

# OFFSHORE

YACHTING | AUSTRALIA

THE MAGAZINE OF THE CRUISING  
YACHT CLUB OF AUSTRALIA

APRIL/MAY 2005

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gets underway

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ABOVE: WHAT HAPPENS WHEN CLOSE MATCH RACING GETS TOO CLOSE. MICHAEL DUNSTAN T-BONES TORVAR MIRSKY'S BOAT IN THE WARREN JONES YOUTH REGATTA PHOTO: SEBASTIEN DESTREMAU

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LANG WALKER'S SUPERYACHT *KOKOMO* PHOTO: COURTESY NEW YORK YACHT CLUB

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FIRST THOUGHT



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OFFSHORE YACHTING





The foredeck crew of *Wild Oats* complete a silky smooth kite set, pulling down, hauling out and concertina flaking a heavy Kevlar genoa. Just the way it should be. It all looks so easy on smooth seas and in a moderate breeze, but the length of the foredeck gives some indication of the size and weight of the sail and the power that it can harness on the breeze. Of course, it can all be very different when the headsail has to come down in big swells and a strong breeze.





# AT THE HELM

Martin James, Commodore, Cruising Yacht Club of Australia

During February, the 2004 Rolex Sydney Hobart Yacht Race was named Event of the Year at the NSW Annual Sports Awards.

At the same time, Nathan Outridge was awarded the Junior Athlete of the Year and Nathan Wilnot and Matthew Page Team of the Year for their sailing efforts during 2004.

This is the first time that yachting has featured in the NSW Annual Sports Awards. The nomination of the CYCA and these fine athletes for awards was a Yachting NSW initiative.

When accepting the CYCA award, I took the opportunity to thank all those that had contributed to the success of the Rolex Sydney Hobart Yacht Race, not just in 2004 but also over previous decades. The event's status now is a reflection of many years effort by dedicated teams of staff and volunteers who have worked to grow and mature the race from its humble beginnings to the ocean racing classic that it is now.

Since the 2004 Rolex Sydney Hobart Yacht Race, we have received many positive comments about the 60th event, and some constructive suggestions as to how aspects of it could be done differently or better. As always, we appreciate members and competitors taking the time to communicate their thoughts to us.

The summer of 2004–2005 will be remembered as one of the busiest summer racing seasons at the Cruising Yacht Club of Australia for some time. We conducted a very full program of Blue Water Pointscore, Ocean Pointscore, Short Ocean Pointscore, Short Haul Pointscore, St. Arnou Wednesday Twilight and Mount Gay Monday Twilight races. In addition, we conducted the 60th Anniversary Rolex Sydney Hobart Yacht Race, a seven-day Rolex Trophy regatta, the Hamilton Island Farr 40 Australian Championship, the Rolex Farr 40 Pre-Worlds and the Rolex Farr 40 Worlds, and assisted with the stop-over of the Global Challenge fleet during February.

This very full program has required a considerable effort by our staff and a large number of volunteers. All those who have contributed to the success of our events over the 2004–2005 season are to be thanked for their time and effort. We hope that they can all now take a rest before enjoying the fun and friendly racing of our

BMW Sydney Winter Series, due to commence on 17 April with the traditional Jill McLay Trophy for lady skippers. Indeed, we hope to see as many of our members as possible take part in the best winter sailing anywhere, and take the time to enjoy the facilities of the Club during the series. As previously, our sponsor BMW Sydney is providing a unique weekly prize for one of the placegetters.

CYCA cruising continues with an active program of events, including the inaugural Circumnavigators Dinner that brought together an interesting group of circumnavigators including Mick Morris, who sailed with Jack Earl on his circumnavigation on *Kathleen*, Adrienne Cahalan and David Adams. Members are encouraged to keep in touch with upcoming cruising events through our Club website: [www.cyca.com.au](http://www.cyca.com.au).

In the early part of 2005 we have seen some significant results achieved by past and present members of our Youth Sailing Academy. This included a win by the CYCA team of Seve Jarvin, Robert Bell and Sam Newton in the Royal New Zealand Yacht Squadron's International Youth Match Racing Championships, widely regarded as the World Championship of youth match racing.

We have received many positive reports from organisers of events at which our youth teams compete not only on their sailing skills but also on their general representation of the Club.

At the same time, as our advanced skills courses bear fruit with results like these, it is pleasing to see that we continue to attract high levels of interest from schools around Sydney in our YSA schools program.

At the time of writing, the Rolex Farr 40 World Championship has just finished.

After a keenly sailed regatta, CYCA member Richard Perini sailing *Evolution* prevailed on countback from fellow CYCA member Neville Crichton with *Team Shockwave*. The Italian boat *TWT* was just one point back.

The regatta saw some of the best one-design racing witnessed in Sydney, in which minor errors resulted in major changes in position and where teamwork and timing were critical to success. Congratulations to Richard and his crew on a first class performance. ■



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# OFF THE WIND

Adrian Herbert, editor, *Offshore Yachting*



As this issue of *Offshore Yachting* went to press, many of the world's leading yachtsmen and yachswomen – and some of the major financial supporters of the sport – were at the Cruising Yacht Club of Australia for the World Farr 40 Championship. Commodore Martin James just had time to slip congratulations to the winner in his *At The Helm* column on page 10, but a full report will be in the next issue.

The closeness of competition made the Farr 40 Worlds a great spectacle that focused attention on Sydney from around the world.

The series also helped generate substantial tourism dollars for Sydney, as had other recent high status events such as the Global Challenge around the world race – also hosted by the CYCA – the World International 5.5 Metre Championship at the Royal Sydney Yacht Squadron and, of course, the 60th Anniversary Rolex Sydney Hobart Yacht Race.

Meanwhile, news came in that the America's Cup organising committee had sold the television rights to the 2007 series and lead-up events to two major German television channels. And, yes, they say they are going to screen the finals live.

Thousands of people packed headlands to watch the successive Acts of the Louis Vuitton series last European summer – that would have made it easier for hard-headed television executives to commit millions of dollars to buy the rights.

Meanwhile, back in Australia two very successful sailing businessmen – Neville Crichton and Lang Walker – have got together to back another professional sailing tour.

The F1Sail Pro Tour is described as a 'designed for television' event and will feature Australian 18ft skiffs. The organisers plan to spend more than \$US3 million annually on the tour and will offer at least \$US150,000 in prize money.

The event is the brainchild of former IMG executive Richard Scotts.

Scotts says the F1Sail circuit will feature the 15 best crews from 15 different nations competing in a 26-race series. It is planned that each team will be backed by commercial sponsorship and the event will have a high profile naming rights sponsor.

Seven regattas will be staged each year, four in Europe and three in the Asia/Pacific region, naturally including Sydney. Racing is scheduled to start in Europe in June 2006. A television deal with the

potential to reach more than 250 million households worldwide has been secured with media group, Octagon – CSI.

Scotts describes it as 'sailing with attitude ... a case of sailing meets extreme sport'.

He says, "The emphasis will be on high speed, high drama and maximum entertainment ... The only way we are going to get sailing ahead of other high performance sports is to create a dynamic television product, and that's exactly what we are doing with F1Sail. We will only stage regattas in high wind regions around the world, venues where we are guaranteed winds of 15 knots or more.

"Our plan is for the viewer to have a unique new sporting experience. By using the very latest television production techniques, including on-board digital technology, we will be taking them into the driver's seat."

Crichton says, "I believe F1Sail will set the benchmark for high performance sailing around the world." Walker sounds equally enthusiastic:

"F1Sail has everything: exotic venues, world class athletes and extreme entertainment," he says.

## Worldwide teams

More than 50 teams have registered interest in competing. They come from Australia, Brazil, Canada, Denmark, England, Finland, France, Germany, Ireland, Italy, Japan, New Zealand, Norway, Russia, Spain, Sweden, Switzerland, Ukraine and US.

The 18-footers are a development class, but for this event each skiff will be identical in design saving on costs and helping to keep racing close.

Of course this is by no means the first attempt to make 18-footer racing a truly international form of sailing, or to get the boats on television.

In its most recent incarnation as a television sport, 18-footer racing was not only well presented, but popular viewing. It did not survive, because there was not unified support in sailing, some seeing it as undermining traditional 18-footer competition, and it failed to gain adequate ongoing commercial sponsorship.

I hope the entire sport of sailing will unite behind this venture and that a few multinationals with big promotional budgets will take note of what is happening in Europe with the America's Cup and back this. Oh, yes, and that the State and Federal Governments recognise that their support for sailing can help generate millions of dollars in tourism income for Australia. ■



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# RE-RUN FOR GREAT RACE

One of the great races of yachting is about to be re-run. John Roberson reports on the Rolex trans-Atlantic Challenge and its history

Crossing the Atlantic Ocean is one of those voyages that many sailors consider an essential experience, something to be ticked off the 'must-do' list. Some people cruise across, many race across. Crossings are made fully crewed or singlehanded, in monohulls and multihulls, but if you really want to do it in style, then surely the Rolex trans-Atlantic would be the way to go.

Organised by the New York Yacht Club (NYYC) in conjunction with Britain's Royal Yacht Squadron, the race starts on 21 May.

The course will be the traditional one for trans-Atlantic events organised by the NYYC, starting in the vicinity of where the old Sandy Hook lightship used to be. There will be two finishing lines, the first off the Lizard and the second off the Needles, at the western end of the Isle of Wight. The race is open to boats of 70 feet or more, but out of the 22 potential entries received to date, only seven are less than 100ft.

The entries are as varied in style as they are in size, the biggest being a 230ft replica of a clipper ship, the *Stad Amsterdam* which was launched in 2000, and has been chartered for the race by members of the Storm Trysail Club. The smallest is the Swan 70, *Stay Calm*, with the possibility that she will be joined by *Kim*, a 70ft Andre Hoek design.

*Kim* is something of a wolf in sheep's clothing, having a classic look above the waterline, but a modern underbody below.

The entries also range greatly in age, from 91 to less than a year old, from classic gaff schooners to the most up-to-date design and construction.

Some are sumptuously comfortable inside, while others are little more than sophisticated carbon fibre tubes to which high-tech rigs and underwater appendages are attached.

The history of this epic trans-Atlantic dash goes way back to 1866, the year after the end of the American Civil War. Like the single-handed trans-Atlantic race tradition, this one started from a wager, only the stakes were a lot higher.

The winner of the first single-handed trans-Atlantic race, in June 1960, from Plymouth, England, was to receive a barrel of beer.

## Century-old record

But back in 1866, Charles Osgood and Pierre Lorillard put up \$US30,000 each – about \$US2 million on today's values – for the winner of a race from New York to England. They were then joined by James Gordon Bennett Jr, who put a further \$US30,000 into the kitty.

The race finished on Christmas Day, with Bennett winning, to take the \$US90,000 purse.

The course was from the Sandy Hook Lightship in New York Harbour to the Lizard, at the western entrance to the English Channel, and this has been the course used for a number of races since. By 1887 the



race had gained such prominence that *The New York Times* devoted the whole of its front page to the victory of a yacht called *Coronet*.

However, it was in 1905 that 'The Great Ocean Race' set a benchmark that would stand for a hundred years, when the now legendary Charlie Barr, skippering the 185ft schooner *Atlantic*, won the race crossing the finishing line at the Lizard after 12 days, 4 hours, 1 minute and 19 seconds. *Atlantic* raced on to the Needles, finishing there 13 days, 10 hours and 15 minutes after leaving New York.

Charlie Barr, originally from Scotland, was already a legend before setting this record, having successfully defended the America's Cup for the NYYC three times. His record of America's Cup races won was only superseded in 2003 by Russell Coutts!

As well as producing that enduring benchmark time, the 1905 race produced some other memorable moments in the history of trans-Atlantic sailing.

