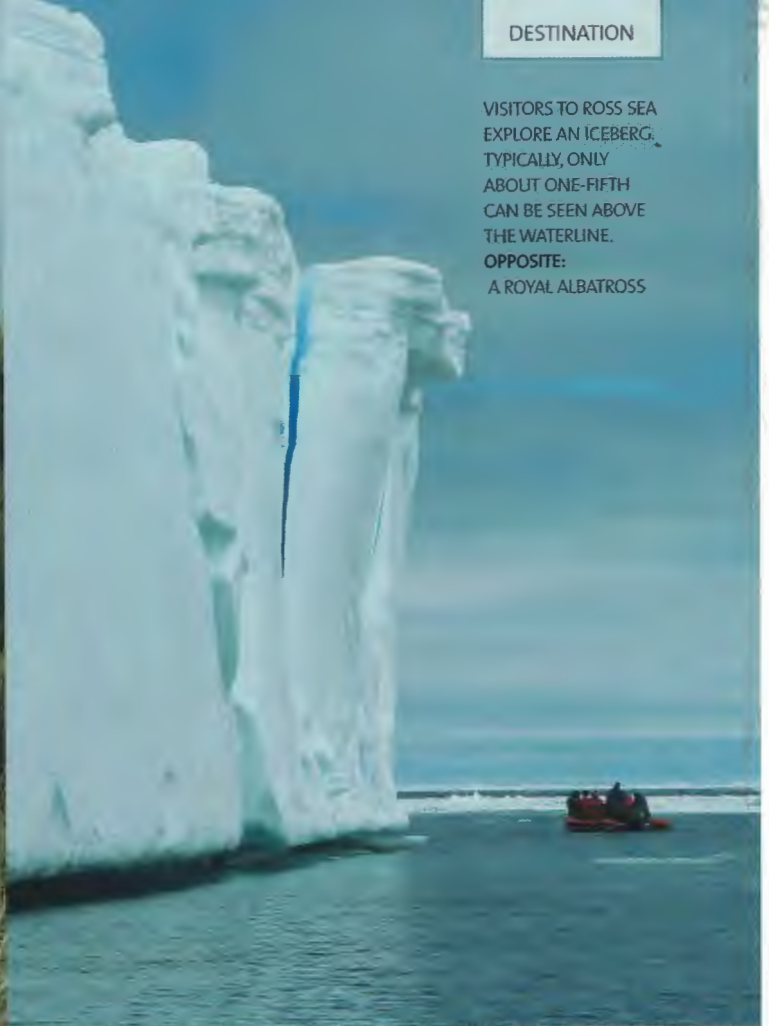
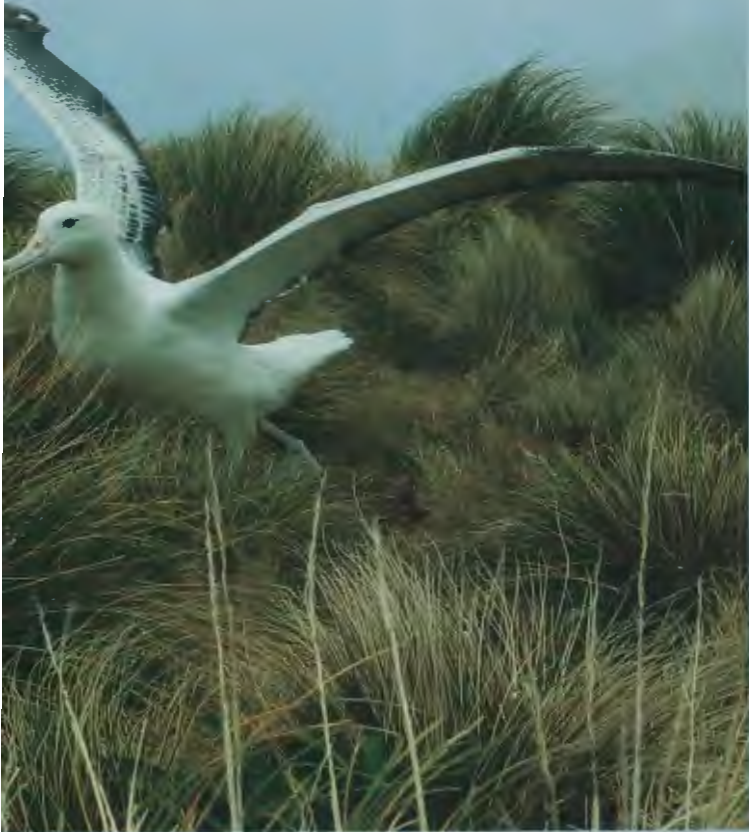
Perhaps for this reason many first-time travellers opt to go to the Peninsula, which is a relatively short two-day crossing south from Cape Horn. Once there, the waters are relatively calm.

There is a myriad of bays and islands to visit, and an abundance of penguins, including Adélies, chinstraps, and gentoos, which are among the world's most beguiling and comical creatures. There is a plethora of marine mammals, as well as the opportunity for extremely close encounters with whales.

It's a much longer sea voyage to Eastern Antarctica: a six-day trip from New Zealand or Tasmania, via the sub-Antarctic islands of Macquarie, Auckland and Campbell. It's a place of great historical interest and is where the great explorers of the early 20th century, among them Amundsen, Scott, Shackleton, and Mawson,

DESTINATION

VISITORS TO ROSS SEA  
EXPLORE AN ICEBERG.  
TYPICALLY, ONLY  
ABOUT ONE-FIFTH  
CAN BE SEEN ABOVE  
THE WATERLINE.  
**OPPOSITE:**  
A ROYAL ALBATROSS

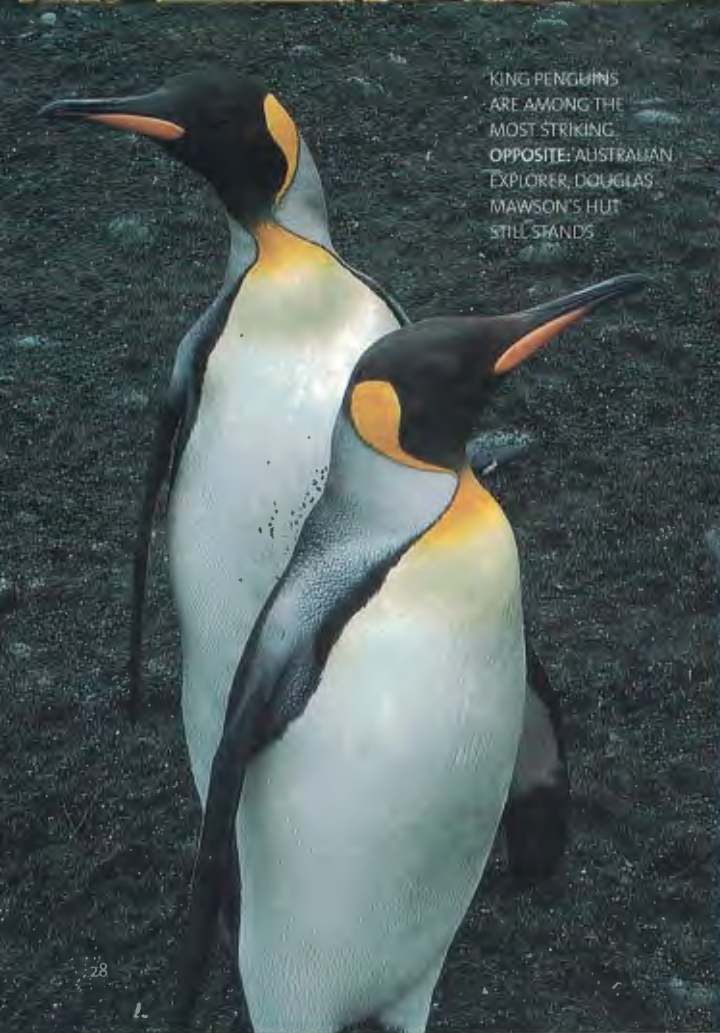


THE PASSENGERS  
FROM THIS 70M  
TOURIST SHIP ARE  
STARTING OUT ON A  
THREE-MILE STROLL  
**OPPOSITE:**  
A COLONY OF ROYAL  
PENGUINS ON  
MACQUARIE ISLAND





MACQUARIE ISLAND'S ELEPHANT SEALS BASK ON THE BEACH. OPPOSITE: AN ICE-STRENGTHENED SHIP FORCES ITS WAY THROUGH A FIELD OF 1.8M-THICK ICE



KING PENGUINS ARE AMONG THE MOST STRIKING. OPPOSITE: AUSTRALIAN EXPLORER, DOUGLAS MAWSON'S HUT STILL STANDS



TOURIST SHIPS  
ANCHORED AT  
CAMPBELL ISLAND



launched their heroic attempts to reach the south geographic and magnetic poles.

On arrival, the daily routine aboard an Antarctic tourist ship usually involves one or more trips to the shore or ice. Transport is by large, outboard-driven inflatable boats, or in the case of larger ships, inflatable boats and helicopters. While larger ships may be more luxurious, smaller ships provide a better opportunity to meet one's fellow travellers.

The Antarctic travel season lasts from late-November to mid-March. Trips to Antarctic Peninsula are usually voyages lasting 10 days and 18 days if they include the Atlantic sub-Antarctic islands of South Georgia, the Orkneys and the Falklands. Eastern Antarctic voyages, which involve about six days of sea travel each way, can last three to four weeks.

There is a number of Australian and overseas companies that offer Antarctic travel experiences. We have done three trips, all with Aurora Expeditions headed by Greg Mortimer, a man with a nose for adventure.

Mortimer was in the first Australian expedition to conquer Mount Everest, distinguished by the fact that it was the first in the world to do so without oxygen. Just be warned, Antarctica ice gets into your blood. ■

# SAILS TO NEWCASTLE

The Sydney Newcastle Yacht Race seems set to become a feature on the CYCA's ocean racing calendar following the success of the 2004 event, both as a race and because of the hospitality the crews experience. Peter Campbell reports



A WRECKED SHIP  
ON STOCKTON  
BEACH FORMS THE  
BACKDROP TO  
AAPT'S FINISH  
PHOTO:  
THE HERALD,  
NEWCASTLE

## “There’s life yet in the old girl: we took line honours and set a race record”

George Snow was over the moon after line honours success with *Brindabella*, Martin James was delighted at beating his Commodore, John Messenger, on a count back for the CYCA Ocean Pointscore, and Howard de Torres slipped ahead in the Blue Water Championship.

The Sydney Newcastle Race was in fact two races for two of the CYCA’s ocean pointscores for the 2003–2004 season, the second last for the Blue Water Championship (IMS), Cape Byron Series (IRC) and Tasman Series (PHS) of long ocean races, and the final race for the Ocean Pointscore (IMS, IRC and PHS) of long ocean day races. The Blue Water fleet set sail from Sydney on Friday evening, sailing a 105 nautical mile course to Cabbage Tree Island and back south to Newcastle; the Ocean Pointscore fleet sailed a 65 nautical mile course direct to Newcastle on the Saturday.

The CYCA’s CEO Joe Goddard and club staff made a special effort to provide good facilities for the arriving crews, with a bar and ample food, at the newly developed marina in the Newcastle waterfront suburb of Wickham.

### Come in spinnaker

A 10 to 12 knot nor’easter gave the Blue Water fleet a spinnaker run back from Cabbage Tree, but the Ocean Pointscore fleet had to beat to windward all the way north.

The owner/skippers of the maxi yacht *Brindabella* and her smaller rival, the 66-footer *AAPT* (ex-*Grundig*) gave Novocastrians an unprecedented close-up look at two of Australia’s fastest ocean racers by carrying their huge spinnakers into the Hunter River and Newcastle harbour.

After crossing the finish line off Nobby’s Lighthouse, line honours winner *Brindabella*, skippered by George Snow, sailed up the Hunter River as far as The Basin before dropping her spinnaker, at times only 100 metres from quayside watchers. Not to be outdone, *AAPT*, with owner/skipper Sean Langman on the helm, carried her spinnaker right into Throsby Basin, almost to the Newcastle Cruising Yacht Club’s marina and his own newly developed business, Noakes Boatyard, Newcastle.

“We saw George carry his spinnaker into the harbour, so we had to do the same, even go one better,” Langman later said as he and Snow swapped stories about the race.

*Brindabella* crossed the finish line at 3.04pm Saturday, taking more than 19 hours for the race that started from Sydney at 8pm Friday. *AAPT* crossed 15 minutes later, and *Ichi Ban* (Matt Allen) a further 35 minutes.

An elated Snow told everyone: “There’s life yet in the old girl. We took line honours and set a race record for the first CYCA race to be held over this new ocean course.” *Brindabella* also holds the record for a conventional ballasted yacht in the Rolex Sydney Hobart Yacht Race (1999) and race records for the Bird Islet (1996), Sydney Wollongong (2000), Sydney Mooloolaba (1994) and Sydney Gold Coast (1999) ocean races.

Skippers and crews praised the facilities at the newly developed Newcastle waterfront. Langman, who opened his modern Newcastle boatyard last year, hosted a cocktail party for skippers and crew. “I raced here last year and fell in love with the place. I signed a lease for our new boat complex the following Monday.”

While the NCYC was formed about 10 years ago, it still doesn’t have its own clubhouse although it has 118 floating marina berths. Club captain George Keegan, one of the original driving forces behind the club, says a \$3.5m development project will see a three-storey clubhouse built by Christmas 2004, ready for the next Sydney Newcastle Yacht Race.

The marina will also be extended to provide berths for 200 boats, including five for boats up to 100 feet in length.

The club has 290 members, close to 70 per cent being boat owners. Paul Hannan, who was also one of the club founders, is Commodore; Tony Michilis is Vice Commodore; and Bruce Hanson, Rear Commodore.

### Crossing the line

Corrected time results for the 105 nautical mile overnight Blue Water Pointscore (IMS) division saw a win for the 40-footer *Nips-N-Tux*, skippered by Howard de Torres, from 2003 Rolex Sydney Hobart Race winner *Quest* (Bob Steel) and *Ichi Ban* (Matt Allen), a recent winner at Sailing South Race Week and Skandia Geelong Week.

*Nips-N-Tux*, which was placed third overall in the Rolex Sydney Hobart Yacht Race 2003, also won the Cape Byron (IRC) and Tasman Series (PHS) division,



BRINDABELLA TOOK  
OUT LINE HONOURS  
AND SAILED RIGHT  
INTO NEWCASTLE  
HARBOUR  
PHOTO: THE HERALD,  
NEWCASTLE

provisionally moving the imported MX40 into top placing in all three pointscores, with just one long race to sail – the Sydney Mooloolaba Race at the end of March.

The first boats to finish in the 65 nautical mile Ocean Pointscore passage race from Sydney did not cross the line off Nobby's until early evening after beating to windward into the nor'easter all the way up the coast.

Threading their way through 22 ships anchored off Newcastle, the Volvo 60, *Nokia*, skippered by Peter Sorensen, took line honours from *Broomstick* (Michael Cranitch) and *Infinity III* (Martin James) with the smaller boats not finishing until late Saturday night. *Antipodes* (Greg Newton)

won the IMS division on corrected time to clinch first place overall in this final OPS race of the summer. *Amante* (Dennis Cooper) was placed second and *Jacobina* (Phillip Mellor) third.

*Antipodes* won the Ocean Pointscore IMS with 328 points, second place went to *Sommerbreeze* (Hans Sommer) on a count back from *Amante* after both finished the OPS with 324 points.

In the bigger IRC division, CYCA Rear Commodore Martin James sailed his Farr 65, *Infinity III*, to a 12-second win from Commodore John Messenger at the helm of his Sydney 38, *Utopia*, with *About Time*, Julian Farren-Price's Cookson 39, in third place.

The win gave *Infinity III* overall first place in the IRC division on a count back from *Utopia* after they both finished with 322 points. Third place overall went to *About Time* with 321 points.

Colin and Gladys Woods won the PHS division with their brand new Beneteau First 47.7, *Pretty Flyte II*, with *Nokia* in second place and *Cyrene III* (Mike Selsby) third.

The overall PHS pointscore saw a well-deserved victory for CYCA Vice Commodore Geoff Lavis with *UBS Wild Thing*, as the driving force behind the Ocean Pointscore. *UBS Wild Thing* finished with 312 points from *Infinity III* on 304 and *Antipodes* with 300 points. ■

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# KILLER KIWIS



New Zealanders Minoprio and Jury dominate the Australian youth regatta scene

The Royal New Zealand Yacht Squadron (RNZYS) may have lost the America's Cup, but it has ample match racing talent for future challenges, judging by its recent performances in Australia.

In Perth, in early February, New Zealander Simon Minoprio, representing the RNZYS, won the inaugural Warren Jones Youth Regatta, defeating Australia's Michael Dunstan from the Royal Sydney Yacht Squadron (RSYS). This series was sailed in Foundation 36s.

A week later, on Sydney Harbour, this time sailing Elliott 6s, another young Kiwi, Laurie Jury, pushed Dunstan back into second place in a frustrating end to the RSYS's Hardy Cup under 25 ISAF Grade 3 International Match Racing Regatta.

Dunstan and his crew, Richard Ryan and Andrew Hutchinson, finished top team in the Hardy Cup round-robin, but Jury and his crew, Dan McLean and Sam Tucker, went on to be the most successful team in Pool A to decide the semi-finalists. In the semi-finals, the RNZYS team were too strong for the Mark Dorling's RSYS2 team 2-1, while Dunstan's RSYS1 team had a 2-0 victory over the Kings Harbour Yacht Club team from California.