Kaiser Wilhelm II put up a golden trophy for the race, which naturally went to the owner of *Atlantic*, Wilson Marshall. Some years later, Wilson Marshall's son was killed in World War I. In response, Marshall decided to donate the cup to the Red Cross for the organisation to dispose of "as they saw fit". The Red Cross decided to auction it and, with several wealthy successful bidders returning it for re-auction, in the end it raised \$US125,000. Finally, it was agreed that the cup should be broken up, and the gold sold for the further benefit of the Red Cross.

So, in a crowded Metropolitan Opera House, in the presence of President Wilson and an audience that had paid \$US5 per ticket, Wilson Marshall attacked the cup with a sledge hammer. Whereupon it was discovered that it was made of pewter with a thin plating of gold, and was probably worth about \$US35!

The concept of two finishing lines also originates from the 1905 race. The race was originally to have finished at the Needles, but the Kaiser and his race committee from the German Navy decided to shorten the course to the Lizard. However, after crossing the Lizard finishing line, Charlie Barr and the crew of *Atlantic* raced on to the original finishing line at the Needles.

There have certainly been many faster crossings of the Atlantic Ocean – in both directions – since Charlie Barr laid down his gauntlet, but not over this course, and starting at a pre-prescribed time in a properly organised race. The current outright record for a trans-Atlantic crossing is held by Steve Fossett in his mega catamaran *Playstation*, covering the distance in 4 days, 17 hours, 28 minutes and 6 seconds in 2001, while the monohull record stands at 6 days, 17 hours, 52 minutes and 39 seconds, set in 2003 by Robert Miller's hi-tech canting keel schooner *Mari Cha IV*.

The 141ft *Mari Cha IV* is entered in this race, seeking to add this race record to the collection she has already accumulated in the less than two years since she was launched in August 2003.



### Modified record holder

Built at the JMV yard in Cherbourg, *Mari Cha IV* was designed by an impressive team that included such well known radical thinkers as Clay Oliver, Greg Elliott, Phillippe Briand, Mike Sanderson and Jef D'etiveaud. Not content with what they have already created, over the northern hemisphere winter the team have had the boat in Alain Gabbay's yard at La Ciotat, France, undergoing modifications to 'turbo' her. This has included modifying the design of the underwater appendages in response to further experience with canting keels and twin foils.

Also at the high-tech end of the spectrum in this race will be the brand new *Maximus*, designed by *Mari Cha IV* design team members Clay Oliver and Greg Elliott and built by Cookson's in New Zealand. Owned by Kiwis Charles St Clair Brown and Bill Buckley, the boat was launched in mid-February. (See the story 'New, faster, super maxis' on page 38.)

Elliott and Oliver have used innovations in both the design and construction of this no-compromise craft. At 100ft, *Maximus* is smaller than most of her rivals, but has a carbon fibre hull that is extremely light for its size, a rotating wing mast and retractable canting keel. The boat is designed to carry an upwind sail area of up to 500sqm and up to 800sqm downwind.

Another expected to be on the starting line is the recently launched *Maiden Hong Kong*, designed by one of Europe's current 'free-thinkers' Juan Kouyoumdjian for Frank Pong. This 115ft boat has been built by DK Yachts in Malaysia, and features a long, thin arrow-like hull with wings that incorporate water ballast tanks, a lifting keel and rudder, and a rotating mast.

These speed machines of the 21st century will be mixing it with boats that were cutting-edge designs when boats were still made of wood, and sails were cut from bolts of Egyptian cotton.

The oldest entry is expected to be the 94ft *Sumurun*, designed and built by Fife's in Scotland in 1914. *Sumurun* is a regular on the classics circuit in both the

FACING PAGE:  
LANG WALKER'S  
SUPERYACHT  
KOKOMO.  
ABOVE: THE  
SCHOONER  
ATLANTIC  
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"It's almost as if you're going back to the books about racing in the '20s and '30s"

SUMURUN WAS BUILT AT FIFE'S YARD IN SCOTLAND IN 1914 AND WON THE CLASSIC DIVISION IN THE LAST RACE PHOTO: COURTESY NEW YORK YACHT CLUB

Caribbean and the Mediterranean. But not only does she turn up to these events, she also wins regularly, and will be returning to this race looking to repeat the victory achieved in the Classic Division of the last event in 1997. *Sumurun* is owned by a member of the NYYC, A. Robert Towbin, who is also chairman of this event's organising committee.

Other potential entries in the classic division include the 125ft gaff schooner *Aello*, built in 1921, and designed by Max Oertz, and the 1939-vintage Alfred Milne designed ketch *Mariella*. Another product of the Fife's yard, *Mariella* is 80ft and is also a frequent competitor at gatherings of classic yachts.

### Superyacht contingent

The majority of the entries in this trans-Atlantic jaunt are, however, nothing like the record seeking machines or classics described so far, but are best described as performance cruising superyachts.

With up to four boats in the race – more than any other designer – Ed Dubois is a key figure in performance cruising superyacht designing these days. Back in the 1970s, Dubois designed *Police Car*, the most successful boat in Australia's winning team at the 1979 Admiral's Cup.

The second largest boat in the race, *Tiara* – exceeded in size only by the replica clipper ship *Stad Amsterdam* – is another Dubois creation. In something of an under-

statement, Dubois says the 178ft *Tiara*, built by Alloy Yachts in New Zealand, "combines performance with luxury".

The 140ft *Whirlaway* is another Dubois design, this one built in Holland by Vitters and launched in 2002. *Whirlaway* is one of three sister yachts, with this one having the emphasis on performance. This boat is unusual for a large craft in having a daggerboard for windward performance.

The other Dubois yachts that will possibly be on the starting line are *Kokomo*, and *Destination Fox Harb'r*, both built by Alloy Yachts.

Asked how competitive the crews of these boats will be, Dubois says, "They take their sailing seriously, but you'll notice they do all the fun regattas. They will regard this race as a feeder for the Mediterranean circuit."

*Kokomo* is owned by Australian Lang Walker while *Destination Fox Harb'r* is North American owned and used for charter work.

There will be a truck-load of silverware up for grabs for this impressive and varied line-up of yachts. Before the previous race in 1997, Sir Robin Knox-Johnston, who had crossed the Atlantic a few times, commented: "It's almost as if you're going back to the books about racing in the '20s and '30s, just as if you're taking those pictures and bringing them to life.

"These magnificent machines are suddenly coming alive and they're going to race across the Atlantic.



There is a grandeur that is very hard to repeat, and the chance to go out and race one of those boats against similar boats ... it's pretty irresistible." Knox-Johnston didn't try to resist - he skippered *Sapphire* in that race.

Soon after the start off New York, the fleet will aim to get into the Gulf Stream as quickly as possible and take advantage of this escalator ride across the north Atlantic. This produces its own hazards, particularly in the first part of the race, where the warm Gulf Stream meets the cold Labrador current, which flows south between Greenland and the Canadian coast.

Where the warm and the cold currents meet, fog is produced, but also the Labrador current brings south icebergs, particularly at this time of year, the northern spring, when large chunks of ice are breaking away from thawing glaciers and the retreating Arctic ice-cap.

It has become almost standard procedure in recent times for race organisers to declare an exclusion zone south from Greenland in order to keep the fleet away from the worst of the fog and the ice.

The helping hand of the Gulf Stream has assisted in setting a number of records, both for the distance covered in 24 hours and trans-Atlantic times. This area of the North Atlantic is one of the few stretches of ocean in the world where wind and current combine in this way, and has at times been the cause of debate as to whether 24-hour distance records achieved in these circumstances should be valid.

Whether competitors cross the Atlantic in the discomfort of a stripped out carbon fibre tube, the ambience of a vintage gentleman's yacht, or the opulence of a modern superyacht, the social scene at either end could be as testing as the race in between.

In New York City there will be pre-race functions at the NYYC on 44th Street, and on the former USS ship *Intrepid*, at Pier 86. On the other side of the 'pond', the Royal Yacht Squadron's Cowes Castle and the nearby Osborne House, favourite home of Queen Victoria, will be the venues for social events.

Britain is gearing up for a big maritime year, with 2005 being the 200th anniversary of Nelson's victory at Trafalgar, with Portsmouth being the centre for much of the activity. Just in case those who have crossed the Atlantic haven't had enough sailing, a race around the Isle of Wight is being organised, using the same course as the original race for the trophy now known as the America's Cup.

It is hard to leave this subject without another story about Charlie Barr, whose record must surely tumble this time. It is alleged that during a storm in the 1905 race, the owner of *Atlantic* wanted to shorten sail, but Barr insisted on increasing it.

He is said to have told the owner: "Sir, you paid me to win this race, and win this race I will." The owner then retired to his stateroom, and Barr locked the door for the night. ■

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# A RETROSPECTIVE: ADMIRAL'S CUP – THE EARLY YEARS

Australia's first attempts to win the Admiral's Cup surprised the British yachting establishment and helped make the event a true world championship of teams ocean racing, writes Adrian Herbert

In 1965, when Australia mounted its first Admiral's Cup challenge, our three boats and their crews were warmly welcomed but it was clear the British and the Americans – the only winners of the cup to that time – considered the Australians would only be making up numbers.

As Lou d'Alpuget wrote later: "At a pre-race cocktail party a well-known English yachtsman said lightly: 'Jolly sporting of you fellows to bring your old-fashioned boats all the way over here'."

An American yacht owner was even reported to have expressed disappointment that the event – to which he had brought his purpose built ocean racer – was to be open to "cruising boats", although that was apparently meant to be a private aside.

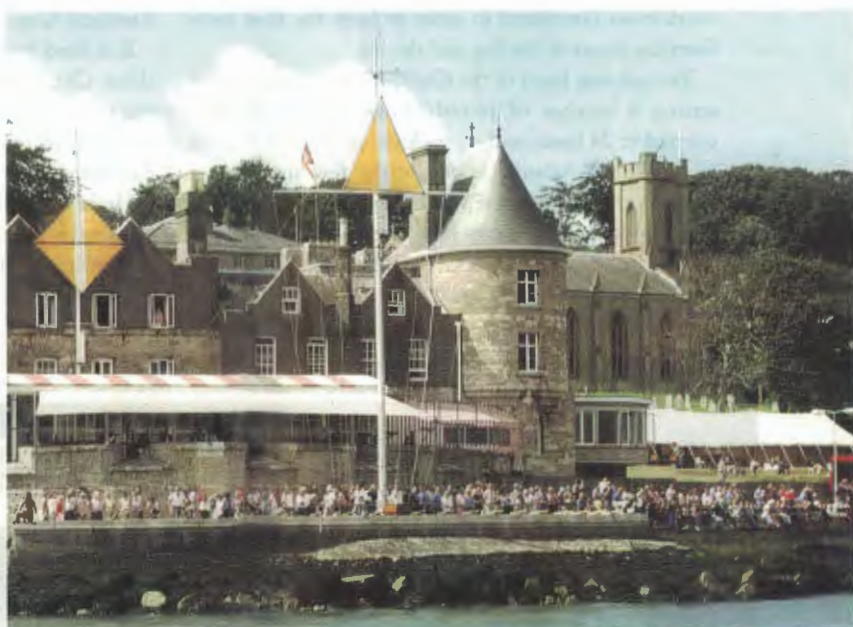
Members of the Australian team were already feeling overawed by the atmosphere of the event when their boats came under scrutiny. Here they were, about to compete for the first time on the waters of The Solent which had been the focus of British yachting since 1815.

When they attended functions at the host club, the Royal Yacht Squadron (RYS), they walked into a genuine if somewhat miniature castle, Cowes castle.

And when they went out on the water they would no doubt have been impressed by the fact that yachts of the RYS flew the White Ensign of the Royal Navy rather than the ubiquitous Red Ensign of merchant vessels and yachts registered as British ships.

This honour was granted to yachts of the RYS in recognition of their predecessors' service as armed merchant vessels in the wars against the French in the 17th century.