In the final, Jury won the first of five scheduled match races, with Michael Dunstan winning the next match for RSYS. Race officials were forced to abandon the next three matches, leaving the Kiwis winners of the Hardy Cup. In the petit final, Kings Harbour Yacht Club won from RSYS2 team 2-1. ■

— Peter Campbell

Richard Howard from the Cruising Yacht Club of Australia (CYCA) finished seventh overall among the 12 teams in the Hardy Cup. This was after causing the upset of the Warren Jones Youth Regatta when he defeated the ultimate winner, New Zealand's Simon

Minoprio, in the last race on the last day in the four-day regatta run by Royal Freshwater Bay Yacht Club (RFBYC).

Howard won by three seconds in a come-from-behind finish. Admittedly Minoprio had already won the regatta before their race started, but Howard overhauled the Kiwi and took the lead, only after he'd lost two men overboard. Until that stage, Minoprio had appeared invincible.

Howard and his crew of Seve Jarvin, tactician, trimmers Chris Plaan and Michael Babbage, James McAllister on mainsheet and bowman Wulf Wilkens, had had mixed success finishing in seventh place, with a win-loss ratio of 10:12 – compared with Minoprio's 20:2.

Minoprio went into the regatta third favourite behind the defending titleholder, Dunstan (RSYS), and Jury. Both out-rated him in the world rankings, although Minoprio, with his ranking of 58, had beaten Dunstan, ranked 25, in the finals of the Australian Open Match Racing Championship out of the Royal Perth Yacht Club (RPYC) only seven weeks earlier.

From the outset, it was clear that the winner would be one of the three, but the clincher proved to be the final match race between the two arch rivals on the final day.

Dunstan and his crew (tactician Stuart Pollard, trimmer Andrew Hutchinson, Richard Ryan on the mainsheet, Charles Ellis as mast man and Charlie Dwyer on the bow) got the better start. But in a display of tactics and boat and sail handling, Minoprio outsailed his opponent to grab the advantage at the first mark, covering Dunstan's every tack and gybe, until the finish.

The result meant Minoprio had once again clinched the title from Dunstan, with a win-loss ratio of 20:2, to Dunstan's 19:3. Jury and his crew of Ryan Houston as tactician, James Glidden and Troy Tindill as trimmers, Daniel McLean on mainsheet and bowman, Brad Marsh, were close behind, on 17:4. ■ — Neil Smith

ABOVE LEFT: RACING FOUNDATION 36s IN THE WARREN JONES YOUTH REGATTA

ABOVE RIGHT: MINOPRIO WON THE REGATTA CLEARLY ON POINTS, BUT HE MET STIFF OPPOSITION IN SOME OF HIS RACES

PHOTOS: THE WEST AUSTRALIAN

# SUPER SAILING IN SYDNEY 38s



The Sydney 38 One Design class continues to grow in strength as Australia's dominant one design offshore racing yacht, reports Simon Reiffold

THE START OF THE REX FLYER SYDNEY 38 REGATTA  
 OPPOSITE: TEAM LEXUS'S STRIKING BLACK BOAT  
 PHOTOS: DAVID CLARE

With class numbers in Australia now almost 50, Sydney 38 One Design owners sailed in two hard-fought boat-for-boat regattas in Sydney and Melbourne in early February as a lead-up to the National Titles at Pittwater.

In Sydney, 16 boats lined up from the Royal Sydney Yacht Squadron for the Rex Flyer Sprint Series, a seven-race regatta on Sydney Harbour over windward/leeward courses. In Melbourne, five boats competed for the Victorian State Titles – again a seven-race sprint series put on by Sandringham Yacht Club on Port Philip Bay.

The Victorian State Titles saw the venerable Lou Abrahams joined by helmsman Carl Schmidt and his regular crew on *Another Challenge*, out to defend their 2003 title. The opposition included Bruce Taylor with *Chutzpah*, Andrew Plympton and John Savage with *38 Degrees South*, Jock McAdie, Eric Van der Griend and Sean Winder with *Clockwork Orange*, and Terry Hall's *Livewire*.

Overall, the Victorian State Titles for 2004 went to Jock McAdie and *Clockwork Orange*, second place to *38 Degrees South* and third to *Another Challenge*.

#### New to the fray

In Sydney, competition was close right from the start of the Rex Flyer Regatta. Two new owners were on track – Martin and Lisa Hills with *Estate Management* from Middle Harbour Yacht Club and Leon Christianakis with *Cydon* from the CYCA. Martin and Lisa come from a very successful JOG background and Leon owned a Farr 40 overseas and had old friend and ex-Olympian Bobby Wilmot in the brains trust.

They were up against national champion *Rush*, (Steve Robson and Cameron Miles, RPAYC), recent Coffs Series winner *The Business* (Jeff Matthes and Grant Halliday, RPAYC), seasoned campaigner Peter McNamara with *AMI Jade* (MHYC) as well as



fast-improving teams such as *Easy Tiger* (Chris Way, RPAYC), *Bashful* (Nick Barham and Geoff Bonus, CYCA) and *Team Lexus* (Angus Miller, Rupert Henry and James Mayo, CYCA).

From the outset, *Acuity*, helmed by Tony Walls from RPAYC, with Volvo sailor and Farr 40 convert Gordon McGuire as tactician, went from strength to strength around each mark of race one. *Estate Management* dominated race two to finish ahead of *The Business*. The third race saw the pin very crowded, but the winner of the battle, *Team Lexus* (Angus Miller, Rupert Henry and James Mayo from CYCA) – the striking black boat of the fleet that picked up the major motor car sponsorship prior to the Rolex Sydney Hobart Yacht Race – held first place round the track.

The fourth race was a battle from the pin again, with *Rush* (Steve Robson and Cameron Miles, RPAYC) scoring a close win from *Cydon*.

### Black Flag

Going into day two, with the promise of a freshening nor'easter, the pressure was on *Acuity* and *Rush*, who were tied in first place. As the breeze built, so did the tensions and the second start was a 'general' with the black flag hoisted. The *Cydon* team again showed their dominance and finished first ahead of *Easy Tiger*. *Acuity* completed the top three.

The last race was for sheep stations, with *Cydon* moving up to challenge *Acuity* and *Team Lexus* under threat from a more consistent *AMI Jade*. *Cydon* won the vital race, just getting ahead of *Jade* on the last spinnaker run.

Two top mark protests (the only two of the regatta) held up the final pointscore, but finally the newcomer *Cydon* (Leon Christianakis, CYCA) was declared the winner on a count back from *Acuity* (Tony Walls, RPAYC) with *Team Lexus* (Angus Miller, Rupert Henry and James Mayo, CYCA) in third place. ■



ABOVE: OVERALL  
TITLE WINNER  
JOHN BERTRAND  
PHOTO:  
IAN MAINSBRIDGE

## ETCHING NEW GROUND

John Bertrand scoops the NSW pool, as the world championship looms for all Etchells sailors, writes Peter Campbell

Australian Etchells sailors are gearing up for the 2004 World Championship to be sailed at Mooloolaba on Queensland's Sunshine Coast in late July/early August.

The largest one design yacht fleet ever assembled on Sydney Harbour, 47 boats, contested the NSW state championship for the International Etchells class in February, with the Royal Sydney Yacht Squadron conducting the seven-race regatta. In a series that went down to the final race, America's Cup winning skipper and Olympic medallist John Bertrand, of Melbourne, notched up another prestigious victory from a fleet with the greatest depth of talent since the Sydney Olympics.

Going into the final heat one point behind the series leader, his Sydney rival Neville Wittey, Bertrand steered *Two Saints and a Magpie* to a conservative fourth place while Wittey, at the helm of *Yandoo XX*, had his worst race, finishing 13th and dropping to third overall.

Bertrand and his crew, Sydney international sailors Mark Richards and Richie Allanson, finished with

19 points after discarding their worst race, a 27th, with second place overall on 23 points going to final race winner Michael Coxon, skippering *North Sydney Station*. Wittey finished third overall with 24.33 points.

Lake Macquarie yachtsman Peter McNeill sailed *Tom Piper XVII* consistently to take fourth place, followed by former world champion Cameron Miles in *Pacesetter*, and another America's Cup sailor Rob Brown in *Steam Packet V*. Youth match racing champion, 22-year-old Michael Dunstan, placed a most creditable seventh, steering *Predator*, while in eighth place was another former America's Cup skipper, Iain Murray, steering *Kaenon*.

Conditions were ideal for the three-day regatta, ranging from 10-15 knot sea breezes to a fresh southerly gusting to 25 knots, with extraordinarily close racing around the buoys and generally winning margins of seconds.

The NSW championship is a significant lead-up to the objective of Bertrand (and others) to win the 2004 World Championship in the prestigious one design keelboat class. Since steering *Australia II* to victory in the 1983 America's Cup match at Newport, Rhode Island, Bertrand has enjoyed club racing in International Etchells at Melbourne's Royal Brighton Yacht Club, and has contested national and world championships.

The 2004 World Championship for the International Etchells will be sailed from 28 July to 8 August, with the 2004 Australian Winter Championship from 11-14 June being followed by three pre-world regattas. A fleet of up to 80 Etchells is expected, as is Dennis Conner, the American sailor from whom Bertrand won the America's Cup, and possibly recent Cup winning skipper Russell Coutts, the now Swiss-based New Zealander. ■

### FINAL PLACINGS:

1. *Two Saints and a Magpie* (John Bertrand, Vic) 1-1-2-27-2-9-4, 19 points
2. *North Sydney Station* (Michael Coxon, NSW) 13-3-1-2-3-30-1, 23
3. *Yandoo XX* (Neville Wittey, NSW) Avg(5.33)-2-12-1-1-3-13, 24.33
4. *Tom Piper XVII* (Peter McNeill, NSW) 6-9-7-5-7-6-dnf, 40.0
5. *Pacesetter* (Cameron Miles, NSW) 2-25-8-20-5-5-5, 45.0
6. *Steam Packet V* (Rob Brown, NSW) 4-22-4-12-18-4-12, 54
7. *Predator* (Michael Dunstan, NSW) 8-6-9-24-dnf-1-8, 56
8. *Kaenon* (Iain Murray, NSW) dsq-4-5-10-21-2-16, 58

# AUSSIES DO IT IN STYLE

Australia Day celebrations on Sydney Harbour rivalled bicentenary celebrations of 1988 in more ways than one, recalls Peter Campbell



AUSTRALIA DAY CELEBRATIONS

Sydneysiders turned out in force for the biggest Australia Day celebration afloat since the 1988 Bicentenary, with official estimates at 3,000 vessels on the water and 200,000 spectators around the foreshore. Crowds enjoyed the colourful Ferry Race, a 450 surf ski Paddlethon, an Australia Day parade of craft, the Tall Ships Race and the 168th Australia Day Regatta.

Sponsored by the Commsec division of the Commonwealth Bank of Australia, the oldest continuous annual sailing regatta in the world attracted 80 yachts racing on the Harbour and more than 60 in the ocean race to Botany Bay and back. In addition, an estimated 300 dinghies, catamarans and small keelboats competed in satellite Australia Day regattas on waterways north to Lake Macquarie, south to Lake Illawarra and inland to Chipping Norton Lakes.

The Harbour fleet of 80 boats, modern and classic yachts along with modern and historical skiffs, provided a colourful focal point for Australia Day celebrations that have centred on this regatta for the past 168 years.

Division 1 attracted a fleet of 15 boats; line honours went to Charles Curran's *Sydney*, helmed by International Sailing Federation (ISAF) Vice Commodore David Kellet, and first place on corrected time to David Fuller with his recently acquired 42-footer *Bashful*.

In division 2, first place went to *Senta* (Terry and Julie Clarke) while the Thunderbird class yacht, *Tsoona* (Glen Ilic) took line and handicap honours in division 3. The strong Catalina production yacht class went to *Sagacious* (Peter Muller) while in the Yngling class, *shippshape.com.au* (Hamish Jarrett) took fastest time and handicap honours.

Some of Sydney's finest classic yachts contested this

division, with first place on line and handicap going to Phillip Kinsella's gaff-rigged 'coutha boat', *Sylvia*. John Winning's *Alruth*, a beautiful replica of an early gunter-rigged 18-footer, won the Historical Skiffs. Winning, however, sailed his modern 18-footer to victory in that division conducted by the NSW 18-Footer League.

The Non-Spinnaker division is always a popular way to sail for many sailors whose families and friends join them for more relaxed competition in the Australia Day Regatta. *Jackie-Clare*, skippered by Geoff Davidson, finished first, with handicap honours going to Sailability's *Primary Wave*.

"The Harbour fleet of 80 boats, modern and classic yachts along with modern and historical skiffs, provided a colourful focal point"

*Brindabella*, arguably still Australia's best-known ocean racing maxi yacht, gave owner George Snow a triple treat in the 168th Australia Day Regatta ocean race to Botany Bay and return. The Jutson-designed 79-footer took line honours and first place on corrected time in both the IMS and IRC handicap divisions, missing out on winning the PHS division by just 1 minute 22 seconds to *Cadenza* (Gunnar and Illi Tuisk).

*Brindabella*, having her first race since returning from contesting her 11th Sydney Hobart race (the 21st for her owner), scored a comfortable line honours win in the 25 nautical mile race and won the new Geoff Lee Trophy for the fastest elapsed time in the ocean race.

The City of Sydney Sesquicentenary Cup, for the lowest corrected time under performance handicaps, went to *Lady Ann* (John and Ann Kirkjian). ■



# BULL'S EYE

Australian JOG championships provided some breath-catching sailing action, as Brett Filby discovered

ON THE RAIL OF  
MOSSIMO BULLET  
IN THE JOG  
NATIONALS  
PHOTO: ANDREA  
FRANCOLINI

The Junior Offshore Group (JOG) rule was originally conceived to encourage offshore racing between yachts (roughly 25-footers to 30-footers) considered too small for traditional ocean racing. The 2004 Australian JOG Championships attracted a strong fleet with offshore and harbour racing conducted by the CYCA.

The JOG Championship is divided into two categories. The long-established JOG rule is used for boats that fit well within this rule, including the Sydney 32, while the newly created Super 30 rule is used for boats such as the Mumm 30s, Bull 9000s and a collection of performance-type 30-footers.

## DAY ONE

Scheduled for two short offshore races, the breeze only allowed for a single race. The Super 30 race was fought out between the two Mumm 30s, *Andrew Short Marine*, skippered by Andrew Short, and *Tow Truck* (Anthony 'Pato' Paterson), with a margin of just one second.

Corrected time went to *Raging Bull*, with *Andrew Short Marine* and *Tow Truck* sharing equal second on time. The Sydney 32s were first home in JOG division, with Warren Gray's *Ting* first on corrected time followed by Stan Montgomery's *Mainstay*, and *Naughty Girl* third.

## DAY TWO

A long offshore race took us to Botany Bay and back to the finish in Rushcutters Bay. A 14-knot north-easterly breeze allowed nice work to South Head, with some boats setting an unsuccessful spinnaker on the headland rounding a little early. *Tow Truck* stayed with a headsail and sailed through the leaders to be the first out to sea. Boats that stayed low, closer to the coast, did well, with *Tow Truck* leading around the mark inside Botany Bay.

After the windward beat up the coastline, *Tow Truck* and *Andrew Short Marine* were head-to-head down the harbour with *Andrew Short Marine* just in front, only to trip under the spinnaker and lose it in a spectacular fashion. This gave *Tow Truck* line honours: corrected out, *Raging Bull* won from *Shaya Moya* and *Tow Truck*.

In the JOG division, the Sydney 32s were first home with *Jester* just leading *Mainstay*. Neither were able to return a podium finish with the Young 88 *Young Pretender* winning by 15 seconds over *Naughty Call*, and the older purpose JOG-style boat, *Vudu Xpress*, taking third place.

## DAY THREE

From the start line, the fleet was initially very close in speed, resulting in some spectacular sailing, especially off Bradley's Head. *Enigma*, *Andrew Short Marine* and *Krakatoa* all had some great races and each was rewarded with a divisional win. In JOG, *Ting* won two races and extended her lead overall. Matt Wilkinson, the JPMorgan Regatta winner, sailed his newly revamped Marm 30, *Out of Sight*, to a second and a third.

## FINAL DAY

A long inshore race allowed for an interesting combination of light upwind and tight spinnaker reaching. *Andrew Short Marine* came in first, followed by another Mumm 30, *Enigma* (Stewart Lewis) but neither was far enough in front to beat *Raging Bull* and she took the Super 30 series for the second year in a row, followed by *Andrew Short Marine* and *Tow Truck*.

The JOG division proved successful for the Sydney 32 class with *Ting* managing to defeat the Young 88, *Young Pretender* (Neil Suggitt) on corrected time overall. Stan Montgomery's Sydney 32, *Mainstay*, took third prize. ■



# WILD WEST

No less than 301 yachts from 18 countries revelled in strong winds at Key West, Florida, as Rich Roberts reports

The little capital of the Conch Republic is back to normal now, returned to the ambience of pedicabs, Harleys, bicycles and roosters roving the rustic and historic streets. It's a change of pace from the blizzard of boats that blew through for a perfectly wonderful week of Terra Nova Trading Key West 2004, presented by Nautica.

While much of the United States shivered, for five days it was the sailors' time to crow in consistently double digit winds that produced winners from five countries and 11 states coast-to-coast. There were 301 boats in 10 one design and 11 PHRF classes representing 18 countries and 32 states. Among them were 80 J Boats, sprinkled through both groups.

Underscoring the event's evolution to a global scale through its 17 years, the big winner came from the Netherlands, and an epic human contest was played out between a young Frenchman and his much younger American adversary.

Peter De Ridder, a 57-year-old Dutch investor who lives in Monaco, elbowed his way to the table and rolled the dice in the tough Farr 40 fleet, cashing out some world-class rivals with a one-point victory. That also earned him the Terra Nova Trading Trophy as Boat of the Week for winning the most competitive class and a share of the Nautica Trophy in the International Team Competition.

His *Mean Machine* was paired with Kristian Nergaard's *Melges 24*, *Baghdad*, from Norway as the

Europe B team, which outsailed nine other Farr 40 Melges 24 global alliances.

Ridder has sailed most of his life on ocean racers called *Mean Machine*, but he wasn't taken seriously as a contender in the Farr 40 One Design class. After all, when he had to drive his boat a year earlier in Key West (that's the class rule) he finished 15th.

"I'd never helmed a boat at this high a level," he says. "We improved during the year, and here we started low-key and sneaked into second place (the next-to-last day) with a fourth and a second, and all of a sudden we're tied with *Barking Mad*."

*Mean Machine's* tactician, Ray Davies of New Zealand, says: "I've done a lot of sailing with Peter, including the Admiral's Cup we won in 1999. But this is huge. To win in a fleet like this is a special achievement."

Frenchman Sebastian Col also sneaked up on people. While most observers tried to pick a Melges 24 winner from among several former world champions, including 14-year-old Samuel 'Shark' Kahn of Santa Cruz and Hawaii, Col drove Philippe Ligo's P&P Sailing Team from La Rochelle back from a 59-point premature start penalty on day one to a four-point win over the Californian prodigy, whose father Philippe wound up sixth.

Philippe Kahn summed up the general feeling: "It's a great event – a perfect regatta. It's the greatest regatta in North America." ■

PETER DE RIDDER'S  
*MEAN MACHINE* IN  
HOT PURSUIT OF  
ANOTHER FARR 40  
AT KEY WEST  
PHOTO:  
YACHTSHOTS, USA



# SKANDALOUS AFFAIR

With an English sister event, Swedish sponsor and enough British media to sink a small ship, Geelong's 160-year-old regatta took centre stage, reports Di Pearson



**FROM TOP:**  
 SKANDIA  
 BRANDING STOOD  
 OUT; A WINNING  
 SMILE; FIERCE  
 COMPETITION  
 PHOTOS: ANDREA  
 FRANCOLINI

Skandia Geelong Week, the former Festival of Sail, was a resounding success – due in no small part to the new sponsor Skandia.

Hosted by the Royal Geelong Yacht Club, the event is the largest keelboat regatta and one of the oldest in Australia, dating back to 1844. Now part of a worldwide sponsorship deal with Skandia, the event will be elevated to a new status.

Skandia sponsors the famous Cowes Week on England's Isle of Wight, which started in 1826 and can boast being the second-largest participative annual sporting event in Great Britain, and the longest-running regatta in the world. With similarities between the two regattas, Skandia saw the potential of the Geelong regatta after meeting with Geelong's event coordinator Doug Jarvis. The company's representatives liked the 'twinning' idea and jumped aboard, in a big way.

While Skandia Geelong Week numbers are yet to reach the heady heights of the UK event (almost 1,000 yachts and 8,000 competitors) boat numbers increased from 360 last year to 455 and more than 3,500 competitors. Yachts and crews came from around Australia and Britain.

More than 70,000 people visited Geelong to experience the free 'come and try sailing day', an art exhibition, Pip Bormann's Edge Aerobatics, numerous rock bands, radio Starshow, fireworks, famous Irish sailor Harold Cudmore out on the historical 18ft skiff course, plus the always-exciting RAAF Roulettes.

Skandia Group chief marketing officer Andre Oszmann hopes the Geelong event can emulate the success of the Cowes event. He and other Skandia personnel arrived in Geelong, big believers in a hands-on approach to sponsorship.

#### Brit invasion

In a 'Pommy invasion' of sorts, they brought with them well-known British single-handed yachtswoman Sam Davies, adventurer and expatriate Australian Nick Maloney (now UK-based), renowned yachtsman, author and Cowes Week race director Stuart Quarrie, and a British sailing crew from the sports boat *Charlie Fish*, giving the regatta a 'Cowes' feel.

The *Charlie Fish* crew, skippered by Iain May, made themselves at home. Competing courtesy of Skandia's Set Sail program, the crew won an all-expenses trip to Geelong, including the charter of a boat. The criteria for selection was simple – pick a crew that will impress.

In reciprocation, a thrilled Royal Geelong Yacht Club member, Darren Pickering, and his crew from the Thunderbird *Larriken II* were chosen by Skandia to compete at Cowes in August.





“Boat numbers at Geelong increased from 360 last year to 455 and more than 3,500 competitors. Yachts and crews came from around Australia and Britain”

ABOVE: JUMPING  
FOR JOY  
PHOTO: ANDREA  
FRANCOLINI

A battery of British press also arrived – including seven UK radio stations, broadcasting their breakfast programs live from Victoria for the week. Skandia’s official charity, Sail 4 Cancer, had much-needed funds raised at the event by British founder Andy Hayward and his compatriot Richard Groome.

Another happy recipient of the Skandia largesse, Victorian Grant Wharington and the newly crowned Rolex Sydney Hobart Yacht Race line honours winner, the 98-foot super maxi, *Skandia*, took line honours in every race at Geelong. Event patron – America’s Cup winning skipper John Bertrand – also sailed during the week.

Skandia’s global sponsorship program aims to make sailing more accessible, growing the sport’s reach and enriching people’s lives. Their core values are contribution, creativity, passion, commitment and courage. As such, five Australian entrants were chosen and renamed to represent those values: *Quetzalcoatl* (Royal Yacht Club of Tasmania), *Sportscar* (Sandringham Yacht Club), *Reverie* (Royal Geelong Yacht Club), *Wilparina II* (GRYC-SA) and *Max Power* (Mornington Yacht Club), respectively.

#### Scotchman champion

The focal racing event is the Scotchmans Hill Series, with the major accolade awarded to the IRC class. Yachts also compete under IMS, AMS and VYC divisions.

Hosted by the Royal Yacht Club of Victoria, there were seven race series starts with three windward-leeward races

on Port Phillip Bay, off Williamstown, over two days, followed by a 35 nautical mile passage race from Williamstown to Geelong. More windward/leewards followed, with the final day featuring a race around fixed marks in Geelong’s Corio Bay, in keeping with Skandia Cowes Week tradition.

Matt Allen, owner of the Farr 52, *Ichi Ban*, brought his yacht fresh from a win at Sailing South Week in Tasmania. Aware that fellow CYCA member Ray Roberts had won the series last year with his Farr 52, he knew his boat and crew would be up for the challenge – and they were.

Allen, a former Melbournian, and his crew sailed well throughout to take the series. His crew comprised wife Lisa, sailing master and fellow CYCA director Roger Hickman, world-renowned yachtsmen Gordon Maguire and Tommy Braidwood, 35-year-old Robert Case (who has 20 Sydney Hobart races to his credit), and long-time crew member Sally Gordon.

However, well-known Victorian yachtsman Lou Abrahams (Sandringham Yacht Club) took the early lead in the series with his Sydney 38, *Another Challenge*, and at one point was even in front of *Ichi Ban* with a race-drop in place after three races. The pair battled it out for the rest of the series, eventually separated on a count back.

Sailed in light airs prior to the passage race, two other Sandringham competitors were snapping at their heels in equal second place. Former SYC Commodore Kevin Wood sailed his Beneteau 40.3, *Ticket of Leave* well,

having a lot to prove as defending IMS champion and IRC runner-up. Unfortunately he did not consolidate, admitting: "I blew it for us on day five. I called it wrong [referring to a tactical blunder] and we suffered for it."

Phil Simpfendorfer's revamped Elliot 36, *Veloce*, a Geelong Week regular, completed the picture, with Bruce Taylor's Sydney 38, *Chutzpah* (RBYC) there too.

The passage race was a slow affair, sailed in light and non-existent breezes until the afternoon. As spectators went out to greet the leader two miles short of the finish line, it was not the expected sight of *Skandia*, but *Ichi Ban* out in front. However, the wind picked up, allowing *Skandia* to slide through for line honours.

By the final day and a number of protests later, it was clear *Ichi Ban* was in the race of her life with *Another Challenge* and *Chutzpah*. Unfortunately the fixed mark course was a 'soldier's march', giving Abrahams no opportunity to succeed against the bigger Sydney boat.

*Ichi Ban* took the prize from *Another Challenge*, with *Chutzpah* third. His excitement evident, skipper Matt Allen says, "This is my first time back racing in Geelong for 10 years. This is a fantastic event."

*Another Challenge* missed the win on count back in IRC, but won IMS. Abrahams' momentary grounding in the Melbourne-Geelong race was perhaps what cost him his victory. But he was gracious in defeat.

With winners announced daily in the Skandia marquee, Andre Oszmann took the opportunity to announce Skandia's sponsorship of Nick Moloney in the upcoming single-handed Vendee Globe.

### A classy affair

The highly prized various Teams Trophy Series were hotly contested. The Geelong Advertiser Trophy, awarded to the club that performed best overall throughout the teams events, went to the Royal Yacht Club of Victoria which also secured the Snap Printing IRC team's event, with Bruce Taylor's *Chutzpah*, Robert Hick's *Toecutter*, Peter Abrahams' *Empara* and Graeme Paul's *Adams Den*. The Royal Brighton Yacht Club had to be content with second place.

Jock McAddie's well-sailed *Clockwork Orange* (RBYC), won the four-race Sydney 38 series from *Another Challenge* and *Chutzpah*.

Completing its seven race series, Chris Williams' team GUE, from Sydney's Royal Prince Alfred Yacht Club, finally met their match, relinquishing their title and the coveted sports jackets they have held for the past four years to Pierre Gal's Julian Bethwaite-designed *Vivace* (CHYC). Paul Heye's *Skandia Courage* (MYC) finished third.

Of course, the regatta would not be complete without the numerous other classes that make it such a fantastic event. Contended by beautiful classic yachts, the Parks Victoria Trophy was won by Col Bandy's *Bungoona* (RMYS) from Barry Purcell's *Scimitar* (RYCV) and Kent Bacon's *Renene* (SYC).

Other classes sailed included the Cruising division, Thunderbirds, Trailable, Multi-Hull, Cadet Dinghies and Windsurfers. ■

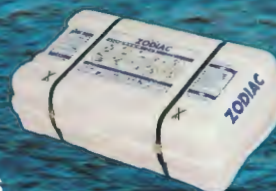


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# DYNAMIC DUO

Yachting's most inspiring couple, Neal and Lisa McDonald, chat to Lulu Roseman about their passion, marriage and keeping secrets

If you had to nominate a yachting power couple, you'd be hard pressed to go past England's Neal and Lisa McDonald. In international yachting circles, the couple has a reputation as a force to be reckoned with – and an impressive list of credentials to back it up.

While they have both had successful independent sailing careers, they try to sail together whenever possible. They've each skippered entries in the last Volvo Round the World Ocean Race: Lisa skippering the all-female entry *Amer Sports Too*, while Neal was skipper of the second-placed *Assa Abley*, which also took line honours in the Rolex Sydney Hobart Yacht Race 2002.

“In the last Volvo race we were both skippers, sailing on different campaigns and there were secrets that had to be kept”

The list of major international races and regattas they have sailed in includes the America's Cup, Admiral's Cup, Whitbread Round the World Race, Volvo Ocean Race, Olympics and Sydney Hobart – just to name a few. They will create history as the first husband/wife team to co-skipper a campaign when they do so in the 2005/2006 Volvo Round the World Race.

Sydney yachtsman Geoff Ross secured the pair to co-skipper his new Judel/Vrolijk 52 IMS grand prix racer *Yendys* in the 2003 Rolex Sydney Hobart. In the lead-up event, *Yendys* impressively won the Rolex Trophy from rivals *Ichi Ban* and *Ragamuffin* in the IMS division. In the Rolex Sydney Hobart, a race that favours smaller boats on handicap, *Yendys* placed third in IMS division A.

Lisa says, for her, the buzz of racing professionally is about acquiring more knowledge every day. “I'm always building blocks of learning and the learning curve is always being elevated.”

For Neal, sailing is not just a sport, but a total way of life. “If we get time out we often go sailing. In some ways it's a bit closed because we rarely have time for anything else – it encompasses our whole life.”

Neal jokes that they met at a flower show, but the truth is they met in France, on a boat, in a regatta. “We've been together for eight years and met in 1995, conveniently, just before the Sydney Hobart race. I raced with Syd Fischer on *Ragamuffin* and Lisa was on *Sycorax*,” Neal explains.

Neal says one of the great things about being married to Lisa is that they share the same type of goals. “We actually spend a lot more time together than most couples would and it just kind of works.”

Lisa is quick to add, “We both do the same thing and being at this competitive level we're not actually in

competition with each other. We're in a sport at the same level so we complement each other."

They insist that arguments are few and far between. Diplomatically, Neal says that the whole sailing process is an ongoing discussion and there has to be room for disagreements. "There have to be different points of view, otherwise you don't move ahead. We have discussions about ways to approach a particular problem, but on the whole we know when we're sailing together that the goal we're trying to achieve is very obvious."

He adds that the most intriguing situation is when they've been sailing on different teams and confidential information must be kept secret.

"We have to consciously not cross the line. In the last Volvo race we were both skippers, sailing on different campaigns and there were secrets that had to be kept. We understood that and weren't prying through each other's computers," Lisa adds.

Neal started sailing when he was six, and realised he could have a career in sailing around the time he competed in the 1988 Olympics. "I always felt it was my hobby. However, I knew I wanted to do it forever and it could be my job." He went on to complete a BSc Naval Architecture degree at University College London where he graduated with honours.

Lisa started sailing as a teenager during school holidays with friends whose families owned boats. Then she ended up working a couple of summers on boats in Newport, Rhode Island, once home of the America's Cup. "There is a lot of history there and all the sailing fanatics hang out there in the summer. I became involved purely by default, and when I started going offshore we sailed a boat down to the Caribbean. Once I started sailing and learned that I didn't get violently seasick, I moved into racing. What really got me excited about the sport was the competition."

Both Lisa and Neal have competed in a total of 10 Sydney Hobart races and had high expectations of an excellent result on *Yendys*.

"There is no doubt in my mind that Sydney Hobart is the wildest, most treacherous offshore race there is. It's a tough race and that is a challenge in itself. A lot of these races are challenging and tactically rewarding but none are quite as tough or as robust as the Sydney Hobart. It stands out above all the others and on *Yendys* I saw it as an opportunity to get stuck into it," Neal says.

Winning the Rolex Trophy Series in the lead-up couldn't have been a better result considering that it was the first time the entire crew had been on board. "We've gone through the manoeuvres and everybody had worked incredibly hard to prepare the boat in the lead-up to this race. Geoff Ross had been leading the team and he pulled a great line-up of people together," Lisa says.

On returning to the UK after their Australian visit it's back to the grindstone of their Volvo campaign. "We made a conscious decision that we wanted to go for the Volvo, as it's an area we have quite a lot of experience in," Lisa explains. In the last Volvo race an average campaign budget was about US\$14m and Lisa says it's a bargain compared to the US\$140m plus needed for an America's Cup campaign. "It's a different kettle of fish and it's much more corporate."

Lisa says they've been hard at work for almost a year and have spent a lot of their efforts setting up the infrastructure of the campaign.

"This has been a new job for both of us, and we've had to work hard to ensure that a lot of the decisions we've made in the last few months, and that we're making now, are decisions for the whole campaign. Time is ticking away. This Sydney to Hobart finished off the season for us and when we head home it will be to work flat on our sponsorship search."

"We have to present ourselves to sponsors on a business partnership level whereas America's Cup campaigns are not driven by that and there is no upper limit – those guys are spending a lot of money," says Neal. Let's hope that the dynamic duo can pull it off. ■



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# SEEK AND YOU SHALL FIND

Treating sailing recruitment like any other professional endeavour will set you on your way to a successful crewing experience. After 30 years in the game, Bruce Morrow should know

BEING A BOWMAN  
CALLS FOR SKILL  
AND COURAGE  
PHOTOS:  
PETER CAMPBELL

You are presented with two options. Cruise the Whitsunday Islands, champagne in hand, while a gentle sea breeze caresses your skin. Or be confined in a yacht with nine unwashed people for three days in blistering sun and mountainous seas. Those who ticked the latter option either suffer from a form of cognitive dissonance (commonly known as delusion), are being paid to do it (therefore deemed rational), or they are the type of person who values doing crazy things with a bunch of friends!

Jokes aside, yachties are definitely 'special' people. So, given this, how do you identify and select crew, and how does someone present himself or herself as that 'special' person? What are the issues you need to address in choosing and being chosen? In the first of this two-part feature, we will examine some of the broader issues of crew selection. Part two will address the criteria used to select crew and factors that make a successful crew.

## So you want to sail?

The first step is to formulate your goals. For most of us, racing is having fun while doing the best we can with what we have. We look forward to blasting down the coast under-spinnaker driven by a big nor'easter, with the stars and the Aurora Australis overhead. We aspire to rounding Tasman Island, crossing the finish line and having a drink at the Customs House. Oh! Did I mention winning?

Some crews prepared for the last Rolex Sydney to Hobart Yacht Race with months of intense training, even going to the extent of hiring personal trainers to ensure that they would be in peak physical condition.

Many miles of sailing together honed their teamwork to the point that sequences became automatic and fluid. They could perform in pitch darkness with the same efficiency as in daylight. Most others prepared to a lesser extent and the degree of preparation was reflected in the performance of the yachts.