But most of all the Australians would have been impressed by some of the yachts they were to sail against, particularly the British team. The British team comprised Dennis Miller's Sparkman & Stephens designed 43-footer *Firebrand*, a new boat built with careful attention to weight. The rig was also unusual, introducing rod rigging to the Admiral's Cup, and also including a bendy boom and double genoa tracks.



THE ROYAL  
YACHT  
SQUADRON AT  
COWES DURING  
COWES WEEK  
PHOTO:  
RICCARDO  
VILLAROSA

The other two British boats were both designed by British design firm Camper and Nicholson, *Quiver IV* for Ren Clark and *Noryema IV* for Ron Amey. Both were developments of designer Peter Nicholson's previously successful *Roquette*. And that team had been selected from trials contested by 15 boats.

The Solent, the Australians soon discovered, was a tricky stretch of sandbank and mudbank strewn inshore water affected by big tides with the added complication that the tides went through different ebb and flow sequences from its western and eastern ends. On top of that, fluky winds were the norm.

## The origins

First raced in 1957, between three-boat teams from the UK and US, the Admiral's Cup had been conceived by Sir Myles Wyatt and Peter Green of the Royal Ocean Racing Club to encourage overseas yachts to take part in Cowes Week events and associated offshore races. Sir Myles was one of five men who jointly donated the



event trophy and it was in recognition of his position as Club Admiral that the cup was named.

The competition continued to be held every second year soon attracting other national teams. In 1965, besides the British and Americans, the Australians were to face teams from Holland, Sweden, Ireland, France and Germany.

By then the four-race series had been separated from Cowes week events, although it was still sailed at the same time. The program comprised a 225 nautical mile race across the English Channel to the French coast and back (counting for double points), two 30 nautical mile day races in the Solent and the 605 nautical mile Fastnet race to the Fastnet rock off the South Coast of Ireland and back to Plymouth, west of Cowes on the south-west coast of England (triple points). This final event was sailed in company with other yachts competing in the famous ocean race.

The Australian yachts of 1965 certainly looked rather rugged and old-fashioned compared to the English boats which were increasingly being designed primarily for short races in moderate breezes. The Australian boats had essentially been designed for the strong winds and big seas of the Sydney Hobart Yacht Race rather than round the buoys racing.

*Freya*, 38-foot, owned and skippered by brothers Trygve and Magnus Halvorsen was a double-ender designed by Trygve that had already won the Sydney Hobart race twice in succession. *Camille*, 36-foot, was designed owned and skippered by boat builder Ron Swanson. *Camille* had finished second in the 1964 Sydney Hobart Yacht Race.

The third member of the Australian team, *Caprice of Huon*, 45-foot, had been built in Tasmania 13 years earlier to a 1938 design by English designer Robert Clark and was owned and skippered by Gordon Ingate.

Ingate had bought *Caprice* from the yacht's second owner Bill Northam (later Sir William). Although she had placed fourth in the Sydney Hobart race, *Caprice's* ocean racing performance had not been particularly impressive until Ingate had replaced her heavy wooden mast and fitted a much lighter aluminium spar plus adding new masthead genoas and spinnakers.

Ingate and his crew quickly recognised that, despite its heavy Australian style construction, *Caprice of Huon* was well suited for competition in British waters. She had fine almost 'metre boat' underwater lines (she had been designed to compete with Eight Metres sailed on Tasmania's Derwent River), a reasonable spread of sail and a favourable rating under the RORC rule – which was then used both in the UK and Australia.

*Caprice of Huon* also no doubt benefited from the fact that Ingate revelled in close boat-to-boat competition as a result of his background in keelboat class racing. Ingate was also backed by an experienced crew and an excellent navigator-tactician in Bill Fesq, a former champion Dragon class helmsman.

The less manoeuvrable *Camille* and *Freya* were often disadvantaged by the confusion of racing on the



busy Solent, particularly in light winds, but *Caprice of Huon* performed admirably.

*Caprice of Huon* won the opening Channel race and backed this up by also taking out the two inshore events. Within a week, the Australian yacht had gone from being something of a curiosity to the star performer of the series.

#### Errors hurt Australians

Unfortunately, the performances of *Freya* and *Camille* were not in the same class.

In one of the short races, the Britannia Cup event, *Freya* had lost half an hour and slipped well down the placings as a result of a course error, which fortunately was realised in time and corrected. The crew of *Camille*, unfortunately, did not realise they had missed a mark until they had completed the course. Not wanting to record a DNF, they turned around and sailed the course again to pick up last place points.

Despite this, the Australians went into the final event, the triple scoring Fastnet race – which has a reputation for heavy weather – only 17 points behind the UK team. And heavy weather was forecast that would have helped the Australian yachts which carried smaller rigs than the British team. Had the weather been true to the forecast, the Australians might have

LOADING ONE  
OF THE  
ROYAL YACHT  
SQUADRON'S  
BATTERY OF  
STARTING  
CANNONS  
PHOTO:  
RICCARDO  
VILLAROSA



THE PRE-WORLD WAR II CONCEIVED *CAPRICE OF HUON* SURPRISED MANY WITH HER PERFORMANCES ON THE SOLENT. PHOTO: BEKEN OF COWES

won the Admiral's Cup at their first attempt. In fact, moderate to fresh winds, only occasionally freshening to gale force, prevailed on the way out to the Fastnet rock.

The Australians were, however, still well placed after rounding the rock. On the return leg, the wind was forecast to shift north so the Australians kept to this side of the course.

The English team disregarded the forecast, headed south out into the English Channel and were rewarded with finding a south-east breeze that allowed them to free sheets for a fast passage to the finishing line at Plymouth.

Meanwhile, the Australians were caught in fog and a bewildering mix of gales and calms closer to the entrance to the Irish Sea. They were forced to claw their way to windward against a hard running tide over some sections. Despite this, *Camille* did well to finish fifth on corrected time, *Caprice of Huon* was seventh and *Freya* was 12th.

The UK won the series with a 44-point margin over Australia but Australia had beaten Holland, US, France, Sweden, Ireland and Germany.

British dominance was confirmed; they had previously won the Cup in 1957, 1959 and 1963, only failing to win in 1961 when the series had been won by the US.

But Australia had clearly arrived as a force on the ocean racing scene.

After that performance, there was plenty of interest in qualifying for the 1967 Australian team. There was also realisation that heavy weather boats with modest rigs might be successful in the Sydney Hobart Yacht Race but were far from ideal for the Admiral's Cup.

The yachts needed for a successful campaign would have to be able to perform well in light airs and smooth waters and have outstanding windward ability and be highly manoeuvrable. On top of that, they needed to rate well.

With those principles in mind, officials of the Cruising Yacht Club of Australia and of the Australian Admiral's Cup challenge committee began planning their campaign early.

They were fortunate to have the support of two enthusiastic owner-skippers: Bob (later Sir Robert) Crichton-Brown, and Ted Kaufman. Crichton-Brown had already built the 46-foot *Camper* and Nicholson designed *Balandra*. *Balandra* was a development of *Quiver IV*, the British team's top performing boat in 1965.

Despite taking time to tune up to optimum performance, *Balandra* had gained fourth place in her first Sydney Hobart Yacht Race.



### Radical new boats

A qualified engineer and a former competitor in the Star keelboat class, Kaufman had already designed and built a moderately performed steel ocean racer. But for his new boat, *Mercedes III*, he chose to collaborate with a rising star of Australian yacht designing, Bob Miller (later Ben Lexcen). Miller, then working mainly as a sailmaker with Miller and Whitworth, was already famous for his success in skiffs, dinghies and small yachts.

Between them, Kaufman and Miller came up with a design for a radical 40-footer. Unusually shallow bodied by the standards of the time, the hull shape had such a hard turn in the garboard area that her lead ballast keel was almost a fin – an unusual concept for an ocean racer in those days. The design also had pronounced tumblehome, making the hull a complex shape to build. The hull was beautifully cold-moulded in thin laminations of oregon by Sydney boat builder Cec Quilkey.

To check their calculations, before fitting the keel Kaufman and Miller had the hull weighed and then set across a heavy beam to establish its point of balance.

The result was a boat that was remarkably stable in a seaway. *Mercedes III* would rise boldly to a head sea maintaining an almost level position without losing speed and was a delight to steer upwind or down in any weather, Lou d'Alpuget wrote.

From the time she was launched, *Mercedes III* was a champion and won nine of her first 14 races.

The third yacht of the team was the 1965 success, *Caprice of Huon*, now 15 years old.

Her owner, Gordon Ingate, was not involved in this series as he had spent the Australian summer competing for the role of skipper of *Gretel* in the America's Cup challenger selection series which was eventually won by *Dame Pattie* skippered by Jock Sturrock.

Gordon Reynolds, who had sailed aboard *Caprice of Huon* in the 1965 Admiral's Cup, chartered the boat for this campaign and put a lot of time and money into



an extensive refit. Other members of the 1965 crew, Bill Fesq as navigator, and Graham Newland, also sailed again.

The crews aboard *Balandra* and *Mercedes III* were also highly experienced. Their navigator tacticians were, respectively, Stan Darling and Richard Hammond while veteran of numerous Hobart races Peter Green was in the crew of *Balandra*.

In England, two Sparkman & Stephens designed one-tonners, *Clarionet* and *Roundabout* had been cleaning up in Solent competition ahead of the 1967 Admiral's Cup. Each had its rudder mounted separately well aft behind a skeg rather than on the trailing edge of the keel which was then still the usual configuration.

The owners of bigger boats took notice. Dennis Miller had the hull of *Firebrand* altered in this way and she made the team for a second time. She was joined by the 44-foot Camper and Nicholson designed *Noryema V*, which also had a separate fin and skeg rudder, and Arthur Slater's *Prospect of Whitby*.

Two more countries joined the fray that year, with an entry from Finland replacing the Swedish team, and one from Spain with just two boats. It was the debut year, too, for Eric Tabarly who three years earlier had won the singlehanded trans-Atlantic Race. Tabarly led the French team with the 59-foot *Pen Duick III*, an aluminium boat with a wishbone schooner rig.

In the Channel Race, *Pen Duick III* showed the rest of the fleet a clean pair of heels. She led from start to finish and won from Germany's *Rubin* with 23 minutes to spare. This was largely a light weather race with the wind freshening to force five south-westerly only in the later stages. It was a reach all the way around and Tabarly's schooner set everything she could.

But the most impressive team performance was that of the Australians. *Mercedes III* was third, *Balandra* fourth and *Caprice of Huon*, seventh. For Britain, *Noryema V*, *Firebrand* and *Prospect of Whitby* were sixth, eighth and twelfth to place second 26 points behind Australia.

The gap between the two leading teams narrowed after the first short race but both gained from others' errors. Yacht designer Dick Carter's *Rabbit II* – one of the first of the new breed of ocean racers to have a skeg hung rudder – was the provisional winner of the race for the US. But *Rabbit II* was protested by *Pen Duick III* for passing the wrong side of the starting gate at the beginning of the second time around the course. The protest was thrown out because the French yacht had not flown a protest flag at the time, but as a result of the protest, Carter eventually realised that he had not sailed the proper course and withdrew his race declaration.

In chaos surrounding the lead up to the protest hearing, however, Tabarly had neglected to file a race declaration and *Pen Duick III* had to be declared a non finisher. This handed the race to *Mercedes III* which,

“The British and the Americans, in particular, recognised that part of the Australians' success was their emphasis on sailing as a team”

with *Caprice* taking third place and *Balandra* seventh, gave the Australians another team win, although this time by only one point over the British team, which placed second, fourth and sixth respectively with *Firebrand*, *Noryema V* and *Prospect of Whitby*.

Carter had his revenge in the next short race. *Rabbit II* won by a minute and a half from *Firebrand* but the next three places went to *Mercedes III*, *Caprice of Huon* and *Balandra*. This gained the Australians 17 more points on Britain and they led by 285 to 241 going into the Fastnet.