At the outset, the measure of performance all comes down to the chosen goals and the commitment to achieving them. A factor that affects performance is the degree to which the owner, skipper and the crew share the same goals. A mismatch sows the seeds of discontent and poor performance.

So, if you are an owner looking to build a winning crew, or a yachty looking to join the ideal boat, the first step is to define your goals and ensure they are consistent with those of the people you plan to sail with.

## No 'I' in 'team'

Becoming a member of a first-class crew is difficult. Outside the role of passenger, it takes many years to gain the expertise necessary to become part of a high-performance team. Having this as a goal will mean that



for each role on a yacht, another consideration is choosing people who have the personality that fits their specialist role and that of a team member. Most crews do not examine this issue formally and are less aware of the interpersonal roles that people play on a yacht.

Some people are the technocrats of a yacht, others are the leaders, motivators, mechanics, champions of physical performance, conciliators, negotiators or organisers. These roles are important in a crew as they affect the decision-making processes.

Most people who have sailed for any length of time have been on a boat where an overly dominant and not necessarily skilled person has determined the course taken. By the same token, a technically skilled person who is timid does not drive peak performance for a yacht. It is the mix of interpersonal skills, as much as the sailing prowess, which is important.

#### Getting a guernsey

If you want to join a crew, you need to ask yourself, "What will this crew be looking for in me?" You need to demonstrate to the decision-makers that you have something worthwhile to offer and that you are not the type of person that they would prefer to hang from the yardarm, if they had one.

Most positions come from networking, being there on the day and having the necessary skills and experience. If your surname is Conner or Bertrand you may have an express pass! But if you are just a mere mortal, you would be wise to address the search like you would a professional occupation.

Most new crewmembers join a yacht through the recommendation of a friend already sailing. Of course a good general reputation also helps.

Some clubs, class associations and sailing schools have 'available crew lists', which act a bit like a dating service. These can be computerised databases, paper systems or just advertisements on noticeboards. If you don't know anyone at the yacht club, it's a worthwhile option. It is important to remember that owners of high-performance boats looking to fill crew positions generally do not use them.

Then there is the tried and true method of direct marketing, but you will need all your courage, personality and an impressive resumé. Asking owners at key times when they may be short of their regular crew may provide the introduction you need and the opportunity for them to see you in action. Approach yachts, skippers and owners just before long races, midweek races or major series. One should also never underestimate the after-race celebrations as a way to network. Just be careful not to look desperate. Filling a vacant crew spot on the morning of Sydney to Hobart might be out of the question, but one should not be frightened to ask. You never know your luck! If you are going to adopt the direct approach be ready for some rejection. But remember the old

you will have to make some sacrifices. Nobody has limitless time and resources. Some decisions you make, driven by your goals, will cause personal anguish.

One of the defining changes for the Australian Rugby Union team back in 1984, when they won the Grand Slam, defeating England, Ireland, Wales and Scotland, was the team's new selection philosophy. It was decided that the best person for each position on the team should be chosen from a broader pool of candidates, rather than focusing only on the existing team members and trying to find a position for each of them.

This selection process resulted in people being chosen who were not in the Australian team. In some cases, they were not even in the top regional teams at the time.

This different approach was reported to be one of the instrumental factors in the Wallabies' success. It came from defining the goals; determining the strategies; defining the needs that flowed from those strategies; identifying the roles consistent with those needs; and choosing the best people to meet those needs for each of the roles or positions. In short, it came from applying a professional business approach.

Similarly in sailing, this matching-up process can be implemented on the bow, around the mast, in the pit, trimming, on the helm and at the navigational station. But as much as one needs to recognise the specific skills



ON LARGER YACHTS, CREW ROLES ARE MORE SPECIALISED AND COMMUNICATION IS OF THE ESSENCE

saying: you have to kiss a lot of frogs to find a prince or princess.

Once you are invited as a crewmember, contribute 100 per cent. Be sensitive to the philosophies and social interactions of the owner and the other crewmembers.

In more than 30 years of offshore yachting, I have been fortunate to sail with some very talented yachties. Their backgrounds have been varied, from professional sailors and marine industry workers, to the unemployed who love their sailing, to white-collar professionals, entrepreneurs, labourers and even the odd politician.

It has become clear to me that in both the business and sailing worlds it takes more than just technical skill to win. The ability for people to work together and deliver their best over an extended period is a key success factor. What is also clear is that the roles people have in society often vary from their roles on a yacht.

#### Finding the balance

Your technical skills will need to match the calibre of boat and crew being targeted. Nothing beats a blend of experience and skill. Having all the certificates for first aid, sea safety, radio operation, navigation and yacht handling will prove beneficial. A technically skilled crew is an obvious starting point for superior performance. But the reality is that we all sail with people of varying degrees of skill.

Offshore racing crews need a balance of skills and personalities. On a small yacht most crew members will need to be multi-talented, and may be called to trim, steer and grind among other jobs. On a larger yacht, where roles are more specialised, you will need to have a strong

understanding of what others are doing. There is greater emphasis on teamwork and communication on a larger yacht, as more people mean greater distance between the skipper and bowman.

Ensuring there is enough leadership skill on the yacht is also important. So, when key people are off-watch, the team on deck still have effective and experienced leaders and competent people in all the key roles. The challenge then is not only to balance skills but also to have in place the management structure to balance strong opinions that will be available from talented and experienced crew.

#### A package deal

Most positions require people who are skilled, who think ahead, are focused, organised, prepared for the next move, are cool under fire, who have good judgment, are courageous and fit. While there is nothing like an adrenalin-driven, highly skilled, physical crew, yachting is equally about strategy, tactics, science, and the cagey old fox on the boat who can read the clouds, the water and smell the wind change before it arrives.

To succeed you need some bravado and ego, but not so much that relationships become unworkable. It is going to be a balancing act of the physical, mental and social.

In my early days of sailing, I hardly ever saw a woman on a race boat. Today we have a substantial number of women who are or have been members of race crews. They are there because they are skilled sailors, crew members, contributors and leaders. True, there are some roles on a yacht where 120kg of muscle is ideal, but most jobs are achieved by people working together, by applying brains, teamwork, timing and group coordination honed through



training. This ability to work together, pitch in and be prepared to go the extra mile is a valued characteristic for both men and women. In the middle of the night when the 'all hands' call is made, it is the many committed hands working together that makes the difference.

#### Courage and commitment

For me, commitment is one of the most important discriminating factors. Someone who is uncommitted is not likely to put in the extra effort needed when they are offshore, and may transfer their workload to the crew and boat's detriment.

In making any type of assessment I include a person's commitment to participating in the preparation and maintenance work. Having everyone involved in this aspect is important as it demonstrates a strong work ethic, as well as ensuring all crew members are familiar with the boat inside and out.

Courage is a difficult quality to measure. Courage to me was demonstrated by the helicopter rescue crews who went to the aid of yachts in the 1998 Sydney to Hobart. But courage should not be confused with boastful bravado. First indications come when those



challenging jobs need to be done to win and sometimes survive. We all know yachting is full of personal challenges that question the essence of a person's character and identity. From a selection criteria perspective, remember that a crewmember's lack of courage can mean that the burden falls inequitably on others. ■

\* Bruce Morrow is the crew manager on the Farr 65 Infinity III.

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# FARR 41 PILOT HOUSE

Barry Tranter reviews the Australian-built Farr 41 Pilot House cruiser

PHOTOS:  
BARRY TRANTER

It's an age of enlightenment for production yachts. Almost every European builder has a range of straight-stemmed cruiser/racers designed to rate under IRC and still be comfortable for family cruising. Almost all have a range of pilot house cruisers, but they are imports.

However, there is an Australian contender. Tom Wagner builds the Farr 41 Pilot House in South Australia. It's based on an existing Bruce Farr hull design and features an interesting three-cabin layout on the raised pilot house configuration.

Farr drew a new keel and rudder. The lead keel has a flared tip and the fibreglass spade rudder is carried on an S-Glass stock.

The rig features a masthead sloop with the headsail on a furler. The mainsail is controlled by lazy jacks and is housed in a zippered boom bag. The mast has two spreaders and is supported by discontinuous wire with single lowers and a baby/inner forestay.

The boat is offered in two versions. The luxury version – the Pacific Pack – has two heads, but on the base boat the aft head area is used as a wet locker – not a bad idea. The Pacific Pack offers hull colour, teak deck, an electric halyard/mainsheet winch, Raytheon GPS Plotter and full instrumentation, Raytheon auto helm, an inverter for the flat-screen TV and DVD, and a long list of other equipment.

The interior has plenty of light, courtesy of the big windows and the internal trim: light-coloured Queensland beech with a white headliner.

There is no wasted space. The spacious interior features three cabins, two bathrooms, navigation area (which faces the hull side) and fore- and aft-galley on the port side. Galley set-ups are not always a great arrangement, but here the furniture around the dining area provides support for the cook when on a port tack.

The Farr 41 is particularly easy and safe to move around in when heeled because everything can be used as a handhold.

All the halyards and control lines are led down the mast, under the floor and up to the cockpit behind the timber trim. To replace broken lines, you lift a floor panel opening and unscrew a couple of trim pieces to reach the turning points.

We took the Farr 41 sailing from the Newcastle Cruising Yacht Club marina on Newcastle Harbour. The locals were still talking about how *Brindabella* carried her kite right up the harbour the previous weekend – in Newcastle that's almost like going up the main street.

The boat was fitted with all the extras – the Pacific Pack. Getting her under way was easy. Open the zip on the boom bag; hoist the main on the two-speed electric Harken; jam the halyard and take up the mainsheet on the



same winch; unroll the headsail (manually on the Harken #44s) and you're away.

Buffeted by gusts of up to 22 knots from a strange southerly that had arrived unannounced, we stormed down Newcastle Harbour. The Farr 41 romps off, heeling quickly to the savage gusts. Then, as the bulb comes into play, it converts the energy into acceleration. We head to the open sea, which on a day like this is only about ten minutes from the mouth of this deep, all-weather port.

The mainsheet traveller lines are led through the superstructure mouldings and are easy to handle under the dodger, which clears the crew's heads and the working areas so that the skipper can see through the windows. It's also low enough to see around and over – a set-up that some builders find difficult.

The hull remains perfectly controlled at all times. As we reach 7.7 knots in 18 knots true, each gust only demands a small amount of wheel to keep her tracking straight – on a longer sail we would have rolled away a little headsail.

This local 41-footer is an interesting variation on the pilot house theme. There is plenty of accommodation and the control systems and hardware are well up to par, some of it is exceptional – for example, the mooring cleats. The horns fold away to leave a streamlined body that won't snarl either rope or toe. How civilised! ■

#### FARR 41 PILOT HOUSE

LOA	12.45m
LWL	10.15m
Beam	3.77m
Draught	1.96m
Displacement	6.5 tonnes
Engine:	40hp Volvo with three-blade feathering Volvo prop
Price:	Base boat, \$399,000. Pacific Pack (as tested), \$459,000.
Contact	Pacific Yachting, Newcastle Cruising Yacht Club, 7/91 Hannell Street, Wickham, NSW 2293 Tel: (02) 4962 5288

# BAVARIA 38 MATCH

Barry Tranter welcomes the return of designer Doug Peterson to the production yacht front



PHOTOS:  
BARRY TRANTER

Doug Peterson, where have you been? One of the godfathers of the modern yacht, Peterson has been quiet on the production yacht front in recent years, possibly preferring the more lucrative arenas of the super yacht and America's Cup.

Doug is a natural choice as designer for Bavaria Yachts, who, having blasted their way into the cruising yacht market worldwide with unmatched pricing, have taken the logical step of producing a range of IRC/IMS cruiser/racers: a 35-, 38-, and 42-footer (now racing in Europe).

The carbon-masted 38 Match, *Match, Game, Set*, (the carbon rig is optional), finished fifth on IRC in the Rolex Trophy Series last December, beating *Nips N Tux*, which went on to place third overall in the Sydney Hobart.

Ralph Hogg and Andrew Parkes, from importer North South Yachting, believe the alloy-masted version, costing \$45,000 less than the carbon, will also do well. The 1.4m taller carbon rig carries a huge sail area. This may advantage the alloy-masted version in Australia's windier conditions because the performance curves will cross at perhaps 10 knots of wind speed. In addition, the alloy rig's slight disadvantage below 10 knots will be more than offset by the rating gain.

The 38 Match hull is solid fibreglass below the waterline; foam core is used in the deck and topsides. The hull, reinforced by a stainless steel grid, picks up the mounting

points for the keel, mast step and shroud connecting struts.

Ralph contends that the three-cabin layout is better for offshore racing because it provides more sea berths. For inshore racing and cruising, the two-cabin set-up looks good because the cabins and the bathroom are huge.

Ralph, who is 1.98m tall, had plenty of room in the forward bunk, and there is 1.8m of headroom throughout. In the two-cabin layout, the single head is aft on the starboard side; with three, it goes forward, and becomes the ensuite for the bow cabin. The table can be removed and left ashore for racing. So can the transom seat.

The cockpit layout works. The German split mainsheet system leads to Harken #40s on each side. The mainsheet traveller (on 5:1 systems) is set on the floor immediately ahead of the steering console. The tails of the multi-part backstay emerge from each side of the console, and all mainsail controls are closely grouped for the mainsheet hand. The helmsman can reach them all and keep one hand on the wheel. The headsail winches are Harken #44s.

The wheel is the right size and gearing, and it is firmly weighted. The centre line moulding, which provides the helmsman's foot support, is good. Even at 1.7m, I could see the tufts from the windward side at all angles of heel, which is not possible on all boats.

The cockpit seats are long and passage through to the transom is easy.



For social sailing, people can sit on the coamings behind the helmsman, an even better position when the transom seat is in place.

The discontinuous rod rigging is supported by two sets of spreaders. This boat had a furling head stay, which had a little sag, but many would choose the Tuff Luff foil.

On the water, the breeze had built up to whitecap territory – about 15 knots. We had no instruments, but upwind target speed is about 7.2 knots and there is no reason why this shouldn't be easily reached.

The steering is terrific and the firm weighting dampens any tendency by inexperienced helmsman to oversteer. It combines with the deep rudder – it must be nearly 2m – to send the Match 38 upwind on rails (we had the No. 1). Downwind and under kite, you could steer with your big toe in these conditions. Tight reaching under kite and under some pressure was no problem.

The cruiser and racer elements of this boat are well balanced, with a big-volume hull and good galley and stowage spaces.

And the price is right. North South has an introductory offer of \$295,000. You will need to add about \$17,500 for club-level sails; \$4,275 for the B&G H1000 package; and \$2,450 for the carbon spinnaker pole. Bavaria are good at keeping prices down and the fact that early boats are sailing to their rating suggest that Doug Peterson has got his numbers right, too. ■

### BAVARIA 38 MATCH

LOA	11.39m
LWL	10.35m
Beam	3.70m
Draught	2.35m
Weight (light)	6,400kg
Ballast	2,000kg
Sail area (alloy rig)	88.5 sq m
Berths	4-6
Cabins.	2 or 3
Fuel:	90 litres
Water:	150 litres
Engine:	Volvo MD2030, 29hp
Price:	From \$295,000
	Nordic carbon mast an additional \$45,000
Contact:	North South Yachting, The Quays Marina, 1856 Pittwater Road, Church Point, NSW 2105. Tel: (02) 9979 3266



# WINTER ACTION

Queensland is the place for yachties to be this winter, says Peter Campbell

ABOVE: THE WHITSUNDAY REGATTAS WILL AGAIN ATTRACT BIG FLEETS  
PHOTO: ANDREA FRANCOLINI

With the International Etchells World Championships on the Sunshine Coast, the revival of the elite Hayman Island regatta, plus the annual races north and the big Whitsunday regattas, Queensland is definitely the place to be in the coming months.

The sailors' migration to Queensland waters actually begins in autumn, with the FKP Limited Sydney Mooloolaba Race at the end of March and the 56th Brisbane to Gladstone Race at Easter, but the real action gears up in late July and August.

The Australian Winter Championship for the International Etchells Class will run from 11–14 June, followed by a series of regattas over the next three weekends in the lead-up to the World Championships, which will be sailed out of the Mooloolaba Yacht Club on Queensland's Sunshine Coast from 28 July to 8 August.

A fleet of up to 80 Etchells is expected. John Bertrand and Dennis Conner, the US sailor Bertrand beat to win the America's Cup more than 20 years ago, and the most recent America's Cup winning skipper, Swiss-based New Zealander Russell Coutts, are all expected starters.

The big news is that after a two-year hiatus, and as a result of enthusiastic support from yacht owners, the internationally acclaimed regatta at Hayman Island, in the Whitsunday Islands, is to be revived.

Lloyd Donaldson, general manager of the Five Star Hayman resort, has confirmed that 'The Hayman Regatta', as it will now be billed, will be staged from Monday, 30 August through to Saturday, 4 September.

The proposal is subject to current sponsorship negotiations reaching their anticipated successful conclusion. The regatta will follow the race week at nearby Hamilton Island, which means that yacht owners and crews competing in the Whitsundays in August will now have a choice of contesting between one and three regattas: Hog's Breath Race Week out of Airlie Beach, the Hahn Premium Race Week at Hamilton Island, and now the Hayman Regatta.

With the Notice of Race for the Hahn Premium Race Week already posted on the Hamilton Island Yacht Club website (see [www.hiyc.org.au](http://www.hiyc.org.au)) nearly 20 entries had been received by the end of February, including 10 for the Premier Cruising, IRC Cruising and Cruising Yacht classes. Race Week will run from Saturday, 21 August through to Saturday, 28 August.

Notice of Race for the 15th Hogs Breath Race Week, to be sailed out of Airlie Beach, 13–19 August, is also on the website, [www.hogsbreathraceweek.com.au](http://www.hogsbreathraceweek.com.au). Details of the Big Boat, Premier Cruising, IRC, One Design, Performance Handicap, Sports Boats and Cruising Divisions are listed. The program has been extended to give all divisions an extra day of racing in this renowned 'tropical shirt' regatta. The offshore migration to Queensland for these regattas will begin with the CYCA's Sydney Gold Coast Race starting on Saturday, 31 July, followed by the Southport to Mackay Race on Friday, 6 August. While many boats will race north, others will enjoy a more relaxed cruise to the Whitsundays. ■

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UNDER HER D4  
SAILS, SKANDIA  
FLIES LINEWARD  
DURING THE 2003  
ROLEX SYDNEY  
HOBART RACE  
PHOTO:  
IAN MAINSBRIDGE

# SAIL-MAKING TO SUCCESS

The Australian D4 sails business attracted the attention of the major international maker of sailcloth, writes Peter Campbell

The German-based Dimension-Polyant, the world's leading manufacturer of sailcloth, has taken over the complete Membrane Technology D4 operations from Australia's Fraser Sails Pty Ltd, of Somersby NSW, Australia, together with the experienced team of employees under Bob Fraser.

The Doyle Fraser sail lofts, including the large Central Coast facility at Lisarow, are not part of the acquisition – they will continue to exist independently.

“*Skandia* and *Zana*, which finished first and second across the line in the 2003 Rolex Sydney Hobart Yacht Race, were both equipped with D4 sail inventories”

“Our D4 sail development has been recognised as the world leader in sail membrane technology,” says Bob Fraser who, along with Brad Stephens, Matthew Fraser and Mike Green, will be part of the newly formed company, Dimension-Polyant Membranes Pty Ltd.

Dimension-Polyant is responding to the needs and

requests of many of its customers, with the addition of sail membranes to their comprehensive range of sail products on a high level of quality. The know-how acquired will allow Dimension-Polyant to produce sail membranes according to the individual sail designs provided by sail lofts.

Sails made of D4 membranes are recognised worldwide and have proven their success over a number of years.

The two new super maxi yachts, *Skandia* and *Zana*, which finished first and second across the line in the 2003 Rolex Sydney Hobart Yacht Race, were both equipped with D4 sail inventories.

The D4 system is available in a wide range of materials that meet the needs of racing yachts and ocean cruisers with successful applications right through to the largest mega yachts.

Dimension-Polyant is a leading manufacturer of sailcloth for yacht sails, dinghy sails and surf sails, as well as surf kites, hang gliders, paragliders, hot air balloons and many more. Dimension-Polyant maintains production locations in Germany and the USA and now also in Australia, as well as sales offices and warehouses at the most important commercial centres in the world. ■





# FOR YOUR EYES ONLY

Protecting your eyes from the wind and any irritating glare from light bouncing off the water makes sailing a lot more enjoyable. Whether it's a fun sail or a competition, don't forget the essential sunnies!



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# WHITE HOT

New Zealand yacht designer Brett Bakewell-White is on fire. His designs, which include super maxi yacht *Zana*, are built for speed, writes Neil Smith

ABOVE: SIMON MINOPRIO SAILS A FOUNDATION 36 TO VICTORY IN THE WARREN JONES YOUTH REGATTA PHOTO: REPRODUCED COURTESY THE WEST AUSTRALIAN

While *Zana* failed to grab line honours from Grant Wharington's *Skandia* in the Rolex Sydney Hobart Yacht Race 2003, she certainly created excitement as the two super maxi yachts virtually match raced the 628 nautical mile course.

Match racing such as this is meat to *Zana*'s designer, Brett Bakewell-White. Based in Auckland, Bakewell-White has taken it all in his stride.

Another Bakewell-White design achievement is the match racing boat created for the Western Australian Yachting Foundation. Known as the Foundation 36s, this yacht has facilitated many helmsmen to achieve international stardom, most recently Simon Minoprio and his crew, who achieved resounding victories in both the Warren Jones Youth Regatta at Royal Freshwater Bay Yacht Club, Perth, in early February, and the Australian Match Racing Championships at Royal Perth Yacht Club, Perth, in November last year.

Whether it was the New Zealand design that led the Royal New Zealand Yacht Squadron helmsman and his crew to victory is a matter for conjecture.

Foundation 36s are proving to be a sort of kindergarten for America's Cup and Swedish Match Circuit helmsmen, as they have been responsible for launching skippers such as Russell Coutts, Peter Gilmour, Jamie Spithill and Magnus Holmberg on the road to international match racing stardom.

The project came about in 1995 when Bakewell-White was commissioned to design a replacement fleet for the Foundation's eight Farr 36s.

The commission called for a sturdy, responsive, and ultra-manoeuvrable yacht, durable enough to withstand the inevitable battering experienced in intense

match racing. The specifics of the order were the building of eight matched hulls of 10.86m overall, with a waterline of 9.20m; beam of 3.48m; weighing 3,675kgs; keel of 1,650kg; tall rig of 16.50m with a sail area totalling 59.63 sq m, comprising a 37.83 sq m main, 21.80 sq m jib, and 65 sq m spinnaker.

Built by Peter Milner Yachts, Cockburn Sound, Western Australia, the original one design class – the Bakewell-White class – has rewarded with good racing (it's an unfortunate coincidence that the name of one of WA's favourite delicacies is the Bakewell meat pie).

Impressed by the yacht's performance, several individuals outside the Foundation have placed orders. Bakewell-White varied the original concept by increasing the freeboard 100mm and the underwater lines by 400mm, spawning a hybrid.

John Flower, past Commodore of Royal Perth Yacht Club and a strong supporter of the Foundation, owns one of these hybrids. He races it as *R2D2* and has been almost unbeatable in club and inter-club fleet racing on the Swan River. His success has led to a rush of orders, including one by the builder Peter Milner, also a race regular.

The success of *R2D2* encouraged Flowers to venture onto open waters in offshore and ocean racing events three years ago. He met with immediate success, but was confined mainly to short duration events.

In turn, this led to a group of regular ocean racing owners, such as Tony Carter, Vice Commodore of Royal Perth Yacht Club and principal dealer City Motors for Holden in Perth, to specify an ocean racing version for longer races, some of them overnights, and to the creation of a one design class now known as Titan 36. Carter's Titan 36, *Varying Depth*, has won a 270 nautical mile

ABOVE: BRETT BAKEWELL-WHITE (LEFT) SHARES A GLASS WITH BUILDER OF THE FLEET, PETER MILNE (RIGHT), AND JOHN FLOWER, AT THE LAUNCH OF THE FOUNDATION'S TENTH BOAT  
PHOTO: NEIL SMITH



overnighter from Fremantle to Geraldton, and been awarded the Yachting Association of Western Australia's prize for consistency for two consecutive summers.

The Foundation is self-supporting, earning its keep from corporate charters, as well as match racing. Corporate charter bookings occupy the eight original boats solidly throughout summer, and winter bookings are healthy, with daily or twice-daily bookings and participation in events such as the twilight races on the Swan River.

The Foundation has expanded its fleet with an additional two boats, numbers nine and ten. Mark II, the latest additions, vary from the original in that they feature a few creature comforts below, making things much more

comfortable for corporate charter customers. This version, which varies in detail only, will eventually replace the original fleet.

Once eight have been purchased, the original eight will be sold as a lot. Already, keen interest has been expressed by a club in Kuala Lumpur, which is eager to become part of an Australasian match racing circuit, taking in Japan, Hong Kong, Thailand, Malaysia, Singapore, Australia and New Zealand, much like the Swedish Match circuit.

To date, 17 of the original Bakewell-White designed boats have been built, plus five of the Titan – one of which is racing out of Singapore as *Mata Hari*, and another in the UK by Scottish yachtsman Duncan Grant, as *Animula*. ■

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# IN TUNE WITH TUNA

There's more to a can of tuna, mackerel or sardines than first meets the eye, as Hugh Fitzhardinge uncovers



“You don't have to eat nasty, crappy food when you're on a boat due to a lack of time. You can whip up tasty delights cheaply and efficiently with a minimum-of fuss”

I have a confession to make. I don't know how to sail. In fact, unless it's a pleasant Sunday afternoon and I'm perched on the back of the boat with a few beers while someone else does the hard work, I can take it or leave it. I do, however, have very good friends who are expert sailors who have completed the Atlantic crossing and that kind of thing.

So I know how hard it is to think about gourmet meals when you're worried about whether the mainsail's going to stay up or not. However, you don't have to eat nasty, crappy food when you're on a boat due to a lack of time. You can whip up tasty delights cheaply and efficiently with a minimum of fuss.

For lunch, crispy bread with a variety of toppings can make a great seaside or on-deck snack. Try a tin of canned mackerel or sardines sprinkled with lemon juice and, if you have it, some parsley. Mix it together and place it on a fluffy white baguette. You can even add a great mayonnaise to the mix to make it truly delicious. Going to a French patisserie before getting onboard can't be that hard. If it is and you find yourself breadless, invest in the best crackers you can find.

Along with mayonnaise, there are some essentials that should be stocked on the boat at all times. For starters,

stock lemons, good sea salt and ground black pepper. Along with pasta, keep tinned anchovies, tuna in oil, olives, canned tomatoes, balsamic vinegar and capers. Pasta is an essential because it provides energy.

These stock-standard pantry items provide a great basis, and you can mix and match whatever you have on board at the time. The same goes for rice or egg noodles, which can be dressed with sweet chilli, soy sauce and sesame oil for an amazing snack.

For great quick meal ideas, I suggest you purchase *5 Minutes in the Kitchen* by Joan Campbell, one of the doyens of Australian food. There are simple recipes for beautiful, luscious meals such as tuna with green beans; prawn cocktail served with brown bread and butter; and Turkish bread and olive salad.

My favourite recipe in the book is spaghetti in sauce. The only ingredients you need are onions, tinned anchovies, pepper, white wine and Parmesan cheese!

The recipe below is simple, cheap and delicious and it requires the IQ of my little finger. Enjoy! ■

## UPMARKET CANNED TUNA BAGUETTE

Combine a can of drained tuna with rinsed salted capers, sliced red onion, chopped flat leaf parsley, lemon juice and olive oil – just add the amounts you feel are right. Cut along the length of the baguette, remove the bread from the inside, and fill the remaining crust with the tuna mix. You can also use the mix as a pasta sauce.

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

# QUITE LIGHTLY

Some of the most compatible sailing wines are light, says Ben Canaider

By the time you've negotiated the marina, picked your way through the kneeboards and the wires of those unseaworthy kite-boards, hoisted some sail and finally found open sea, you'll have no doubt developed a bit of a thirst. Tack twice and get some green over the gunwale before making for a quiet and safe mooring for a meal and a drink. Given the unpredictable weather and the fact that some of the guests may feel slightly queasy, you'll need a wine that's as versatile as it is enjoyable, such as a light red, pinot noir, or rosé.

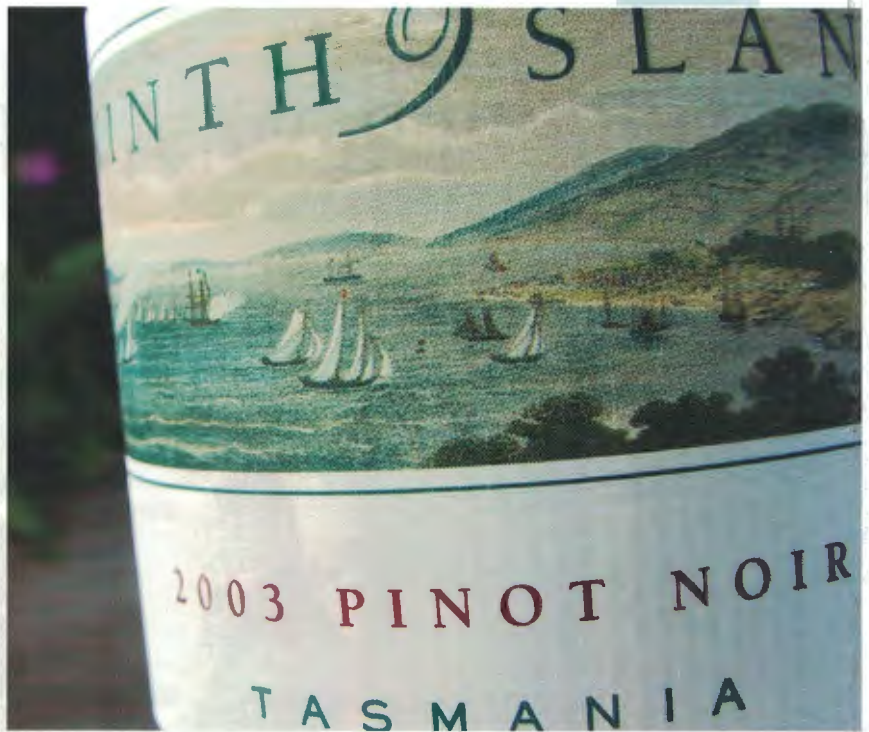
There are several advantages to serving these wines. All, particularly the more affordable ones, can be chilled and they suit a quick lunch when only one or two glasses will be consumed. Being neither too heavy or alcoholic they won't lead to mental fuzziness and none are so pretentious as to mind being drunk from tumblers. By the way – why is it that people who sail in anything more than 35-feet always seem to have wine glasses stowed, yet it's plastic cups in anything smaller?

I'm too addicted to wine to have anything but proper wine glasses on board, but then again I'm a notoriously dangerous sailor.

In terms of wine bottle safety when aboard ship, spilling red wine on timber decking or panelling is rarely a problem, as long as you haven't cut costs on marine timber sealant. But broken glass won't do anyone any favours, particularly if the breakage is caused by a minor incident such as slipping your mooring and running aground.

Decanting wine into plastic bottles before heading out isn't a bad idea, but some plastics can taint the wine. Taping glass bottles with a few turns of sticky tape means that if the bottle is dropped, it might still break but broken glass won't fly everywhere.

• *Ben Canaider is the drinks editor of the ABC's food magazine, delicious.* ■



## NOW FOR SOME WINES

### Ingoldby 2003 Rosé, \$17.

Cute, bright and deliciously fruity, this wine has all the exuberance of young Grenache, but it isn't sweet or sickly. It's rich and ripe, to be sure, but the finish is smooth and dry. This style of rose is as friendly towards food as it is to conversation.

### Hungerford Hill 2002 Pinot Noir, \$18.

Tumbarumba, between Canberra and the Snowy Mountains in southern New South Wales, is a cool area and pinot likes cool. This affordable example is dry, with cherry and dried herb. Fruit, rather than oak, is foremost. The screw cap is easy to open and reseal while aboard.

### Ninth Island 2002 Pinot Noir, \$24.

This Tasmanian pinot is a bit more hefty and weighty than the Hungerford Hill. If you're gnawing on confit of seagull, this could be the wine. Deep in colour, with slight tar, plum and spice flavours, this red wine will satisfy the 'drink-red-till-I'm-dead' boys and girls, as well as the more refined wine sophisticates.

### Yalumba Y Series 2002 Merlot, \$13.

Most affordable merlot should come with a health warning – there really is some dire stuff around. However, Yalumba has done well with Merlot over the last few vintages. The 2002 is dry and a little minerally, offering fruitiness and softness rather than sweetness.

# NEWS FROM ALL PORTS



PRECARIOUS PERCH  
FOR BOWMAN ON  
RACER  
PHOTO: GREG PRATT

## SKANDIA'S WILD WOMEN WIN PORT LINCOLN RACE

The super maxi *Skandia*, line honours winner of the Rolex Sydney Hobart Yacht Race 2003, has taken line honours and been placed first on corrected time in the 156 nautical mile BMW Classic Adelaide Port Lincoln Race sailed in late February. However, the 30m sloop had a different crew for this race.

Joining owner Grant Wharington and five other regular crew were 21 South Australian 'Wild Women on Water', headed by Volvo Ocean Race competitor Genevieve White.

"This was much more than a race for us," says Genevieve. "We want to encourage women to expand their sailing horizons.

Each group of women – on the helm, bow, mast, pit and trim, had a coach. The improvement across the last weeks of training was just great. Grant and the guys were most supportive."

"The girls did a fantastic job. It was a pleasure to sail with them," says Wharington. "I was disappointed that the light conditions robbed them of the chance to smash my old record (set in 1999 with *Wild Thing*)."

On IRC corrected time, *Skandia* won from David Buckland's Sydney 38, *Grand Tasman Full Bore*, and Geoff Boettcher's *Secret Men's Business*.

## CYCA LENDS HAND TO SOUTHPORT MACKAY RACE

The Cruising Yacht Club of Australia (CYCA) will assist the Mackay Yacht Race with professional race management for the 2004 Southport to Mackay Blue Water Classic that starts from the Gold Coast on 6 August.

CYCA Rear Commodore Roger Hickman, one of the participants in last year's inaugural race, says the relationship

between the two clubs would ensure the 530 nautical mile race would continue to provide enjoyable long ocean racing.

The race will provide divisions for IRC, PHS and cruising yachts, with several racing and cruising yachts already showing interest.

## SMALL BOAT'S PARADISE

With five larger boats late in returning from Skandia Geelong Week, smaller boats dominated line and handicap results in the 2004 Bruny Island Race, Tasmania's oldest offshore event, first sailed in 1898.

Bad conditions in Bass Strait forced *Cyclone Skandia*, *42 South*, *Tequila Slamma*, *Fly In Scud* and *Quetzalcoatl* to shelter on their way to Hobart, leaving only nine boats to enjoy a light weather race around Bruny Island.