The Fastnet race again did not produce the heavy weather of its reputation but there was enough of a mixture of strong winds, calms and fog to make it a test of seamanship. The Australians had to contend with their own individual challenge. *Balandra's* steering cables failed forcing the crew to make repairs at sea in strong conditions.

Eric Tabarly won the race with *Pen Duick III*, two and a half hours ahead of the next Admiral's Cup boat, Bill Snaith's *Figaro IV* of the US team. But the Australian team finished with *Mercedes III* third, *Balandra* fourth, and *Caprice of Huon* seventh, to take the Admiral's Cup for the first time.

The Australians won by the impressive margin of 107 points over the UK. *Mercedes III*, *Balandra* and *Caprice of Huon* also finished one, two and three in the individual points table.

After that, it was clear that the Australians would be the team to beat in the next series. The British and the Americans, in particular, recognised that part of the Australians' success was their focus on sailing as a team, the crews helping each other with technical and tactical advice, and, on the race course, each boat taking responsibility for covering the most similar boat in the strongest rival team. They resolved to follow similar tactics. It was clear competition was going to get even tougher. ■

## ADMIRAL'S CUP

### WINNING TEAMS 1957–67

Year	Nation	Team members	National Teams
1957	UK	<i>Myth of Malham, Uomie, Jocasta</i>	2
1959	UK	<i>Griffin II, Ramrod, Myth of Malham</i>	3
1961	US	<i>Windrose, Figaro, Cyane</i>	5
1963	UK	<i>Clarion of Wight, Outlaw, Noryema</i>	6
1965	UK	<i>Quiver IV, Noryema IV, Firebrand</i>	8
1967	Aust	<i>Mercedes III, Balandra, Caprice of Huon</i>	12

Sources: *Yachting in Australia*, Lou d'Alpuget Hutchinson Australia, 1980; *The Admiral's Cup*, Bob Fisher, Pelham Books, 1985.



# WINTER THRILLS

Peter Campbell looks back on 20 years of racing in the CYCA's Winter Series and forward to the start of a new BMW Sydney Winter Series

Nearly 20 years ago, John Ivimey and I decided to bring our Bonbridge 27, *Hornblower*, down from Pittwater to contest the Cruising Yacht Club of Australia's Winter Series. We enjoyed it so much that the boat has remained at the CYCA ever since, competing in almost every Winter Series, and winning a couple.

The attraction for a small, mainly harbour-racing boat like ours is the opportunity and excitement of racing around the buoys with some of the best ocean racing yachts in Australia.

Obviously we don't compete in the same division as the big boats, but the entire fleet uses the same start and finishing lines and it adds to the fun when you cross tacks with a maxi.

The BMW Sydney Winter Series is a great event for inviting friends out for a day's racing, on small or big boats.

For the ocean racers it is seen as an important crew training series before the first of the season's ocean races, the Sydney Gold Coast Race. New boats often

then back to the CYCA for a late lunch and the trophy presentation.

The social atmosphere created by the more relaxed winter racing also led to twilight sailing. In fact, there is hardly a yacht club in Australia that now doesn't have a winter racing series and a twilight series. Obviously, both are good for club revenue.

Sydney has the advantage in winter racing in that winter in this part of New South Wales is usually sunny and mild, with mainly light to moderate breezes – interspersed by the occasional wild westerly front or a dead calm. The CYCA has also had the advantage of attracting good sponsors which in turn has enabled the Club to offer excellent prizes for each division each Sunday and overall. The sponsor again this year is BMW Sydney, the Rushcutters Bay based dealership which has contributed much to marketing the sport.

The 2005 BMW Sydney Winter Series starts on Sunday, 17 April with two traditional events – Ladies Day and the Great Veterans Race, for former Sydney Hobart Race competitors that competed in the ocean race more than 20 years ago.

Ladies Day Race requires that women helm the yachts and the competition is fierce for the prestigious event and the prizes provided by BMW Sydney.

The Great Veterans Race is expected to attract a large fleet this year, prompted by the CYCA's success in having a Parade of Sail before the start of the 60th Anniversary Rolex Sydney Hobart Yacht Race. And there will be some veteran sailors aboard, too.

The BMW Sydney Winter Series pointscore starts the following Sunday, 24 April, and continues through to 10 July, with non-pointscore races on 12 June and 17 July, followed by the closing Ladies Day Race on Sunday, 24 June.

Last year's Winter Series attracted more than 180 entries, with 150 to 160 boats racing each Sunday in eight handicap divisions, with handicap starts beginning from 11am. CYCA Sailing Manager

“The CYCA Winter Series is by far the biggest weekly winter racing series in the nation”

make their debut in winter racing.

Held every Sunday from late April through to mid-July, the BMW Sydney Winter Series is by far the biggest weekly winter racing event in the nation and usually provides many more thrills than chills.

It has had a significant and far-reaching effect on yacht racing, introducing thousands of newcomers to the sport as crew and spawning similar winter racing events in other port cities around the nation.

Most boats have family and friends aboard to crew in the Winter Series, a day that begins for many with a hearty breakfast on the deck at the CYCA, followed by a couple of hours of racing around the buoys and





Justine Kirkjian expects even more entries this winter, including a strong Sydney 38 division.

#### Course changes

There will be significant course changes for the Winter Series this year because of the Yachting Association of NSW's ruling that all of its fixed YA marks must be rounded to starboard.

"We will be changing all courses for this year's BMW Sydney Winter Series," Justine Kirkjian said.

Last year's series produced some of the closest competition in the history of the event which dates back to the late 1950s, but really kicked on in the mid-1970s, attracting entries from most yacht clubs on Sydney Harbour as well as boats from Pittwater, Botany Bay and Port Hacking.

An example of the diversity of the boats competing can be seen from last year's overall results, but also of significance has been the steadily increasing number of production yachts from Beneteau, Jeanneau, Bavaria and, of course, the Australian designed and built Sydney 38s and Sydney 32s.

In Division A last year, Andrew Short's Volvo 60 *Andrew Short Marine* won the last race to clinch the pointscore but Middle Harbour yachtsman Stuart Gilbert had Division B sewn up going into the final race with his Farr 36, *Inner Circle Rum*.

Division C was decided on the final race when the Reichel/Pugh designed Super 30, *The Cone of Silence* (James and Jenny Neill) sailed from her backmark start to win the race.

Another close result was in Division D where only one point separated the two top boats, Andrew Stoeckel's Beneteau 42.7, *Integrity* and The Lost Boys syndicate's Swarbrick S111, *Alibi*.

In Division E, Ann and Bob Penty's Beneteau 38.5 *Big Blue* had a comfortable overall win, as did *Wild Blue Yonder*, Terry Rhodes and David Nevell's Noelex 30, in Division F, and the Bonbridge 27 *Gold Dust* (Peter Fallon and Jason Bennett) in Division G.

The Non-Spinnaker Division saw a two-point overall victory for Denis Doyle and Lynne Smith's *Sextant* from the famous old one tonner, *Stormy Petrel* (Kevin O'Shea).

The new Sydney 38 Division was one of the closest fought fleets throughout the 2004 BMW Sydney Winter Series, with the overall series going to Michael Jones' *Cinquante*.

Full details of the 2005 BMW Sydney Winter Series will be posted on the CYCA official website – [www.cyca.com.au](http://www.cyca.com.au) – with the Notice of Race and entry form also available in printed form.

*Hornblower* and her crew will be racing again on Sydney Harbour this winter, as will many others boats that have raced regularly for many years, boats such as George Snow's *Brindabella*, Ann and John Kirkjian's *Lady Ann*, Hans Sommer's *Sommerbreeze*, the syndicate-owned boats *Akela* and *Farr Lap*, David Champaloup's *Caprice of Huon*, Alan Clark and Gregg Daven's *Marigot Bay*, Guy Irwin's *Clewless?*, Peter and Sally Hawes *Searug Hoo Ha*, and John Walton's *A Bientot*. ■

THE CYCA  
WINTER SERIES  
USUALLY  
PROVIDES MANY  
MORE THRILLS  
THAN CHILLS  
PHOTO:  
ANDREA  
FRANCOLINI



# CYDON'S FAMILY AFFAIR

The first Sydney 38 One Design Australian Championship to be sailed in Victorian waters attracted a strong fleet of 16 entries. Peter Campbell reports



The Sydney 38 One Design class association chose the Royal Geelong Yacht Club and Skandia Geelong Week in late January to host its 2005 Australian Championship and was rewarded with 16 entries skippered and crewed by some prominent names in Australian yachting.

The Championship turned out to be a New South Wales versus Victoria series, with nine NSW boats and seven Victorian entries contesting a hard-fought series. In the end, NSW boats filled the top three placings.

Apart from an opening 34 nautical mile passage race in light winds down Port Phillip from Williamstown to Geelong, the 11 race series was sailed over windward/leeward courses on Geelong's Outer Harbour, leaving Corio Bay for the large fleet contesting the Skandia Geelong Week events.

This provided uninterrupted racing in fine weather over four days, with morning races regularly sailed in light winds until the sea breeze powered in from Bass Strait in the afternoon.

With no discards, consistency was the name of the game and CYCA member Leon Christianakis achieved that with *Cydon* in winning his first National title in the class after a close battle with two boats from the Royal Prince Alfred Yacht Club, Stephen Kulmar's *Shining Sea* and Stephen Ellis' *London Tavern*.

Top Victorian was former two-times Etchells World champion John Savage who skippered *38 Degrees South* into fourth place.

*Cydon's* crew has been very much a family(s) affair since Christianakis joined the CYCA and bought the Sydney 38. His wife, Fiona, is a sail trimmer and her father, Bill, is part of the mid-deck crew. The real strength of the crew, however, as Leon is the first to admit, is provided by the Wilmot family, two of them past Olympic sailors.

Bobby Wilmot calls tactics, Jamie is on the mainsheet, Bobby's wife Susan is mid-boat while Jamie's son Jeremy is on the foredeck. They work exceptionally well as a team, and this can be seen in the results of the Australian Championship culminating with a last race win that gave *Cydon* a winning overall margin of 18 points.





## TOP PLACINGS

1. *Cydon* (Leon Christianakis, CYCA) 3-3-2-4-2-1-7-7-3-2-1, 35 points.
2. *Shining Sea* (Stephen Kulmar, RPAYC) 1-4-9-3-9-4-1-12-2-1-7, 53 points.
3. *London Tavern* (Stephen Ellis, RPAYC) 11-5-6-10-7-3-2-1-1-3-6, 55 points.
4. *38 Degrees South* (John Savage, RBYC) 13-6-8-1-3-2-4-3-6-5-10, 61 points.
5. *Acuity* (Tony Walls, RPAYC) 4-2-5-2-6-5-3-14-10-10-3, 64 points.
6. *Estate Master* (Martin & Lisa Hill, RSYS) 9-1-1-6-1-7-5-11-13-11-2, 67 points.

FACING PAGE:  
LEON CHRISTIANAKIS  
AT THE WHEEL OF  
CYDON  
ABOVE:  
SYNCHRONISED  
SAILING IN A START  
PHOTOS:  
ANDREA FRANCOLINI/  
SKANDIA

*Cydon's* only other first place was in race six, but apart from two seventh places in the following races, the CYCA boat was never worse than third.

The *Cydon* crew standard set the pattern for the regatta, with Bobby Wilmot picking the shifts in wind direction and pressure with perfection, Leon helming with precision and the rest of the crew constantly effectively adjusting sail trim.

The last races were classic examples. Good starts, picking the shifts upwind, going for maximum pressure through the downwind gybes.

*Cydon's* second to *Shining Sea* in race 10 virtually put the outcome beyond doubt, but instead of sailing conservatively in the final race, Christianakis and his crew continued to push the boat, finally overtaking *Estate Master* by splitting for clear air after rounding the leeward mark the last time, then capitalising on a 15 degree windshift.