First place under IMS handicap went to Don Calvert's former Admiral's Cup team boat *Intrigue*, which celebrates its 20th birthday this year. *Dr Who* (Roger Jackman) took line honours and placed second on corrected time, with *Interum*

(Craig King) third. Under PHS handicap, first place went to the Young 88, *Shadowfax* (M. Westland) from *Lock on Wood* (Peter Geeves) and *Conquistator* (Mike Cummins).

Conditions were light with a spinnaker run to the Friars; a reach to South Bruny Light; and a beat back up d'Entrecasteaux Channel, a race which suited the smaller boats.

The Hope Island Race saw a line honours victory for the *Huon 10*, *Planet X* (Max Rowley) with *Rouseabout* (David Inglis) placing first on corrected time from *Buggbear* (Ron Bugg) and *Binnalong* (E. Targett).

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JOE FLAVIS' UBS WILD  
TWO-TIME WINNER OF  
THE PHS DIVISION OF  
THE CYCA'S OCEAN  
POINTSORE  
PHOTO:  
IAN MAINSBRIDGE

## ROLEX CLOCKS UP MORE SUPPORT

Since 2001, Rolex has been gradually increasing its level of worldwide yachting event sponsorship, and this year boasts a grand total of 18 events, with a further six dates already planned for 2005.

One of the new events is the New York Yacht Club's 150th Anniversary Regatta to be held from the club's base at Newport, Rhode Island.

The 60th anniversary of the Sydney Hobart Yacht Race, which Rolex has been sponsoring since 2001, also appears on the 2004 calendar as does the Rolex IMS World Championships, to be sailed at Capri, Italy, from 15-22 May.

Rolex now has a number of classic offshore races in its stable including the Rolex Middle Sera Race, Rolex Fastnet Race and the Giraglia Rolex Cup.

### JOINT STATEMENT BY THE CRUISING YACHT CLUB OF AUSTRALIA AND RICHARD PURCELL

The Cruising Yacht Club of Australia and Mr Richard Purcell are pleased to announce that the defamation action taken against the Club and others by Mr Purcell has been resolved.

The Cruising Yacht Club wishes to clarify comments made regarding Mr Purcell's yacht, *Margaret Rintoul II*, on 1 June 1999 at the release of the *Race Review Report* concerning the 1998 Sydney to Hobart Yacht Race.

It was not intended by the comments made on that occasion to suggest that Richard Purcell was guilty of gross misconduct for failing to render assistance to the yacht *Sword of Orion* during the 1998 Sydney to Hobart Yacht Race in which a storm ravaged the fleet while crossing Bass Strait.

If the comments were interpreted in that manner, the Cruising Yacht Club of Australia apologises to Mr Purcell, his wife and family for the distress and embarrassment which the comments so caused.

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# CROSSING THE DITCH

The Shorthanded Sailing Association of Australia's (SSAA) biennial Trans Tasman Sydney Auckland race is on again, scheduled to start on 1 May. The race dates back to 1988.

The Trans Tasman offers a number of challenges to those who have been thinking of crossing the ditch but have yet to do so.

First, history shows that the best time of the year to cross the Tasman, from a weather viewpoint, is in April and May. The race also connects up with the Royal Akarana Yacht Club's Auckland Noumea Race, starting on 5 June. Taking in New Zealand's magnificent cruising grounds and then heading up to the Pacific is an obvious attraction.

Kay Cottee, David Adams, Kanga Birtles and Tony Mowbray have all participated in the race prior to their solo non-stop circumnavigation successes.

Terry Travers and Robin Chamberlain participated in the 1998

event as a prelude to their Antarctic adventures, as did Teresa Michel and David Pryce in their Adams 10 in the lead-up to the 1999 Melbourne Osaka race. Last year, Melbourne Osaka winner *Sayernara*, in her first race under new ownership, won her second Trans Tasman.

The 2002 event saw a wide range of entrants, from modern shorthanded racers such as Kiwi Mini-Transat hero Chris Sayer, Wollongong's Phil Bower's Mini 6.50s, and John Biddlecombe's Open 60 *Liberty* to traditional boats such as Mike Thurston's *Drina*.

SSAA handicapping reflects the diversity of entrants and the association would like to encourage owners of traditional boats to consider a two-handed cruise across the ditch. For further details and the Notice of Race, go to SSAA's website at [www.ssaa.com.au](http://www.ssaa.com.au), or phone David Eastwood on 0419 240 862.

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# BOUND FOR OLYMPIC GLORY



ABOVE: STAR SAILORS DAVID GILES AND COLIN BEASHEL ABOVE RIGHT: YNGLING SKIPPER NICKY BETHWAITE PHOTOS: PETER CAMPBELL

The Australian sailing team chosen for the Athens Olympic Games is probably unique because of the versatility of the team. In addition to being the nation's best – and in many cases among the world's best in their Olympic class – at least half of them have enjoyed considerable ocean racing.

Chris Nicholson, the International 49 class skipper from Lake Macquarie, has been a world champion in 505s and 18-footers, but has also sailed in the Volvo Ocean Race and was aboard Sean Langman's *Grundig AAPT* in the Rolex Sydney Hobart Yacht Race 2003. More recently, he sailed on the boat in the Sydney Newcastle Race.

Anthony Nossiter, who will again compete at the Olympics in the Finn class, also sailed in the Volvo Ocean Race and follows in the wake of his father and grandfather in the Sydney Hobart.

Nicky Bethwaite, who will skipper the Yngling keelboat with Karyn Gojnych and Kristen Kosmala, has also competed in several Sydney Hobart races. Bethwaite and Gojnych were Australia's first Olympic female sailors, competing in the women's 470 class at the Seoul Olympics in 1988. Laser representative and Sydney 2000 Olympics bronze medal winner Michael Blackburn also has ocean racing experience.

Star class skipper Colin Beashel is not only the veteran of Olympic sailing (this will be his sixth Olympiad in *Stars*), but he has competed in the America's Cup (on *Australia II*), Admiral's Cup and in Sydney Hobart races. His crew in Athens will be David Giles, with whom he won a bronze medal at the Atlantic Olympics in 1992.

Other members of the Australian team for Athens are Jessica Crisp (Mistral women), Lars Kleppich (Mistral men), Sarah Blanck (Europe), Nathan Wilmot and Malcolm Page (470 men), Sydney 2000 gold medallists Jenny Armstrong and Belinda Stowell (470 women) and Sydney 2000 silver medallists Darren Bundock and John Forbes (Tornado catamaran).

– Peter Campbell

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# OFFSHORE RACING CALENDAR

MAJOR AUSTRALIAN AND INTERNATIONAL OFFSHORE AND INSHORE EVENTS FOR 2004-2005

## AUSTRALIAN

2004

APRIL

- 9 Brisbane Gladstone Yacht Race, Queensland Cruising Yacht Club (QCYC)
- 18 BMW Sydney Winter Series, Jill McLay Trophy Opening Ladies Race; Windward Trophy Great Veterans Race, CYCA
- 25 BMW Sydney Winter Series Pointscore starts, 12 races every Sunday through to 18 July, CYCA

JULY

- 25 BMW Sydney Winter Series, Chris Lee Trophy Closing Ladies Day Race
- 31 Sydney Gold Coast Race, IRC, IMS, PHS, 384 nautical miles, CYCA

AUGUST

- 13-19 Hogs Breath Race Week, Airlie Beach, Qld, Whitsunday Sailing Club
- 21-28 Hamilton Island Week, Hamilton Island, Qld, Hamilton Island Yacht Club
- 30-1 Hayman Regatta, Hamilton Island, Hayman Island Yacht Club

DECEMBER

- 10 Canon Big Boat Challenge, CYCA
- 11-13 One Design Regatta, CYCA
- 16-19 Rolex Trophy Series, CYCA
- 26 Rolex 60th Sydney Hobart Yacht Race, CYCA
- 27 Melbourne Hobart West Coaster Race, Ocean Racing Club of Victoria
- 28 Melbourne Launceston Bass Strait Race, ORCV

2005

JANUARY

- 2 Pittwater Coffs Harbour Race, IRC, PHS, RPAYC
- 2 King of the Derwent, Hobart, Derwent Sailing Club
- 3-10 Boags Sailing South Race Week, Royal Yacht Club of Tasmania

## INTERNATIONAL

MAY

- 15-22 Rolex IMS World Championships, Capri, Italy

JUNE

- 11-13 New York Yacht Club Annual Regatta, presented by Rolex, Newport, Rhode Island, USA
- 11-14 Etchells Midwinter Championship, Mooloolaba, Qld, Mooloolaba Yacht Club
- 12-19 Giraglia Rolex Cup, St Tropez, France/Genoa, Italy
- 19-26 Sardinia Rolex Cup, Porto Cervo, Italy.

JULY

- 16-25 New York Yacht Club Sailing Week, Newport, Rhode Island, USA
- 25-3 Rolex Commodore's Cup, Cowes, Isle of Wight, UK
- 28-8 Etchells World Championship, Mooloolaba, Qld

AUGUST

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

SEPTEMBER

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

OCTOBER

- 3 Barclays Global Challenge round-the-world race 2004/2005, 30,000 nautical miles, starts Plymouth, UK, with stopovers at Buenos Aires, Wellington, Sydney (CYCA), Cape Town, Boston and a European port, finish at Plymouth, Royal Ocean Racing Club
- 20-1 Rolex Middle Sea Race, Malta

NOVEMBER

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

DECEMBER

- 16-19 Rolex Trophy Series, Sydney, Australia
- 26 Rolex 60th Sydney Hobart Yacht Race, Sydney, Australia

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# DOCKSIDE



THE ROYAL AUSTRALIA NAVY PROVIDED *HMAS CANBERRA* AS THE FLAGSHIP FOR THE 168th AUSTRALIA DAY REGATTA WHERE GUESTS, INCLUDING HER EXCELLENCY THE HONOURABLE DR MARIE BASHIR AO, GOVERNOR OF NEW SOUTH WALES, AND SIR JAMES HARDY KT OBE, PRESIDENT OF THE AUSTRALIA DAY REGATTA, WATCHED THE RACING ON THE HARBOUR AND THE FINISH OF THE OCEAN RACE TO BOTANY BAY AND RETURN. TWO WEEKS LATER, NEWCASTLE WAS CENTRE OF CELEBRATIONS FOR THE FINISH OF THE CYCA'S SYDNEY-NEWCASTLE RACE FOR THE BLUE WATER POINTSCORE AND OCEAN POINTSCORE FLEETS, INCLUDING THE CREWS OF *ICHI BAN*, *QUEST*, *INFINITY III* AND *BROOMSTICK*

PHOTOS: STEVE OOM (AUSTRALIA DAY) AND PETER CAMPBELL (NEWCASTLE RACE).





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# DOWN THE RHUMBLINE

The search for some old salty characters around Sydney Hobart race time sparks the memory of many others, as Peter Campbell discovers

Just before the start of the 2003 Rolex Sydney Hobart Yacht Race, I gave some directions to a colourful American who was visiting the Cruising Yacht Club of Australia. When I returned from Hobart, there was a note for me, from a Pierre de St. J. Macbeth, and from the description given by CYCA reception, it was obviously the same man.

Pierre was visiting Sydney for the first time after a long period, hoping to catch up with some old salts he had sailed with aboard the famous cutter *Morna* when she took line honours in the 1957 Sydney Hobart Race. Sadly, the three he mentioned, 'Thunder', 'Twinkletoes' and 'Raw Meat', have passed on to that great ocean in the sky. Together with 'Ear Rings', they were some of the great characters of ocean racing of the 1940s and 1950s, along with 'Rubber' Kellaway and Dicky Dillon, with whom I'd enjoyed some sailing aboard *Morna* after coming to Sydney in the early 1950s. *Morna*, then owned

by Sir Claude Plowman, later became *Kurrewa IV*, owned by two more characters, the Livingston brothers, who took line honours in the Sydney Hobart seven times. She now swings rather forlornly on a mooring in Sydney Harbour. I recently saw her in the distance, while talking with two other old salts at the Royal Sydney Yacht Squadron, Russell Duffield and Carl Halvorsen. Russell raced *Trevassa* to Hobart many times while Carl, at the fine old age of 91, is still racing his 5.5m class yacht.

The history of the Rolex Sydney Hobart Yacht Race and, in fact, yachting in general, is adorned with wonderful characters and boats, which is why *Offshore Yachting Australia* has commissioned historian David Colfelt to write a series of articles in the lead-up to the 60th race in December. The first appears in this issue.

This brings me to the photograph on this page, originally published in *The Mercury* newspaper, of the winning crew of Sir Max Aitken's *Crusade* after she took line honours in the 1969 Sydney Hobart. Many of the crew were Australians.

Yes, we did publish a near identical picture in the December/January edition of *Offshore Yachting*, but the face of one of the most famous Aussie yachties on board was covered by the hand of another crew member as they waved for the photographer, and we were unable to list the names of the Aussies, as we didn't have them at the time.

Thanks to Peter Shipway, we can now reveal that the hidden face was that of Richard 'Sightie' Hammond. He's the one wearing the white hat in the back row. 'Sightie', of course, was the first Sydney Hobart yachtsman to reach the 40 races milestone.

Now retired from ocean racing because of failing eyesight, 'Sightie' otherwise enjoys good health, as do most of the other former Australian crew members of *Crusade* – Jim Burke, Sandy Schofield, Max Crafoord, Norm Hyett, Colin Betts and Dennis O'Neil. Max lives at Port Stephens, the others in Sydney, with the eagle-eyed Peter Shipway (he picked 'Sightie' hidden behind the waving hand in the previous photograph) recently attending Sandy's 60th birthday. At the centre of the photo is the owner/skipper, Sir Max Aitken, wearing the black cap, and on his right is Bobby Lowein, from the Isle of Wight, another great character of ocean racing. Sadly, both have passed on.

The 1969 Sydney Hobart was a great result for the Brits – *Crusade* took home line honours and first place overall went to *Morning Cloud*, skippered by Ted Heath, who later became the Prime Minister of England. ■



THE CREW OF THE ENGLISH YACHT *CRUSADE* INCLUDED SEVEN AUSTRALIANS WHEN SHE TOOK LINE HONOURS IN THE 1969 SYDNEY HOBART RACE. PICTURED HERE WITH OWNER SIR MAX AITKEN (WEARING BLACK CAP). NO LONGER HIDDEN BY A WAVING HAND, AS HE WAS IN A SIMILAR PHOTO PUBLISHED IN THE DECEMBER/JANUARY EDITION OF *OFFSHORE YACHTING*, IS RICHARD 'SIGHTIE' HAMMOND, WEARING GLASSES AND A WHITE CAP. TO HIS LEFT ARE JIM BURKE, SANDY SCHOFIELD, MAX CRAFOORD, NORM HYETT AND COLIN BETTS, WITH DENIS O'NEIL IN THE FRONT ROW  
PHOTO: THE MERCURY

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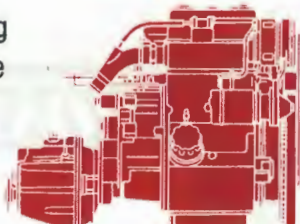
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# LAST THOUGHT

Sunlight creates a shimmering sea as *Djuice*, *Prowler* and *Loki* beat to windward during the 2003 Hahn Premium Race Week at Hamilton Island in the Whitsunday Islands of Far North Queensland

PHOTO: ANDREA FRANCELINI

# ONSHORE



## MEMBERS NEWSLETTER

THE NEWSLETTER OF THE CRUISING YACHT CLUB OF AUSTRALIA

APRIL 2004

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MARTIN JAMES AND HIS CREW OF *INFINITY III* CELEBRATE AFTER THE SYDNEY NEWCASTLE RACE, WHICH CLINCHED THEM OVERALL FIRST PLACE IN THE OCEAN POINTSCORE FOR 2003-2004. PHOTO: PETER CAMPBELL

## ANTIPODES, INFINITY III, UBS WILD THING – CYCA'S OCEAN POINTSCORE WINNERS

The 65 nautical mile Sydney Newcastle Yacht Race clinched victory in the CYCA's 2003-2004 Ocean Pointscore for Greg Newton's *Antipodes*, Martin James's *Infinity III* and Geoff Lavis's *UBS Wild Thing*.

However, the Sailing Office needed a countback to decide the winner of the IRC division of the summer-long series, made up of seven ocean day-races along the New South Wales coast with races to Lion Island, Port Hacking and Newcastle – the longest race in the Ocean Pointscore.

CYCA Rear Commodore Martin James' victory in the Newcastle race, with his Farr 65 *Infinity III*, won him the IRC Division Pointscore after he and Commodore John Messenger, skippering his Sydney 38, *Utopia*, finished equal on 322 points.

*Infinity III* beat *Utopia* by a mere 12 seconds on corrected time in the Newcastle race, with the countback of first places during the season breaking the tie. Third place overall went to Julian Farren-Price with

his Cookson 39, *About Time*.

*Antipodes* also clinched the overall point score trophy by winning the Newcastle race to finish the season with 328 points from *Sommerbreeze* (Hans Sommer), which took second place on a countback from *Amante* (Dennis Cooper) after they each finished with 324 points.

Vice Commodore Geoff Lavis sailed his Inglis 50, *UBS Wild Thing*, to a comfortable pointscore win in the PHS Division, finishing with 312 points.

Second place went to *Infinity III* on 304 points, and third place to *Antipodes* on 300 points. This was a well-deserved victory for Lavis, a driving force behind the success of the Ocean Pointscore and, more so, a major force in creating interest in PHS racing offshore.

This is a perfect series for the owner and crew who want to ocean race without the inclusion of long ocean races.

*Peter Campbell*



CYCA VICE COMMODORE GEOFF LAVIS'S *UBS WILD THING*, WINNER OF THE PHS DIVISION OVERALL IN THE CYCA'S OCEAN POINT SCORE. PHOTO: PETER CAMPBELL

# BMW SYDNEY LINES UP FOR WINTER SERIES START



After a hard-fought summer series, many CYCA owners and crew are keen to get back on the water for the annual BMW Sydney Winter Series.

Up to 200 yachts, from most of Sydney's yacht clubs, are expected to compete in the series which commences with the first Ladies Day Race on Sunday 18 April.

The 11-race pointscore series will commence on Sunday 25 April and run through to 11 July. The long weekend race on 13 June will be a non-pointscore race, as will the final race on 18 July and the traditional Ladies Day race on 25 July, which falls the weekend before the start of the Sydney Gold Coast Race.

"Previously, the last pointscore race and the prize-giving were only four days apart. This year the completion of the series has been moved forward a week so that everybody gets the opportunity to attend and staff have the time to organise a spectacular evening," says Joe Goddard, CYCA CEO.

"On the 18 July (non-pointscore race) we will have a carnival atmosphere and there will be a fantastic raffle and lucky door prizes. As in previous years, the event will be dedicated to raising money for the Safety of Life at Sea Trust," he added.

This is the seventh year of BMW Sydney's sponsorship and John Young, BMW Sydney managing director, is proud to be associated once again with Sydney Harbour's most popular regatta.

"Each year we see the series grow in popularity, and we also come across more of our customers who are racing in the series," he said.

"We look forward to an enjoyable season and wish all the participants success and good luck. Everybody is invited to visit BMW Sydney in 2004 to view the exciting new models as they are released. The new BMW 6 Series, X3 and 1 Series will all grace our new car showroom. Also, the new MINI Cabrio will be featured at this year's Sydney International Motor Show. It will turn heads with its sleek design.

"I look forward to seeing you all, either at the CYCA or at BMW Sydney," he concluded.

BMW Sydney at Rushcutters Bay will again offer a weekly divisional prize – the use of a 3 Series BMW for the week.

**Lisa Ratcliff**

## BMW SYDNEY WINTER SERIES BREAKFAST CLUB – VOLUNTEERS NEEDED!



The Breakfast Club will again be cooking breakfast for members and friends during the BMW Sydney Winter Series, which starts this month. This will be the 24th year that the group has volunteered their services. All funds raised contribute to the improvement of Club facilities.

More than \$100,000 has been raised for the Club over the years. Funds that have been contributed within the last two years have funded the function room's sound and projection equipment, a new lectern and a portable stage.

The Breakfast Club is always grateful for additional help. If any members are interested in joining the group for the upcoming BMW Sydney Winter Series, they should contact Lisa Ratcliff on 9363 9731 or email [lisaratcliff@bigpond.com](mailto:lisaratcliff@bigpond.com).

With enough volunteers, we'll be able to instigate a roster system, which means we could spread the load.

**Lisa Ratcliff**

## HAHN Premium

## HAHN PREMIUM MONDAY TWILIGHT SERIES 2003/2004

The pointscore result in this year's Hahn Premium Monday Twilight Series went right to the wire, with a win for Karl Matiszik's Carter 33 *Cartwheel* in the last race of the series, putting him just ahead of Grant Pollock's Northshore 38 *L'Eau Commotion*, which had lead for most of the season. Jason and Mary King's Jarkan 39 *Toccata* was a popular third place winner.

Once again consistency, as well as sound sailing, proved the key to pointscore victory. *Cartwheel* didn't miss a race and the next three place getters only missed one each.

Special mention must go to Ivan Resnekov's *Farr Horizons*, which always performed well and always gave the Sydney 38s a run for their money. Ivan would probably have finished on the podium had he not taken a month or so off to holiday in Bali mid-season, as would the *Spearhead* team, who had to work, instead of sail, for the past five weeks.

There were some heroic battles between the Sydney 38s. Geoff Bonus' *Bashful* won three individual races,

including the best win recorded in the series. Getaway Sailing's *Obsession* and *Team Lexus* were frequently swapping places with them, as was Michael Belakhov's Sydney 36 *Sea Change*.

Other notable winners of individual races were Ann and Bob Penty's *Big Blue*, which won twice; Dick Voorderhake's *Farr 40 Rapsallion*, which won on its only guest appearance; Robert Hampshire's beautiful 30 sq m *Zephyrus*; Robert Hunt's *Attitude*, Nathan Smith's sporty Young 780 *Froth and Bubble*, and Andrew Cochrane's *Pendragon*.

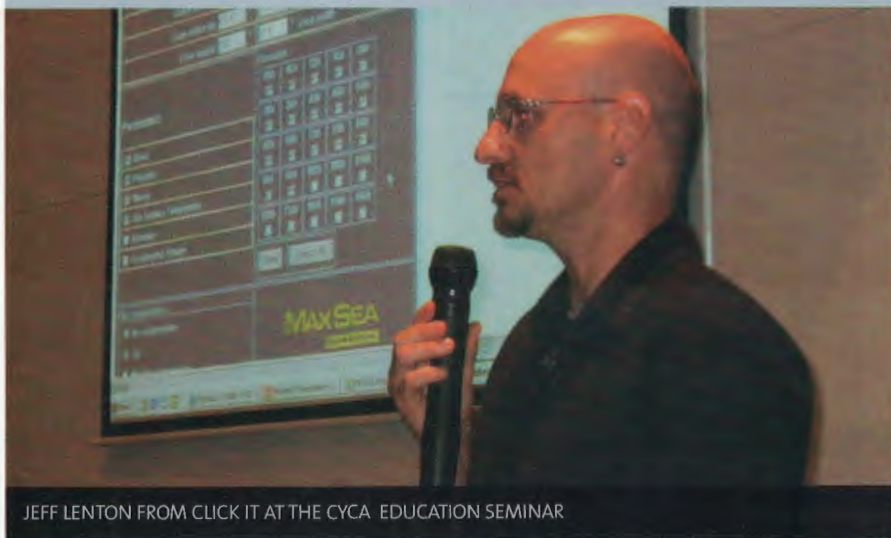
Most improved performers over the season were Pacific Sailing School's *Blackjack*, which came from nowhere to take third place in the penultimate race, and Guy Stenning's *Short Circuit*, which got it right in the last race, taking a case of Extra Dry for second place.

Our thanks to all those who took part, especially to our sponsor, Hahn Premium for making another successful and enjoyable season possible, and for the great prizes.

**Roger Wragby**

# CRUISING ACTIVITIES

John Keelty, Cruising Captain



JEFF LENTON FROM CLICK IT AT THE CYCA EDUCATION SEMINAR

## EDUCATION SEMINAR

The CYCA Cruising Radio Communication & Technology Education Seminar held at the Club on Tuesday 2 March, was attended by over 100 interested members and guests. There were three speakers who discussed the latest information and best options to meet needs in relation to communications and technology on yachts.

The speakers for the evening were Matt O'Neill from Australia's search and rescue organisation AMSA who gave a full presentation on current radio requirements and where we will be going in the foreseeable future. Jeff Lenton from Click IT, who discussed IT equipment on yachts, including the use of personal computers and laptops, and Rob Landis from Boat Books who presented information on software options.

## RSYS CRUISE 17-24 APRIL 2004

The Royal Sydney Yacht Squadron's annual cruise to Broken Bay is on and all CYCA members are invited to join in. The cruise combines racing, off-shore and in-shore, in the more sheltered waters of Pittwater and the Hawkesbury, as well as a nominated anchorage and activities each evening. Anyone who has been on previous RSYS cruises can tell you what a great event it is. If you would like more information, you can go to the RSYS website at [www.rsys.com.au](http://www.rsys.com.au), where you will find the schedule of events for each day, entry fees, notices of races and so on.

Notice of Race and Entry Forms will also be available at the CYCA Reception or you can contact Jan at the RSYS on 9955 7171 or via email on [rowed@rsys.com.au](mailto:rowed@rsys.com.au).

## MAY CRUISING EVENING TUESDAY 4 MAY 2004

Our social cruising evenings include the cruising experience, tales and advice from members who have recently visited or chartered yachts in a particular part of the world. There's also food, drinks and entertainment.

The May social evening will have a Pacific Island theme. Speakers will begin at 6.30pm, but we suggest you arrive a little earlier to enjoy a drink and a chat with sailing friends prior to the presentations.

You may even like to try the cocktail of the evening, which naturally will be Island based. The Blue Adriatic Sea cocktail at the Croatian night was a great success. Once the speakers finish, at around 8pm, you can dine on the deck and enjoy one of the two Pacific Island specials that will be offered by L'Eat in the Bistro.

The social cruising evenings are relaxing, informative and fun. You will go home dreaming of your next cruise, whether it is on your own yacht or chartering with a group of friends.

## SYDNEY FISH MARKET SEAFOOD SCHOOL MONDAY 31 MAY 2004

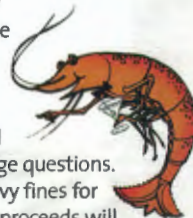
We are organising a group booking to attend the Chilli Crab Cooking Class at the Sydney Fish Market's Seafood School on Monday 31 May. The class is held at the Fish Markets in Pyrmont and runs from 6.30pm to 8.30pm.

The evening includes a demonstration by a leading chef or seafood educator; hands-on cookery; the Chilli Crab Seafood meal; complimentary wine tasting; and recipe kit as well as free parking.

## ROLEX SYDNEY HOBART YACHT RACE PRAWN AND TRIVIA NIGHT, hosted by Peter Shipway & Garry Linacre – Tuesday 20 April 6.30pm

The Rolex Sydney Hobart Yacht Race prawn and trivia night will test you with race history, sport and general knowledge questions. There will be heavy fines for cheating, and all proceeds will go to the Youth Sailing Academy.

Members \$10, non-members \$15, includes flavoursome Tassie fare, along with Geoff Barter's famous 'mutton bird repellent', and the best-priced prawns in Sydney. Book your table early at Reception on 9363 9731.



Having experienced the Sydney Seafood Cooking classes before, I can thoroughly recommend it, and we have deliberately planned it for the week before the June long weekend so that you will be able to show off your new culinary skills to your friends on your long weekend cruise. Numbers will be limited, so please watch the Cruising Notice Board or contact the CYCA Reception for bookings and further details.

## HEAVY WEATHER SAILING II EDUCATIONAL SEMINAR

Our next Educational Seminar will be a follow-up on last year's Heavy Weather Sailing Seminar. Over 200 people attended last year, indicating the importance that offshore sailors place on this topic. This year's presenters will once again provide valuable information that will enable you to prepare for and cope with extreme conditions if ever encountered.

## FORT DENISON TOUR JULY 2004

In July, we are planning a group booking to visit Fort Denison. The trip will include tours of the Fort and a delicious brunch. Watch for more info in the next issue of *Onshore*.

# WHO'S CRUISING



THE CREW OF *RELISH* ENJOYING THE DELIGHTS OF CRUISING AT SEA

## KEEPING THE 'CRUISING' IN THE CRUISING CLUB WITH *RELISH IV* IN THE SOUTH PACIFIC

I arrived to join Bill Bailey and the crew of *Relish IV* for the third and final leg of her South Pacific tour, from Port Vila to Bundaberg. We set sail on the Monday and much to everyone's derision, but at the insistence of my daughter, I adopted an old tradition by purchasing flowers at the markets as an offering to the Sea Gods. Essential for good cruising.

As we sailed out of Vila, heading north with a gentle south-east 10 knot breeze, we threw the flowers from the bow as a prayer for fair winds and safe passage before settling down to a new life – out of bars and out to sea. This is what it's all about.

Leaving Efete Island behind us we continued north, with lovely sunny days and 15 to 20 knots of wind, towards Epi Island. Day turned to night and after rationed sundowners, we settled down to take our turn on watch and the harbour sailors started to learn the rudiments of steering by star and compass. Alex and I were the least experienced ocean sailors, but both of us enjoyed our lessons immensely and resented having to resort to the autopilot.

We sort of got the hang of it after a few days. Our watches were three hours on and six hours off, and we sailed throughout the night seeing few boats.

Early morning on the Tuesday found us sailing into Bannan Bay on the Island of Malekula where we dropped the pick. The water was fabulously clear and the marine life stunning. We had a quick sleep before going ashore, landing on a palm-lined pristine beach, so typical of the film *South Pacific*, which was filmed on Ambyrm Island, a little to our east. We were joined immediately, seemingly from out of nowhere, by a dozen or so small, naked children.

Wonderfully curious, the children, and a few quieter adults, walked along the beach with us showing us the poison fruit they used for catching fish, finding exotic shells and demonstrating their skills opening coconuts. We were educated in the protocol one adheres to when meeting the chief of a village. No sunglasses, because wearing them indicates a lack of respect if the chief can't see your eyes. Also, no bathers and no swimming without permission. We adhered to our lessons and met the chief, who invited us into his village.

I felt as though I was an extra in a *Lonely Planet* series. These villagers see few visitors. There are no roads as such, no airstrip and no tourists, with the exception of a few visiting yachts. The women are quite beautiful and curiously disbelieving that I was travelling alone and didn't belong to any of the crew. That took a bit of explaining,

especially since I had already admitted to being the mother of three grown children.

They took me into their mud floor huts and introduced me to their very dusty, small babies – no nappies here. As I sat on the floor with them, they continued to make casava, a meal of grated hard vegetables, mixed with I knew not what – nor did I want to, before being cooked over the coals. The men went with the men and women were not invited.

The chief surprised us by solemnly producing ten green plastic garden chairs – they seemed so out of place – and placed them in two rows facing each other. He indicated for us to sit on one side, while he and some of the lower ranking men sat on the other.

It was very formal, and I had a vague feeling of what it might feel like to face a firing squad, but there were no last cigarettes and no arrows – rather a flow of probing questions.

The chief invited Bill and his crew to witness an evening of traditional tribal dancing, to be followed by dinner. Bill graciously accepted and we returned to the boat, followed by dozens of children asking their endless questions.

Back on board, we attempted to clean ourselves up and dress for dinner. I ransacked the boat for things for the children, returning with every spare pen and pencil, packets of snakes, tic-tacs, and biscuits. Bill had a pile of yachting t-shirts, which were all excitedly received. For probably 20 minutes, the most energetic dancing, chanting and drumming fills the tropical clearing. We dressed-up for this occasion, and the villagers had done exactly the reverse. The men – at least 50 of them – were clad only in paint, anklets of hard berries and nuts, and interestingly arranged banana leaves!

Dinner was then served, to the male villagers only, and myself, the honoured female guest. We were all seated on grass mats on the ground. There was a central dish that contained the casava that the women had been making that morning along with chicken, and we all helped ourselves. Kava (a strong local liquor), was offered, but was only accepted by the fearless.

We departed late that night, laden down with gifts of home-grown vegetables and many promises to recommend the island of Malekula to our yachting friends. Reluctantly, next morning we pulled the pick and departed for the pristine waters of Crab Bay, and onwards to the beautiful Aore Resort on Espiritus Santos Island.

**A personal impression  
by Caryl Rorke, crew,  
third leg of the *Relish IV* Pacific Cruise**

# PITTWATER TEAM OUTSHINES IN MARINASSESS REGATTA

The strength of women's sailing in Pittwater has again shone through with a young northern peninsula-based team taking honours in the Marinassess Regatta for the second consecutive year, and displacing an Olympic team in the process.

The Pittwater team of Nicky Souter, Stacey Jackson, Nina Curtis and Amy Lee convincingly won from the Olympic Yngling combination of Nicky Bethwaite, Karyn Gojnich and Kristen Kosmala, with three wins and a second place from the four completed races.

The CYCA team of Kylie Mara (recently



(LEFT TO RIGHT) TONY HEADER FROM MARINASSESS, NINA CURTIS, AMY LEE, STACEY JACKSON, NICKY SOUTER WINNERS OF THE 2004 MARINASSESS REGATTA WITH CYCA COMMODORE JOHN MESSENGER, ALSO FROM MARINASSESS

placed third in the NS Nationals), Sally O'Brien, Elizabeth Walsh and Sam Chidgey, finished third on a day that began with light south-west winds, but ended with the Elliott 6s being towed back to the CYCA in a 30-knot southerly that forced the abandonment of the partially completed fifth and the final sixth scheduled race.

"This regatta showed the depth of talent that currently exists among women sailors, as well as the positiveness and camaraderie," said regatta organiser Jenni Bonnitca.

"While the racing was competitive, the teams were very sporting on the race track, very often choosing not to impose on the umpires. It was also great to see regular CYCA sailors mixing it up with some of the nation's

top dinghy sailors," she added.

Regatta sponsors, John Messenger and Tony Header from Marinassess, were out on spectator boats watching the racing.

John Messenger observed that "the essence of the day is that everyone has the chance to helm – this is what sailing and seamanship is all about. This is the eighth Marinassess Regatta, and each year there is greater enthusiasm for this women-only event, as well as a renewed call for other opportunities to be created on Sydney Harbour to develop women's sailing," he said.

He thanked Umpires Gary Manuel and Andrew Joyce and the Race Committee.

*Lisa Ratcliff*



WOMEN ON THE START LINE DURING THE 2004 MARINASSESS REGATTA. FROM THE WINDWARD END, CYCA, PITTWATER GIRLS, HOOLI GIRLS, BIRTHDAY GIRLS AND THE NSW INSTITUTE OF SPORT. PHOTO: TONY HEADER

## TWO-UP ANZAC DAY 25 APRIL 2004

**TWO-UP ANZAC DAY**  
**25 APRIL 2004**  
**Morna Room, 1pm to 5pm**

The event will be conducted by the dockmaster Scott Finsten.