“Instead of sailing conservatively in the final race, Christianakis and his crew continued to push the boat”

## Great finish

“Our last up win was a great way to finish the regatta; we all loved the regatta – it’s a lot like Skandia Cowes Week (in England) only with more space,” Christianakis said.

For tactician Bobby Wilmot, it was a great return to Geelong where he last sailed in the Australian Youth Sailing titles in 1981.

*Estate Master*, skippered by Martin Hill from Royal Sydney Yacht Squadron, notched up three first places in the first five races, but finished in the top three only once more, in the last race to place sixth overall.

*Shining Sea* also won three races, but a twelfth and two ninth placings did not help its cause. *London Tavern* had back-to-back wins on day four but had to carry a tenth and an eleventh from early in the series.

Royal Brighton Yacht Club member John Savage, noted for consistency in major regattas, had *38 Degrees South* poised for a placing going into the final race but was called OCS by the committee boat and finished fourth overall.

Best of the other Victorians was former champion veteran Lou Abrahams with his new *Challenge* who finished seventh overall just ahead of former Etchells World champion Cameron Miles, steering *Team Lexus* from the Royal Prince Alfred Yacht Club. ■



# SAILING FREE

Co-founder David Pescud outlines to Adrian Herbert how Sailors with disABILITIES came about and where it is headed

In 1993 David Pescud was looking forward to spending an early retirement cruising the Pacific. He had sold his transport business and was close to completing a self-built 54-foot Adams/Radford 15.

Then one morning he was listening to ABC radio and heard Phil Vardy being interviewed. Vardy was explaining that he was confined to a wheelchair but wanted to go sailing. That, he said, presented all sorts of difficulties.

Why was it that people who couldn't walk couldn't have the opportunity to sail? After all, you didn't need legs to sail, he said.

Vardy said his ambition was to sail in the Sydney Hobart Yacht Race. Was there anyone out there who would take him?

Pescud, who had given up ocean racing about 10 years before, found himself calling up the radio station.

"I was put on to Vardy," he says, "and I told him I was building a boat and I'd be prepared to take him to Hobart."

Pescud met with Vardy, a medical scientist, and from that first meeting they developed the concept of Sailors With disABILITIES (SWD), an organisation to get disabled people involved in sailing.

They decided that their goal would be to sail in the Sydney Hobart Yacht Race with a crew

them did not see it that way. Early recruits to SWD included a double leg amputee, several paraplegics and one who was blind.

But by this time the organisation had formed a philosophy that considered what potential crewmembers could do, not what they couldn't. Hence the significance of the capitalisation in the organisation's name: Sailors with disABILITIES.

There were, however, plenty of practical obstacles to overcome.

"We decided initially we would enter a boat in the 1995 Hobart. We figured we would need two years to get a crew prepared and to persuade the CYCA we should be allowed to enter and so on. But I was surprised how quickly these guys and girls got things together," says Pescud.

"I suppose I should have realised they were used to being told they couldn't do things and then having to get them done themselves. Soon we had so many people involved we probably had too many people for a crew ..."

Pescud was also pleasantly surprised by the reaction of companies approached to support the organisation. From the start, he says, most companies were prepared to listen and many offered help.

Aspect Computing, for example, came aboard early as naming sponsor for the boat. Hence Pescud's *Cape Diem* became *Aspect Computing*.

Crewmembers were taking part in regular sail training by early 1994 and the boat was entered in that year's Sydney Southport race.

## Surf below

Pescud says he was impressed with the enthusiasm crewmembers showed for crew training from the start. Two early members of the crew would travel by train from their homes in Melbourne overnight Friday to sail on the boat on Saturday and then travel back again that night for commitments on Sunday. They were Geoff Wilmott, who is blind, and Doug Wilson, a single leg amputee. The effort put into crew training proved its worth on that first race. In Stockton Bight they had about 60 knots across the deck.

"There was so much water down below, I think we had a bigger surf running there than outside. The boat

DAVID PESCU  
AT THE WHEEL  
OF KAZ WHICH  
HE RUNS WITH  
THE HELP OF  
KIM JAGGAR  
PHOTOS:  
ANDREA  
FRANCOLINI



"I should have realised they were used to being told they couldn't do things and then having to get them done themselves"

made up mainly of people with disabilities. Pescud says he identified with the concept as he had dealt with the disability of dyslexia throughout his life. But many of the people who wanted to be included in the crew had much more obvious disabilities, although most of





was really trashed but that's ocean racing," says Pescud.

After that race other competitors began to take notice of the boat the crew were proudly calling the 'Cripples' Express'.

Experiencing such a hard first race had other benefits. When SWD applied to enter that year's 50th Sydney Hobart Yacht Race, the CYCA race committee had some idea of the crew's abilities.

But Pescud says: "The committee was stuck between a rock and a hard place.

"On the one hand they had a bunch of people with disabilities wanting to enter the toughest race on their calendar and on the other they knew that if they rejected us we would have been screaming discrimination.

"They sat me down and we had a long talk. I outlined all the special precautions we would be taking, for example making sure that everybody on board would be able to get into a liferaft if they had to. In the end, I think I convinced them that, if a boat foundered, a guy with no legs wouldn't really be much worse off than a guy with legs."

So *Aspect Computing* competed in the 1994 Sydney Hobart Yacht Race with the support of additional sponsors including Comtec Computing, Bukh Diesels and liferaft company RFD. They finished in the middle of the fleet and last on handicap, but they did finish in what turned out to be a fairly gentle race.

### Sailing through disaster

After that, Pescud would have been ready to revive his cruising plans but sponsors and crew began talking about next year.

For the 1995 Hobart race, the crew was joined by experienced Hobart skipper Kim Jaggar who Pescud says has since shared much of the load of running the sailing side of the organisation.

Then Pescud found himself focusing on improvements to the boat. As a result, the original lifting keel centreboard went in favour of a deeper heavier fixed keel and a new rudder and the fractional rig was

converted to masthead, for bigger headsails and spinnakers, and running backstays were added.

In 1998 *Aspect Computing* entered the Hobart race as usual with a crew mainly of handicapped sailors. They found themselves in one of the worst storms ever faced by an ocean racing fleet.

With boats foundering and crews being rescued by helicopter, concerns were raised about *Aspect Computing*. The radio relay vessel had lost contact with the boat along with many of the fleet.

Pescud and Jaggar were also worried and discussed whether to turn back. The conditions were atrocious but the boat was coping well. They decided the safest thing to do would be to maintain their course. The boat remained out of communications for more than 30 hours but made Hobart safely.

Pescud says he wishes they could have spared family and friends their concerns at the time and would have turned back if they thought it would improve safety. They did not push on to try to prove anything. He says he applauds the decisions of the many skippers who headed home or put in to shelter before meeting the worst of that storm.

*Aspect Computing* was ninth over the line and took first place in its division in that disastrous race.

Cruising back from Hobart, somewhere south of Eden, Pescud started thinking that SWD could inspire many more disabled people if it had a more suitable boat, a boat that could take out groups of people, even those who could not get out of their wheelchairs. Clearly they needed a bigger craft.

Back in Sydney, Pescud talked to designer David Lyons and they began to develop a concept of a competitive racing boat that would also be suitable to accommodate groups of people in wheelchairs and serve as a suitable boat for corporate entertaining for sponsors.

Clearly they needed a boat that was wider aft than *Aspect Computing* and had a large cockpit.

Thanks to recent design trends, that did not require anything like the degree of compromise that might be expected. The main concessions to the special uses of the new boat were an uncluttered cockpit, special anchor points for lashing wheelchairs in place and a boarding ramp which folds into the open transom.

Probably the most unusual design feature is the companionway-cockpit link area. Instead of emerging straight into an exposed cockpit, crewmembers come from below through a narrow trench section that leads back to the twin wheels. Look more closely and you'll notice that this boat has an unusual number of control lines and they all lead back to the cockpit area. This reduces trips forward and helps split up tasks into one per crewmember when racing.

### New supporters

Of course, before work could start on the new boat support had to be found. By then *Aspect Computing* had been absorbed into KAZ Computing. KAZ agreed to continue support as naming sponsor, Fibre Glass

FROM EARLY ON, THE FOCUS HAS BEEN ON WHAT CREWMEMBERS CAN DO, NOT WHAT THEY CAN'T





ABOARD KAZ, THE MAIN CONCESSION TO THE CREW'S SPECIAL NEEDS IS AN UNCLUTTERED COCKPIT

International (FGI) offered building materials at cost and Bukh Diesels agreed to provide an engine. Meanwhile, Pescud had found a buyer for the existing boat and that provided finance for work to begin.

The boat was built primarily by Pescud with Grant McKeller and Steve Hudson. While employed by Pescud, these guys worked above and beyond the norm, Pescud says. There was also a huge support team of SWD, families and friends who helped get the boat in the water on time. The team rented a factory at Taren Point and did everything they could themselves. What they couldn't do was often taken care of by supporters. For example, Bankstown engineering company John Hines cast the keel at an appropriate rate.

Pescud says it was amazing how everybody did whatever they could. A picture stays in his mind of one member, a stroke victim, sweeping the floor with a broom stuck in the crook of his arm.

As work progressed, equipment was donated. Harken helped out with deck gear. CYCA Rear Commodore Roger Hickman obtained a secondhand coffee grinder winch for the mainsheet from somewhere.

*Aspect Computing* as the boat was then called was launched in July 2000. All of Pescud's money had been put into the boat and its state-of-the-art composite plastic mast, so the sail wardrobe had to be built up gradually. Fortunately, the Cronulla Lions Club provided a spinnaker so that was one sail that didn't have to be paid for.

That year, *Aspect Computing* sailed in events in the Whitsundays. Then, in the Whitsundays and on the way back to Sydney they started a new SWD project, taking handicapped children out on the water. Largely

driven by Phil Thompson, this aspect of the organisation's work has since grown enormously and is now sponsored by NRMA Insurance. Now, each year, after winter racing in the Whitsundays, the boat, as *NRMA Insurance*, makes a number of stops down the coast to take out groups of handicapped children from special schools. At other times of the year, similar trips are run from Sydney.

In 2004, Sailors with DisABILITIES, in partnership with NRMA Insurance, enabled more than 1,000 children from special schools to get out on the water.

The precise format of each trip depends on the children involved. For some, Pescud says, simply getting out on the boat and motoring across flat water is challenge enough. Others are able to take part in sailing the boat, often with the help of an infinitely adjustable simple aid, a bean bag, to give them support.

In March 2002, *Aspect Computing* was acquired by KAZ Group. Fortunately the new management agreed to continue *Aspect Computing's* sponsorship of Sailors with disABILITIES.

In 2002 the crew of the renamed *KAZ Group* took on a special challenge. They decided to try to break the 44-day record for sailing a monohull non-stop around Australia. With a crew of all handicapped sailors, they set a record of 37 days 1 hour.

Today, ocean racing remains an important part of the SWD program with ongoing training required because many SWD trained sailors have moved on to other boats, illustrating how well accepted in ocean racing the organisation's very able sailors have become. *KAZ* started in the 2004 Rolex Sydney Hobart Yacht Race but retired early.

#### Youth Activities

Meanwhile, SWD is focusing increasingly on youth activities. In conjunction with the CYCA Youth Academy, in March it will be running a new NRMA Insurance SWD Youth Regatta in which teams of two disabled and one able-bodied sailor will compete. A special rule will require each team member to have a turn of steering over a nine-race series.

As Pescud jokes, he helped create "a bit of a monster" with SWD and it is now determining its own future of which ocean racing is only a part.

The organisation has also attracted additional sponsors such as AgriMedia and SLAM.

But what about Phil Vardy's trip to Hobart? It seems odd, considering how much SWD has achieved, but Vardy never got there. As the SWD team trained for that first trip south, Vardy became more involved in other aspects of sailing for the disabled and moved on to help form the now highly successful small boat organisation Sailability. So one phone call helped create two groups that have helped thousands of handicapped people improve their independence through sailing, and will help thousands more. ■

• For more details, visit: [www.sailorswithdisabilities.com](http://www.sailorswithdisabilities.com)

"In 2004, Sailors with DisABILITIES, with NRMA Insurance, enabled more than 1,000 children from special schools to get out on the water"





# CHANGE OF PACE

Stepping down from the roles of Media Director for the Rolex Sydney Hobart Yacht Race and Editor of *Offshore Yachting* won't take Peter Campbell away from sailing – at last he has more time to sail, writes Adrian Herbert

In recent years, former *Offshore Yachting* Editor Peter Campbell's long professional and voluntary contribution to yachting was recognised by the award of a Yachting Australia Media Award and also an Australian Sports Media award.

Campbell's interest in sailing began as a boy growing up near Launceston, Tasmania, where he learned to sail in Tamar class dinghies, had his own Huon pine Snipe and later progressed to crewing on 12 Square Metre 'heavyweight' Sharpies.

He first sailed on a yacht with his uncle Alec Campbell who built his own H28 sloop. Alec Campbell became well known late in his life as the last of Australia's Gallipoli veterans.

Peter Campbell began work as a cadet reporter in the Launceston and Hobart offices of the *Hobart Mercury* in the late 1940s and remembers being involved in reporting early Hobart races and later editing a yachting column.

Joining the ABC, he worked in Hobart, Launceston and Melbourne. Then in 1952, Campbell moved to *The Daily Telegraph* in Sydney where he met Colin Ryrie who was to have a big influence on his career. Ryrie, a prominent sailor who competed in the 1956 Melbourne and 1960 Tokyo Olympics, was then writing a power and sail boating section in *The Daily Telegraph*. Campbell soon started assisting him.

In 1956 Campbell left *The Daily Telegraph* to join *The Land* newspaper, which he enjoyed greatly having a strong interest in rural affairs. There, he remembers, he learned photography (people and livestock) and gained experience of editing and layout and became News Editor and Features Editor.

Ryrie by then had started publishing *Modern Boating* magazine. When the founding editor Bob Ross left to start his own magazine, *Australian Sailing*, Ryrie asked Campbell to become editor. The idea of working full time in boating appealed, so he agreed.

Within a few years Campbell suddenly had to take on a challenging role. Ryrie was killed in a speedboat accident on Sydney Harbour and Campbell was asked to also take on Ryrie's work with *The Daily Telegraph*.

Campbell guided *Modern Boating* for about 10 years, some of its most successful years, before opting for

a role as a freelance journalist and public relations consultant.

Over the years, Campbell has covered for print and electronic media seven Admiral's Cups, five America's Cup Challenges (including the victorious challenge of 1983), five Clipper/Kenwood Cups in Hawaii (including sailing with Syd Fischer one year and Lou Abrahams in another) and five Olympic Games, including working as a press officer for the US Olympic Committee at Atlanta in 1996, as well as many other international events.

His voluntary contributions to yachting have also been considerable. He was closely involved with the late Peter Rysdyk in founding the Cruising Yacht Club of Australia's Gold Coast Race and races to Noumea and Port Vila and has had a long association with the Gosford Sailing Club's Gosford Lord Howe Island Race.

Campbell returned to magazine editing in the mid-1980s when the CYCA asked him to be involved in upgrading *Offshore Yachting* from a quarterly, black and white 'inhouse' publication to a high quality, bi-monthly, colour magazine reflecting the expanding role of the CYCA in ocean racing.

Campbell resigned to be the press officer for sailing at the Sydney 2000 Olympics but 18 months later was recalled as Editor under new publishers, FPC. He continued as Editor until deciding to retire last year.

Campbell has been the public and media face of the Rolex Sydney Hobart Yacht Race over 20 years, including the huge 50th Race in 1994 and the tragic race of 1998. He elected to retire from the role after last year's 60th Anniversary Race.

Like many sailors, Campbell's sailing for many years focused on his children. With the encouragement of his wife Sarah, he introduced sons Tim and Jonathan to sailing in Mirror dinghies. Both boys became enthusiastic sailors and Tim has sailed five Hobart races.

Campbell's own sailing career since settling in Sydney has moved from Mirrors through Hood 23s to a Bonbridge 27, *Hornblower*, which he has cruised and raced for more than 25 years with the Cruising Yacht Club of Australia, the Royal Sydney Yacht Squadron and the Sydney Amateur Sailing Club. ■



# TIMBER TOWN

Wooden boats brought sailors together in Hobart and the result was a round of great story telling as well as boat viewing, writes Alison Aphrys

Walking down the hill to Hobart's Constitution Dock almost took your breath away.

Drenched in early morning sunshine, a forest of masts bobbed as far as the eye could see. Over 430 wooden boats of all sizes and descriptions were berthed together, rigging strung with flags, pennants and vivid bunting.

A wooden steam boat was berthed next to a replica of a 12th century Viking boat, timber dinghies, power boats and yachts surrounded the square-rigged ships *Windward Bound* and *One and All*. Over the whole scene soared the timber masts and yards of the iron barque *James Craig*.

On the dockside, stalls showcased a range of nautical pursuits, from timber craftwork to boat building and rope making.

"Every wooden boat is individual and all start as a dream," said Festival Chairman Ben Marris, who exhibited his own boat *Soana*. "One of the great things about the festival is that we get to hear, respect and cherish their stories," he said. "No two wooden boats are the same."

Marris was thrilled to see thousands of people visiting the show.

"This festival typifies the very best of what Tasmania has to offer," he said. "Beautiful timbers, lovely water and people taking the time to enjoy life."

Festival director Brian Downes agreed.

"It's great to see everyone come together to enjoy these fabulous wooden boats," he said.

Come together they did. The show gathered boating enthusiasts from all over Australia as well as many other tourists such as a group of cyclists from Victoria who had just completed a 570km tour of Tasmania and a group of Harley Davidson motor cycle riders.

Captain of the *James Craig* Ken Edwards said he felt privileged to have been the master who brought the historic ship safely back to her one time home port. The passage to Hobart was *James Craig's* first ocean voyage after three decades of restoration.

"We had a fantastic voyage to Hobart and it's wonderful to be part of the 2005 Australian Wooden Boat Festival," he said.

Although the magnificent ship has an iron hull, she was still a fitting star exhibit with her towering timber masts and massive timber yards.

Another show drawcard was the replica 12th century longboat from the Viking Ship Museum in Roskilde, Denmark.

The Danish exhibitors fascinated visitors with a continuous display of traditional rope making, using the inner bark from the linden tree as well as horsehair and hemp.

As at many such gatherings, the information exchange was often two-way between exhibitors and their visitors.

Simon Daularsen, who comes from a long line of Danish boat builders, enjoyed chatting to visitors intrigued by the traditional Viking rope making method which folds one plait of fibres into three strands rather than the usual practice of twisting three separate lengths together.

"On Saturday we had some gentlemen from Africa who sat down in the dust in their suits, took off their shoes and, using their toes to hold the material, showed us how they make rope in Ghana," he said.

Daularsen and his colleagues brought over two boats, one an authentic replica of a 10-metre Viking Gokstadboat that was discovered in a burial site at Oslo Fjord, Norway, the other an authentic replica of







“Every wooden boat is individual and all start as a dream ... no two wooden boats are the same”

THE REPLICA COASTAL TRADER ONE AND ALL VIEWED THROUGH A PORT HOLE OF THE JAMES CRAIG FACING PAGE: ONE OF THE SMALLER EXHIBITS IS DWARFED BY THE BULK OF A CRUISE SHIP PHOTOS: ALISON APRHYS

a 7.7 metre farm boat built around 1130, the remains of which were discovered near Roskilde.

Colleague Soren Nielsen said he first became interested in Viking boats when he was in the sea scouts. His troop built a boat for their own use. The museum was so impressed that they commissioned the scouts to build another.

“We spent all our weekends and holidays for about two years making this boat using traditional methods,” he explained.

Matt Murphy, editor of the US magazine *WoodenBoat*, gave a talk at the festival – ‘Still Going, Surviving American Yachts of the Golden Age’.

Murphy was impressed by the show.

“*WoodenBoat* has a readership of 100,000 and we have our own boat show in Maine, but the Australian Wooden Boat Festival is so vibrant and much bigger than anything we have back home,” said Murphy who admitted to owning at least half a dozen wooden boats of various sizes.

Michelle Holian was one of many visitors who travelled to Hobart from Victoria for the event. A volunteer crewmember of the Melbourne coastal schooner *Enterprise*, Holian was thrilled to look over the *James Craig* and to watch the Viking rope-making.

“It’s incredibly fascinating,” she said.

The Quick ‘n’ Dirty challenge attracted teams of all ages to build their own wooden boats.

“The challenge requires a team to build within three hours a boat that can be paddled or rowed and sailed,” said Marris. “This year’s theme for the challenge honours our Danish visitors and requires the boats to have a Viking design and decoration,” he added, launching the contest. Some imaginative creations of very varied seaworthiness resulted.

Just across the road at the Tasmanian Museum and Art Gallery, some extraordinary examples of textile art were on display in an exhibition ‘Stitches on Board’. A display of weathered old dinghies provided a contrasting backdrop to the bright coloured works.

The needlework art was the work of the Channel Quilters, a group of women most of whom live in the Kingborough/Channel area, south of Hobart, said Jane Marris, wife of the festival director and a keen quilter as well as sailor.

“Many of the quilts were actually made by members while on board their boat,” said member Jan Moore.

“The members who are confirmed ‘boaties’ encouraged the ‘landlubbers’ in the group to get on board and be involved,” she added.

In another talk at the festival, ‘The evolution of the Australian surf boat’, Peter Higgs of the Wooden Boat Guild of Tasmania discussed design influences that he suggested may have included Viking boats, whale boats and butchers’ boats.

“My grandfather actually built a wooden boat in Tasmania called *Viking* in 1924,” he said.

“Perhaps I am romanticising the connection between Viking and surf boats but to me there’s a clear line,” he added.

A former surf boat sweep, Higgs illustrated his talk with historical slides that encouraged spirited discussion among the audience.

The show closed with a satisfied organising committee. “We are thrilled with the response,” Marris said.

“It just shows how a common love of wooden boats can bring such a diverse group of people together.”

He is already considering plans for the next Hobart Australian Wooden Boat Festival in 2007.

“This festival just keeps on getting better,” he said. ■



# SWAN SHOW DOWN

Defending champion Simon Minoprio of Auckland won a dramatic Warren Jones Youth Regatta match racing series in Perth, edging out Michael Dunstan of the Royal Sydney Yacht Squadron in a nail-biting final. Sebastien Destremau reports

As team principal of *Australia II*, Warren Jones made a great contribution to national and international yachting. Jones' greatest achievement was to overcome seemingly insurmountable obstacles when he masterminded the first successful challenge for the America's Cup in September 1983.

The Warren Jones Youth Regatta was established in memory of this exceptional man, who showed enormous determination and courage to reach his goals. The aim of this annual yachting event is to give new generations of yachtsmen and women the chance to live their dreams.

Hosted alternately by the Royal Perth Yacht Club and the Royal Freshwater Bay Yacht Club, the event is preceded by a two-day match-racing seminar.

As regatta chairman Skip Lissiman noted: "Starting the event with a two-day seminar allows the competitors to improve their rules knowledge before using their sailing skills out on the water."

Since its inception in 2003, the event has proved to be an ideal opportunity for some of the world's leading young sailors to show their skills. The series gives rising match racers valuable experience before contemplating competing in the international senior circuit and the Swedish Match Tour.

This year's third event, from 29 January to 3 February, welcomed 12 skippers from around the world. Ten superbly fitted out, evenly matched Foundation 36ft yachts were used with crews of six or seven allowed up to a maximum crew weight of 480kg.

The favourite in this year's field of young sailors was Michael Dunstan of the Royal Sydney Yacht Squadron. Dunstan, who won the inaugural event, is a strong advocate of the series. "The conditions for sailing here on the Swan River are perfect with a strong sea breeze



and flat water. I believe they are among the best in the world," he said.