Take advantage of the fun and join in with friends and family on this great day.  
St. Arnou schooners only \$3 and jugs \$10 each.



## MICHAEL COXON IN FORM FOR ETCHELLS CHAMPIONSHIP

CYCA Member and prominent sailmaker Michael Coxon has finished second in the International Etchells NSW State Championship after winning the final race on Sydney Harbour.

Three boats were in the running to win the championship as the 47-boat fleet started the final race. Coxon's win on *North Sydney Station* was not quite good enough to beat America's Cup skipper John Bertrand, from Melbourne, at the helm of *Two Saints and a Magpie*. Bertrand sailed consistently throughout the seven races and finished

fourth in the last race. Both Bertrand and Coxon managed to displace Neville Wittey's *Yandoo XX*, from the point score lead. Bertrand finished with 19 points, Coxon with 23, and Wittey with 24.33 points.

Other CYCA members in the top 16 places, were Iain Murray (*Kaenon*) in 8th place; Dave Clark and Paddy Broughton (*Little G*) in 10th; and Phil Dash (*Just a Dash*) in 13th. *Just a Dash* finished third in the Masters Division and won the Grand Masters Division of the Championship.

*Peter Campbell*

## CYCA DRESS CODE

In a lengthy process throughout 2003, the Member Services Committee redefined the Club's Dress Code (By-Law 16). Decisions were based on a number of criteria.

1. Protecting the health and safety of members, guests and visitors.
2. Maintaining the Club's general amenity, image and smart casual atmosphere.
3. Defining what is not permitted rather than what is.
4. Introducing standards for defined areas: the first floor, including Coaster's Retreat Members' Bar, Freya Room and Morna Room; and the Sydney Hobart Bar and Deck Area.
5. Preserving exemptions for designated CYCA race days.
6. Simplifying the task of compliance monitoring by management and staff.

You will notice that new signage has been erected – hopefully in locations that will be hard to miss. Take a moment to familiarise yourself with the amended regulations and mention them to friends who visit the Club. It may save you the embarrassment of being refused admission and/or service.

*Scott McEwan*  
Member Services Committee



# FROM THE YOUTH SAILING ACADEMY

## WANTED! BMW SYDNEY WINTER RACING POSITIONS FOR YOUNG SAILORS

Once again the Youth Sailing Academy's Advanced Squad will be hitting the water with many keen to try their hand at 'big boat' racing during the BMW Sydney Winter Series.

All applicants for the Advanced Squad are extremely strong dinghy sailors and many have strong seamanship skills and yacht racing backgrounds. They wish to expand this knowledge of inshore and offshore racing. Over the years, many of the Academy's graduates have become permanent crew on Club Members' yachts, proving themselves to be worthy sailors and valuable crew members.

Any skippers interested in providing a position for one of these young talented sailors should contact Jenni Bonnitcha at the Youth Sailing Academy.

## FRIDAY AFTERNOON SAILING FOR UNDER 25s

The universities of Sydney and NSW have combined to use the resources offered by the YSA for their Sailing Club members on a Friday afternoon between 1pm and 4pm.

The Youth Sailing Academy welcomes any CYCA member under 25 who wishes to refine their small boat handling and learn more about tactics and strategies of sailing to join the group.

## MORE INTRODUCTORY/INTERMEDIATE AND ADVANCED SAILING COURSES

Places are filling quickly for the next School Holiday Courses to be held from April 20-23. The four-day Introductory and Intermediate courses cater for beginners and intermediate sailors aged 12-18 years. The Intermediate Course will provide a great opportunity to refresh skills for those wishing to participate in the upcoming winter Advanced Course. Cost is \$315 (or \$250 for subsequent courses), which includes t-shirt, log books and course notes.

The July School Holiday Course (July 5-9) will target sailors with some sailing ability. This year's July course aims to extend sailing skills in fleet racing, team work and introduce the rudiments of match racing.

An Intermediate Winter Course was introduced last year at the Youth Sailing Academy. It will be on again this year, commencing 2 May, and running on every second Sunday until 27 June. This course provides the opportunity for sailors to



CYCA YSA TEAM OF SEVE JARVIN, ROBERT BELL AND SAM NEWTOWN BATTLE STRONG WINDS ON AUCKLAND HARBOUR DURING THE INTERNATIONAL YOUTH MATCH RACING CHAMPIONSHIPS HOSTED BY THE ROYAL NEW ZEALAND YACHT SQUADRON

bridge the gap between introductory school holiday programs and the Advanced Squad program.

The Advanced Course will run every Saturday and Sunday from 24 April to 24 July. Applications are now available for this course for sailors 15-24 years with a strong sailing background. Cost for the 14-week course is \$495 (inc GST).

Due to the popularity of the School Holiday and Advanced Course, positions will only be confirmed when a completed enrolment form, along with a deposit of \$50, has been received. The balance is to be paid on the first day of the course. Please be advised that places in all courses are limited and positions fill quickly.

## SCHOLARSHIPS

Please be reminded that through the generosity of Club Member Jeremy Lawrance, scholarships are available for sailors entering the Intermediate and Advanced Squads.

## YOUTH TEAM IN WINDY WELLINGTON

After spending the first two days waiting for the winds to drop below 30-knots and the rain to ease, the CYCA youth team of Jeremy Wilmot, Evan Walker and Diego Gomez-Hall joined seven other teams on the water for the International under 20's Match Racing Regatta held in Wellington in February.

Unfortunately, the CYCA team completed only three races before racing was again postponed due to the strength of the

breeze. The boys, demonstrating strong boat handling skills, won one race. However, a couple of tactical errors allowed the other teams to cross the finish before them in the other two races. Final day's racing saw the CYCA win two and lose two, narrowly missing the cut for the semi-finals. The team, who had not previously sailed together as a crew, improved their form over the regatta. The championship provided a great opportunity for more CYCA Youth Sailing Academy sailors to experience high-level international competition.

## WINDY NZ WEATHER CONTINUES IN AUCKLAND

The previously undefeated CYCA team of Seve Jarvin, Sam Newton and Robert Bell headed for Auckland the day after the Wellington Youth Match Racing Regatta only to be met by the storms that had racked New Zealand for a week.

Racing in the International Youth Match Racing Championships, hosted by the Royal New Zealand Yacht Squadron (RNZYS), was only possible on three of the five scheduled days, and then only one day remained below 25-knots.

The well-tuned CYCA team showed their dominance on the first day of racing in 20-28 knots (before racing was abandoned) by convincingly winning the first flight and demonstrating polished boat handling skills in the demanding conditions.

Sailing continued on day two in lighter breezes, where the dominating force was the strong tidal conditions in the racing

QUIET LITTLE DRINK

ANDREW SHORE  
MARINE



waters off RNZYS on Auckland Harbour.

The CYCA again continued to dominate pre-start manoeuvres, but a lapse in the final few seconds of pre-start of the last match for the day allowed the Royal Yachting Association – the Great Britain team – to open up gage to windward, which in the strong current proved too much of an advantage for the CYCA team to pull back. The loss was costly with the CYCA team dropping from 1st to 4th overall. With the winds back at 40 knots for the next two days, there was no opportunity for further round robins.

The last day started with the race committee electing to go straight into semi finals and finals. An on-water decision reduced the semis to a sudden death situation and even though the CYCA team again dominated in the pre-start, the final result saw RNZYS cross the line seven seconds in front.

This NZ team went on to win the regatta convincingly, while in the petite final the CYCA raced RYA for 3rd position. After a convincing win in the first race of the, now, best-of-three series, the CYCA team again won the start but entered into a dial down at the top mark of the second race. RYA failed to pull behind the CYCA boat and was black flagged. With two convincing wins, CYCA easily took out the 3rd place overall.

Senior umpires commented that there was very little between the top three boats and coach Euan McNichol agreed.

"Seve, Robert and Sam demonstrated terrific match racing, but unfortunately due to the wild weather and the resulting format of the regatta, the opportunity was not available to show their full potential," he said.

Euan also commented that the team was now fired up and ready to return in 2005 to take out the International Youth Match Racing Championship in Auckland.

"With the strength of sailors seeking positions in this year's Advanced Squad, I believe which ever Youth Academy sailors earn the right to challenge, it will be a formidable team heading to New Zealand in 2005," YSA coach/manager Jenni Bonnitcha said.

**For more information about what the CYCA Youth Sailing Academy can offer and upcoming courses, please contact Jenni Bonnitcha on 0418214830 or visit the CYCA website [www.cyca.com.au](http://www.cyca.com.au).**

## MEMBERS' BADGE DRAW (TPL 03/11287)

Even CYCA past Commodores can be lucky! Just ask Les McClean, winner of \$2,200 in the Members' Badge draw held in the last week of February. There is no better way to spend a Thursday evening than relaxing with a drink with the rest of your Club mates after a hard day's work. Don't forget – the draw is held at 6.30pm in Coaster's Retreat, followed by a meal in the Blue Water Grille. Thanks to the many sponsors that support the CYCA's Members' Badge Draw.



CYCA PAST COMMODORE LES MCCLEAN, A LUCKY WINNER AT THE MEMBERS' BADGE DRAW

### GOLD SPONSORS

- Andrew Short Marine
- Beneteau Vicsail
- BMW Sydney
- D&R Shipwrights
- EastSail
- Flagship Charters
- Hood Sailmakers

- Maurice Drent Boating Services
- Maxxium
- Noakes Boatyard
- Point Marine Services
- Premier Boat Trimming
- Steve Jarvin Motors

### SILVER SPONSORS

- Pacific Sailing School
- Riviera Sales Sydney

### BRONZE SPONSORS

- Southcorp
- Stern 2
- Web Central



## PACIFIC SAILING SCHOOL THEORY COURSES 2004

### C5 – AYF SMALL CRAFT SAFETY

Essential knowledge for small boat sailors and a prerequisite for further AYF certification. Held over two consecutive Saturdays or Sundays (9.30am–4pm) and includes a three-hour practical session on our offshore yacht. Waterways can issue your Boat Driver's License on satisfactory completion and payment.

**2/2004 Saturday 8 and 15 May 2004**

### C9 – AYF COASTAL NAVIGATION

Presented by ex-Navy navigation instructor, yachtsman and AYF examiner Greg Stewart, the course runs over eight Monday evenings, 6pm to 9pm, plus there is a three-hour practical session.

**2/2004 Monday 3 May**

### C12 – MARINE RADIO

Update your knowledge of Digital Select calling over three Thursday evenings to obtain your MROCP license, 6pm to 9pm.

**2/2004 Thursdays 13, 20, 27 May**

### C13 – RACING RULES OF SAILING

Learn the rules and be entertained by Mark Pryke, an ISAF judge, race officer and umpire. Book your crew early for these popular evenings, 6pm–9pm, \$10 entry fee. Proceeds donated to the Youth Sailing Academy. Sponsored by Pacific Sailing School and the CYCA.

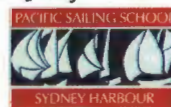
**1/2004 Tuesday 13 April**

### C14 – AYF SAFETY & SEA SURVIVAL COURSE

Be ready to join a Rolex Sydney Hobart Yacht Race 2004 crew by getting your AYF SSS Certification now. Course runs over two days and includes a flare drill and wet drill at Qantas pool. The \$490 fee includes comprehensive course notes, theory, flares, and wet drill.

**3/2004 Saturday 22 and 29 May**

5% discount for CYCA members. For more information or to book your place, call Pacific Sailing School on (02) 9326 2399.



## 20+ YEAR MEMBERS' DINNER

**Friday 30 April 2004**

**Guest speaker: Ludde Ingval, skipper of Nicorette**

\$70 per person. The ticket cost includes a two-course meal, drinks, plus live dinner music. Invitations will be mailed to all 20+ Year members.

**Bookings at Reception on 9363 9731.**

NICORETTE SKIPPER LUDDE INGVAL WILL BE GUEST SPEAKER AT THE 20+ YEAR MEMBERS' DINNER TO BE HELD AT THE CYCA DURING APRIL.

# CALENDAR

MEMBERS ARE REQUIRED TO SHOW THEIR MEMBERSHIP CARD TO THE DOOR ATTENDANT EVERY TIME THEY ENTER THE CLUB. MEMBERS ARE OBLIGED TO SIGN IN THEIR GUESTS UNDER THE REGISTERED CLUBS ACT.

## APRIL 2004

<b>THURSDAY 1</b>	6:30pm	Members' Badge Draw
<b>THURSDAY 8</b>	6:30pm	Members' Badge Draw
<b>FRIDAY 9</b>		56th Brisbane Gladstone
<b>TUESDAY 13</b>	6:00pm	Pacific Sailing School Racing Rules of Sailing Course
<b>THURSDAY 15</b>	6:30pm	Members' Badge Draw Pacific Sailing School Small Craft Safety
<b>SATURDAY 17</b>		RSYS Cruise
<b>SUNDAY 18</b>		Jill McLay Trophy – Opening Ladies Day Windward Trophy – Great Veterans Race
<b>TUESDAY 20</b>	6:30pm	YSA School Holiday Course Commences Rolex Sydney Hobart Prawn & Trivia Night
<b>THURSDAY 22</b>	6:30pm	Members' Badge Draw
<b>FRIDAY 23</b>		Summer Prizegiving
<b>SATURDAY 24</b>		YSA Advanced Course Commences
<b>SUNDAY 25</b>		BMW Sydney Winter Series Anzac Two-Up
<b>THURSDAY 29</b>	6:30pm	Members' Badge Draw
<b>FRIDAY 30</b>		20+ Year Members Dinner

## MAY 2004

<b>SUNDAY 2</b>		BMW Sydney Winter Series
<b>MONDAY 3</b>		Pacific Sailing School Coastal Navigation Course
<b>TUESDAY 4</b>	6:30pm	CYCA Cruising Meeting
<b>THURSDAY 6</b>	6:30pm	Members' Badge Draw
<b>SATURDAY 8</b>	9:30am	Pacific Sailing School AYF Small Craft Safety BMW Sydney Winter Series
<b>SUNDAY 9</b>		
<b>THURSDAY 13</b>	6:30pm	Members' Badge Draw Pacific Sailing School Marine Radio BMW Sydney Winter Series
<b>SUNDAY 16</b>		
<b>THURSDAY 20</b>	6:30pm	Members' Badge Draw Pacific Sailing School Safety & Sea Survival Course
<b>SATURDAY 22</b>		
<b>SUNDAY 23</b>		BMW Sydney Winter Series
<b>THURSDAY 27</b>	6:30pm	Members' Badge Draw Pacific Sailing School Safety & Sea Survival Course
<b>SATURDAY 29</b>		
<b>SUNDAY 30</b>		BMW Sydney Winter Series
<b>MONDAY 31</b>		CYCA Cruising Sydney Fish Markets Cooking School

## THIS MONTH ON FOX SPORT

### RUGBY TOOHEYS NEW SUPER 12

#### FRIDAY 2 APRIL

5:35pm Highlanders vs Chiefs Dunedin

#### SATURDAY 3 APRIL

3:30pm Crusaders vs Brumbies Christchurch  
5:35pm Hurricanes vs Reds Wellington  
1:05am Sharks vs Cats Durban

#### SUNDAY 4 APRIL

12:30pm Blues vs Waratahs Auckland  
BYE Bulls/Stormers

#### FRIDAY 9 APRIL

5:35pm Blues vs Bulls Albany  
7:40pm Brumbies vs Highlanders Canberra

#### EASTER SATURDAY 10 APRIL

7:40pm Reds vs Stormers Brisbane  
11:00pm Sharks vs Crusaders Durban  
1:05am Cats vs Chiefs Johannesburg  
BYE Waratahs/Hurricanes

## TOOHEYS PROMOTION OF THE MONTH

What mates do.



#### FRIDAY 16 APRIL

5:35pm Blues vs Stormers Auckland  
7:40pm Reds vs Bulls Brisbane  
3:10am Sharks vs Chiefs Durban

#### SATURDAY 17 APRIL

7:40pm Waratahs vs Hurricanes Sydney  
11:00pm Cats vs Crusaders Johannesburg  
BYE Brumbies/Highlanders

#### FRIDAY 23 APRIL

5:35pm Chiefs vs Stormers Hamilton

#### SATURDAY 24 APRIL

3:30pm Crusaders vs Bulls Christchurch  
5:35pm Highlanders vs Hurricanes Dunedin  
7:40pm Waratahs vs Brumbies Sydney  
11:00pm Sharks vs Reds Durban  
1:05am Cats vs Blues Johannesburg

#### FRIDAY 30 APRIL

5:35pm Chiefs vs Bulls Hamilton  
3:10am Sharks vs Blues Durban

### MANAGEMENT

Chief Executive Officer  
Accountant  
Sailing Manager

Joe Goddard  
Nina McKinnon  
Justine Kirkjian

Youth Sailing Academy Coach/Manager  
Maintenance and Operations Supervisor  
Communications Manager

Jenni Bonnitche  
Andrew Payne  
Lisa Ratcliff

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

where in the world will membership offer you...

excitement  
immersion  
inspiration  
enjoyment  
opportunity  
access



Catering



## only at the CYCA

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

**Belong to Australia's premier blue water yacht club.**

### Enquire about CYCA membership.

New Beach Road, Darling Point NSW 2027

Phone: +612 9363 9731 Email: [cyca@cyca.com.au](mailto:cyca@cyca.com.au)

Visit: [www.cyca.com.au](http://www.cyca.com.au)

Membership within Australia \$529 p.a.

Membership outside Australia \$241 p.a.



**CRUISING YACHT CLUB  
OF AUSTRALIA**

*Home of the Rolex Sydney Hobart Yacht Race*