Back to defend his 2004 title was 22-year-old Simon Minoprio of the Royal New Zealand Yacht Squadron along with another RNZYS team led by Laurie Jury. RNZYS originated the junior match-racing program that has turned out so many champions.

Two other Sydney-based teams were headed by Murray Gordon of Royal Prince Alfred Yacht Club and Seve Jarvin of CYCA. Jarvin is already a very successful youth match racer, following in his father Steve's footsteps. Steve Jarvin was a regular in Peter Gilmour's crew for several years, winning several world championships.

Keen to escape the European winter, Emil Wiberg and his team from Sweden represented the Gothenburg Yacht Club.

First timers in the event were the British team headed by Alistair Hall representing the Royal Yachting Association, and Brian Angel, from King Harbor Yacht Club in California. Angel, a newcomer to the international match-racing scene as a skipper, had an impressive start to the season when he won an unseeded qualifier's spot in the Bermuda Gold Cup.





Four West Australian teams completed the list of twelve: Keith Swinton's South Perth Yacht Club team, Torvar Mirsky's Fremantle Sailing Club team, Adam Garnaut's Royal Freshwater Bay Yacht Club team and the highly fancied Royal Perth Yacht Club team lead by Jackson Digney.

The format consisted of a double round robin, followed by a best of three final between the top two scorers, plus a 'petit-final' to determine third and fourth places.

On day one, the legendary Fremantle Doctor sea breeze was howling in at over 25 knots by late morning. A demolition derby occurred when fast and furious racing saw the start boat holed and two of the competing yachts seriously damaged after a full on T-bone incident.

Swedish skipper Emil Wiberg lost control of his boat seconds from the start and rammed the committee boat putting an 8-inch hole in it, fortunately above the waterline.

Then late in the afternoon a collision between Michael Dunstan and Torvar Mirsky brought racing to a dramatic standstill.

Dunstan was trying to catch-up to Mirsky after having mistimed his start. Up the first windward leg,

Mirsky was the right of way boat on starboard while Dunstan was approaching on port. It looked like a close cross was shaping up with Dunstan having to dip behind Mirsky. Inexplicably, it appeared Dunstan misjudged his duck completely and crashed at full speed into Mirsky's boat causing extensive damage. Machinery had to be rushed to the scene and it took over an hour to cut the interlocked yachts apart. Both sides of the bow of Dunstan's boat were severely damaged while Mirsky's boat was left with a large hole on its port side.

Chief umpire John Standley had immediately disqualified Michael Dunstan with a black flag.

"Torvar Mirsky couldn't have done anything further to avoid the collision and it appears that Michael didn't give himself enough room to manoeuvre," Standley said.

Regatta chairman Skip Lissiman said: "This is the first collision in five years and the worst I can recall in match racing here. It will take about ten days to repair the boats." Two spare boats had to be used to complete the regatta.

On day two, Seve Jarvin and Simon Minoprio were the race leaders. Jarvin had only recently started competing as a skipper in match racing events, after crewing for other skippers for several years. He has

THE COLLISION BETWEEN DUNSTAN AND MIRSKY. DUNSTAN APPEARED TO MISJUDGE HIS DIP BEHIND HIS OPPONENT'S STERN  
PHOTOS: SEBASTIEN DESTREMAU



quickly risen to being number 31 on the world-ranking of skippers. Winning 11 of 15 races, Jarvin demonstrated why he is making a name for himself. He sailed fast and smart in the blustery conditions, starting well and consolidating on his early advantages.

The young Kiwi skipper Simon Minoprio climbed from fifth place overnight to join Jarvin at the top of the leader board.

"I was really happy with the way we raced, but I'd like to have done a bit better," he commented after losing just one race on day two.

Day three saw Michael Dunstan and his crew overcome their horror start to the event to take the lead. Putting the trauma of the opening day crash behind them, they gave a solid performance using textbook match racing tactics to chalk up five wins and no losses. With a total to date of 15 wins and four losses, they moved into first place on the leader board.

"I was pretty happy with that, especially after the first day which was really horrible for us," commented Dunstan. "The conditions were quite shifty and tough on the river."

Capitalising on a terrible mistake by Adam Garnaut, previous race leader Minoprio had a three win and one loss scorecard for the day.

In their encounter, Garnaut had a comfortable three-boat length lead and Minoprio didn't seem to have a chance of finding a 'passing lane'. On the last leg to the finishing line, the New Zealander pushed his boat to the limit sailing, very high and fast.

Garnaut, instead of focusing on his own game plan and maintaining his lead, showed inexperience and nerves. Under pressure, he sailed even higher than Minoprio losing valuable distance over his competitor. As Minoprio snatched the victory, a bewildered Garnaut could only shake his head in disbelief.

Minoprio summed up his changing fortunes: "One minute you could be winning and then the wind would shift and you'd lose, so we were pretty happy to win three out of four today."

Seve Jarvin, who had led the regatta since day one, slipped from the top spot after scoring only two wins out of four races.

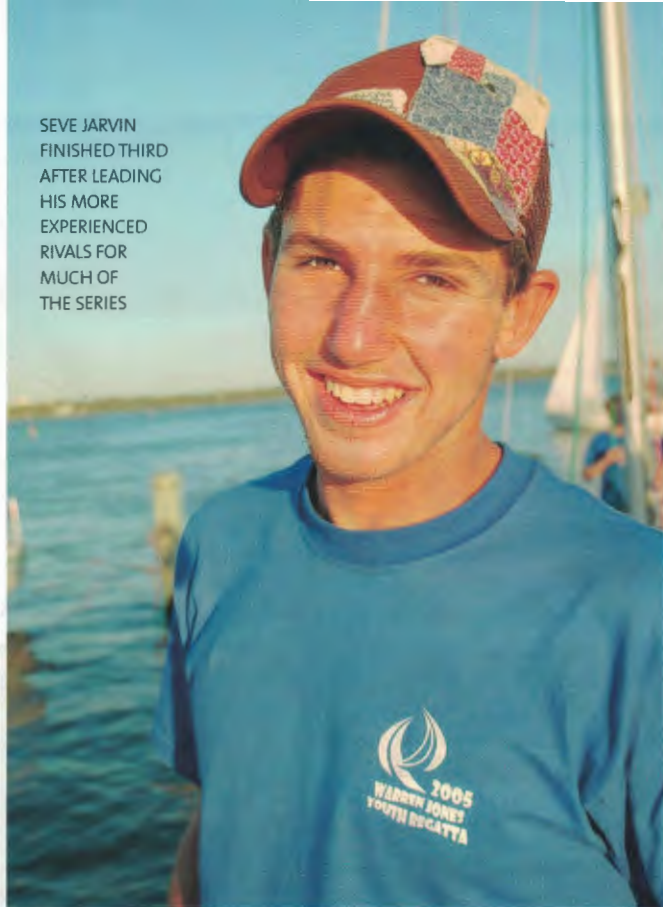
"We were disappointed at losing our last race against Michael Dunstan, and we'll just have to sail smart in our remaining three races if we want to make it to the final," he said.

Competition on the final day started with a shifty easterly breeze, then a 10-knot sea breeze established itself in the afternoon providing ideal conditions for the finals. Two convincing wins at the end of the round robin secured Minoprio a spot in the final against Dunstan.

In the best-of-three series, Minoprio won the first race by just one second while Dunstan managed to level the score in a very tight second race winning by less than a boat length.

Both skippers kept the game very close in the third and deciding race. Neck and neck around the course,

SEVE JARVIN  
FINISHED THIRD  
AFTER LEADING  
HIS MORE  
EXPERIENCED  
RIVALS FOR  
MUCH OF  
THE SERIES



Dunstan appeared to have the edge over his opponent. Minoprio, however, exerted enormous pressure and Dunstan's confidence crumbled in the closing stages of the match. As a result of a desperate tactical move to keep the lead, Dunstan received two penalties in a matter of seconds right on the finishing line. This cost him the race and the overall victory.

"We tried to hold him out, but the judges thought we were too close," said a devastated Dunstan.

After his win, a delighted Minoprio said: "It's very good to defend the cup back to back. Throughout the week it has been very challenging because the level of competition has increased a great deal since last year."

Seve Jarvin took third place, winning the sail-off against the considerably more experienced Kiwi, Laurie Jury. ■

## RESULTS

1	Simon Minoprio	NZL
2	Michael Dunstan	AUS
3	Seve Jarvin	AUS
4	Laurie Jury	NZL
5	Murray Gordon	AUS
6	Emil Wiberg	SWE
7	Jackson Digney	AUS
8	Torvar Mirsky	AUS
9	Keith Swinton	AUS
10	Alistair Hall	GBR
11	Adam Garnaut	AUS
12	Brian Angel	USA



# COXON'S COUP

International yachtsman, sailmaker and CYCA member Michael Coxon has added another trophy to his illustrious collection – the Australian Championship of the International Etchells class. Peter Campbell reports



The biggest one-design keelboat fleet ever to sail on Sydney Harbour – 56 boats – contested the 2005 Australian Championship for the International Etchells class, conducted by Royal Sydney Yacht Squadron in January this year. Appropriately, the series went to a sailor who has raced most of his life on the harbour and has been a long-time Etchells enthusiast – CYCA member Michael Coxon.

Coxon comes from a famous sailing family and one that is continuing to make its mark on the sport in a further generation with his nephew and namesake now following his success in 18-footers. But, surprisingly, this was the first Etchells Australian Championship for Coxon as a helmsman.

A win in the seventh and final race clinched victory for the head of North Sails, but only after a close battle with another sailmaker, Peter McNeill from the Lake Macquarie fleet, and Neville Wittey, a sailmakers' representative and also a CYCA member.

Steering *North Sydney*, with the accomplished father-and-son combination of Ed and Will McCarthy

as crew, Coxon's first National title in Australia's largest one-design keelboat class adds yet another trophy to his remarkable collection.

From dinghy and skiff wins as a teenager, his adult successes have ranged from winning 18-footer Australian and World championships through to major America's Cup and Admiral's Cup roles. Coxon has also been the tactician and sailing master for Neville Crichton on his super maxi *Alfa Romeo*, including the boat's Line Honours win in the 2002 Rolex Sydney Hobart Yacht Race and its subsequent successes in Europe.

Like many leading international sailors, however, the one-design Etchells has remained Coxon's favourite racing boat because of the close around-the-buoys competition the class provides at a club, national and international level.

Although Coxon's national title has been a long time coming, he has been a member of winning crews in past Nationals and has won the NSW State title.

*North Sydney* jumped into the overall lead following

MARK ROUNDINGS  
WERE TIGHT WITH 56  
BOATS IN THE FLEET  
PHOTOS:  
ANDREA FRANCOLINI



“The series was sailed in ideal Sydney summer weather, with moderate south-easterlies on the first two days and the north-easterly freshening in the afternoon on the last two days”



### TOP PLACINGS

Place	Sail No.	Skipper	Fleet	Points
1	AUS 1273	Michael Coxon	Sydney	22
2	AUS 915	Peter McNeill	Lake Macquarie	32
3	AUS 868	Neville Wittey	Sydney	33
4	AUS 924	Damien King	Melbourne	43
5	AUS 869	John Warlow	Brisbane	55
6	AUS 1117	Glen Collings	Mornington	65
7	AUS 865	Bruce McBriar	Melbourne	68
8	AUS 867	David Rose	Brisbane	69
9	AUS 1223	Iain Murray	Pittwater	79
10	AUS 1254	Julian Plante	Pittwater	80

Full results can be found on the Royal Sydney Yacht Squadron website at [www.rsys.com.au](http://www.rsys.com.au)





the OCS disqualification from race five of early series leader Neville Wittey, steering *Yandoo XX*. Wittey's crew were Peter Van Niekerk, an Olympic Soling sailor, and Niall Kinch who was recruited to replace the injured Steve Backhouse after the first day's racing.

Although Wittey was able to discard the OCS, he still faced an uphill battle to regain the overall lead and his last day placings of second and ninth were not sufficient to lift him back above third overall. *Yandoo*

*XX* was, nevertheless, the only boat to finish every race in the top 10 in this huge fleet.

Coxon won the championship with 22 points after one discard, his seven placings being 2-9-1-19-3-6-1. Second place went to current World champion Peter McNeill from the Lake Macquarie fleet sailing *Tom Pepper XVIII*. McNeill's crew were Paul Turner and Wade Morgan. They finished with 32 points from placings of 1-8-19-7-2-12-2, just one point ahead of Wittey.

#### Ideal weather

Wittey, also from the Sydney fleet, gained his total of 32 points from placings of 4-2-10-6-OCS-2-9.

Fourth place overall went to the Melbourne skipper Damien King, steering *Barry White*, finishing with 43 points from a scorecard of 18-BFD-2-2-8-10-6, and who improved so well after the first day.

Brisbane fleet's John Warlow, steering *Blinky the Three Eyed Fish*, took fifth place overall with 55 points, while sixth overall went to Glenn Collings from Mornington Yacht Club in Victoria, steering *Satu*, on 65 points.

The four days of competition were sailed in ideal Sydney summer weather, with moderate south-easterlies on the first two days and the north-easterly sea breeze freshening each afternoon on the last two days. The final day was the freshest, with the north-easter steadily increasing from 15-18 knots for the first race to more than 25 knots in the late afternoon for the final heat.

America's Cup winner of 1983, John Bertrand, another international sailor who loves his Etchells sailing, turned in his best form of the regatta on the last day, steering *Two Saints and a Magpie* to first place in race six from Neville Wittey and John Warlow, and placing third in the final race close astern of the rival sailmakers, Michael Coxon and Peter McNeill.

In a class in which consistency is the key note to overall success, only Coxon won two heats, with the other heat winners being McNeill, David Rose and Mark Bradford – both from the Brisbane fleet – Mark Bulka from Mornington and Bertrand.

The first and second placegetters used Pacesetter hulls from the current Australian mould, but Wittey's boat was a 15-year-old Pamcraft hull, showing that older boats can match it with newer boats if well sailed. The top three placegetters used sails from different lofts. Coxon used sails from his own North Sails loft, McNeill used his own PM Sails, the same sails he used in winning the Worlds at Mooloolaba last year, while Wittey used sails from the Ullman loft in Sydney.

The race committee set courses on the first two days on The Sound, just inside the Heads, but on the next two days racing was in the main harbour. Racing on The Sound removed any suggestion that the local crews would benefit from local knowledge. Race management was right up to the high standard set by the RSYS, with Principal Race Officer Rob Ridley and his team doing an excellent job throughout the regatta. ■



# NEW, FASTER, SUPER MAXIS

New and even faster super maxi yachts are expected to contest the next Rolex Sydney Hobart Yacht Race in December, writes Peter Campbell

At least three new super maxis are expected to start in the 2005 Rolex Sydney Hobart Yacht Race and – as the CYCA has confirmed that a rating-based speed limit will no longer apply to the race – the new super maxi can be expected to be even faster than those of 2004.

The 30-metre (98-feet) LOA limit remains, however, and new boats with canting keels will have to comply with new safety requirements stipulating that a canting keel will lock in a vertical position in the event of a breakdown of controls.

Early indications are that there will be at least six, possibly more, state-of-the-art super maxis on the starting line on 26 December with the removal of the speed limit increasing the appeal of the ocean classic to overseas entrants.

As a result of the rule change, new and existing super maxis will now be able to carry the largest sail area considered practical and safe by their designers, rather than being restricted specifically for this race. IRC ratings will, of course, increase with larger sail areas.

The Board of the CYCA has also confirmed that the Overall winner will again be the boat that wins on IRC. There will again be a Cruising Division, first introduced in 2004.

On the new maxi front, Rob Mundle reports that Bob Oatley has confirmed that he has commissioned a 30-metre design from US naval architects Reichel/Pugh with construction already started at McConaghy Boats in Mona Vale, Sydney. The carbon fibre boat is scheduled for launching in the first week of December, just three weeks before the start of the 61st Rolex Sydney Hobart Yacht Race. This will be Reichel/Pugh's third successive canting keel *Wild Oats* for Oatley and his son, Sandy. The first, a 60-footer, led an Australian

team to victory in the 2003 Admiral's Cup in England and is now called *Targe*. The second, a 66-footer, is to help defend the Admiral's Cup in England this year.

McConaghy Boats has nearly completed a Reichel/Pugh designed maximum-sized canting keel super maxi for Sydney-based, New Zealand yachtsman Neville Crichton. Crichton intends to enter the boat in this year's Rolex Sydney Hobart Yacht Race. Scheduled for launching in June, the boat is expected to make its racing debut at Hamilton Island Race Week in late August. The new boat replaces Crichton's water ballasted 90-footer, *Alfa Romeo*, which won Line Honours in the 2002 Rolex Sydney Hobart Yacht Race and in the 2003 Rolex Fastnet Race.

The third new and most radical super maxi has been built in Auckland by Cooksons for one of New Zealand's most prominent offshore yachtsmen Charles Brown and Bill Buckley, a former NZ motorcycle champion. Designed by Greg Elliott and Clay Oliver and launched in mid-February, *Maximus* has a light displacement carbon fibre hull, a rotating wing mast and a retractable canting keel. Upwind it will be set up to 500 square metres of sail; downwind up to 800 square metres.

## High achievers

The owners have set an ambitious sailing program, including an attempt on the 24-hour world sailing record and the Rolex trans-Atlantic Challenge in May, the Giraglia Rolex Cup at St Tropez in France in June, Skandia Cowes Week and the Fastnet Race in July and August, the Rolex Maxi World Cup at Costa Smeralda, Sardinia, in September, the Rolex Middle Sea Race from Malta in October and then back to the Southern Hemisphere for the Rolex Sydney Hobart Yacht Race in December.

Meanwhile, the disabled super maxis, Grant Wharington's *Skandia*, New Zealander Stewart Thwaites' *Konica Minolta*, and Ludde Ingvall's *Nicorette* are also expected to be back in the action well

“As a result of the rule change, new and existing super maxis will now be able to carry the largest sail area considered practical”

before this year's Rolex Sydney Hobart Yacht Race.

*Skandia* lost her canting keel, capsized and then broke her mast in the heavy conditions of the 2004 Rolex Sydney Hobart Yacht Race, *Konica Minolta* suffered some structural damage and also retired, while *Nicorette* went on to take Line Honours. Two weeks later *Nicorette's* mast failed when the boat was sailing in moderate conditions off Southport, Queensland.

*Konica Minolta* was repaired in Hobart and made her return to offshore racing in February, taking Line Honours in the Royal Yacht Club of Tasmania's historic Bruny Island Race.





The hull of *Skandia*, Line Honours winner of the 2003 Rolex Sydney Hobart Yacht Race, is now back at Mornington, Victoria, and Wharington is confident the boat will be in England for Skandia Cowes Week and the Rolex Fastnet Race in July.

Despite extensive cosmetic damage, the hull has been found to be structurally sound and is being repaired. A new mast is under construction and new sails are being made.

Wharington is seeking damages in the Victorian Supreme Court against the manufacturers of the hydraulic rams that controlled the canting keel, submitting that the "cylinders provided did not meet the load capacity we requested from the manufacturer".

Although *Skandia* appears likely to be available to contest the 2005 Rolex Sydney Hobart Yacht Race, a final decision will depend on Wharington and his Volvo Challenge entry. The around the world race starts in November and includes a stopover in Melbourne in February 2006.

### Canting keel rules

The new super maxis, and any other new boats with canting keels, must comply with a new appendix to the ISAF Offshore Special Regulations which deals with the safety aspects of the developing trend in offshore racing for the application of variable ballast.

As well as stating the required safety standards for such boats, including knockdown and inversion recovery factors, the appendix also defines fixed, moveable and variable ballast.

In order to comply with the appendix, systems must be permanently installed with manual control and actuation systems. In addition, it must be possible to

lock canting keels on the centreline. Boats built before November 2004 may apply for dispensation from certain aspects of the appendix.

Announcing the CYCA decisions on removal of the rating based upper speed limit and retention of the 30-metre LOA limit, along with continuation of IRC as the premier handicap system, Commodore Martin James commented:

"I am confident that the early confirmation of our decisions on maximum length and the removal of a rated based speed limit, together with continued use of the IRC handicap system to determine the winner of the historic Tattersalls Cup, will attract more national and international competition.

"IRC continues to expand worldwide, notably in recent months in the US where it has been given new status by yachting organisations.

"The final results [of the 2004 Rolex Sydney Hobart Yacht Race] indicate the success of IRC in providing a level playing field for a wide range of boats, with the first 10 boats on IRC corrected time overall ranging from 38-footers to 98-footers, from production boats to custom-built super maxis, from a 31-year-old wooden boat to state-of-the-art boats made of carbon fibre."

The Commodore added that the CYCA had confirmed its decisions for the 2005 Rolex Sydney Hobart Yacht Race after ongoing consultation with yacht owners and would continue to keep the position of offshore handicap rating rules under constant review.

On the Cruising Division, Commodore James said: "With earlier notice of a Cruising Division, we believe there will be added Australian and international interest in this aspect of our great ocean race." ■

MAXIMUS AT ITS LAUNCHING IN AUCKLAND. NOTE THE RETRACTABLE CANTING KEEL.  
PHOTO:  
PAUL TODD



# FARR 40s: NATIONALS SET SCENE

The Hamilton Island Farr 40 Australian Championship set the scene for a fascinating Sydney World Farr 40 Championship, writes Sam Crichton

CYCA member Richard Perini and his *Evolution* crew took two titles by winning the Hamilton Island Farr 40 Australian Championship in February. The win also wrapped up the 2004–2005 Australian Farr 40 circuit for Perini.

But with overseas boats taking first, second and fourth places overall to Perini's third in the three-day regatta which ended on 20 February, the scene was set for a fascinating Sydney World Farr 40 Championship.

The National regatta started with plenty of action. A steady north-east breeze that topped 20 knots had the 23-boat fleet looking like a surf carnival as they surfed waves and wiped out in the swells off South Head.

Racing was extremely close during the day's three races with all the fleet finishing within three minutes of each other in the first race. With the helmsmen keen to get back into action and eager not to give away any advantage, there were two general recalls for race two and the race finally started under a black flag.

The Italians were making their presence felt with *Nerone* and *TWT* placing second and third behind Perini's *Evolution*. In the second race, *TWT* made an impressive recovery to finish well after blowing a spinnaker.

Lang Walker's *Kokomo* also performed well to hold fourth place after three races.

Highest placed of the US teams was 2004 World Champion Jim Richardson's *Barking Mad* in sixth.

"We really enjoyed the challenging conditions; today was definitely bumpy," said Richardson.

Defending Australian Champion John Calvert Jones, with *Southern Star*, was fifth, just one point behind *Barking Mad*.

Perini didn't want to show his good form too early in race one but it was a different story in races two and three in which he manoeuvred to the lead early and took the gun in each.

*Warpath*, skippered by Steve Howe from San Diego with Paul Cayard calling tactics, finished an impressive second in race two. *Warpath* had finished third overall in the 2004 World Championship in San Francisco.

Day two saw racing start in a steady north-east breeze, which dropped out during the second race of the day, race five of the regatta.

The top breeze of the day was 15 knots and the swell that had caused wipe-outs on the first day had moderated. The fleet enjoyed a great first race after eventually getting away following two general recalls.

Richardson led the fleet around the track with *Barking Mad* and took the gun ahead of father and son team Steve and Fred Howe with *Warpath*.

Overnight leader Perini took fourth place after pulling back seven boats.

*Morning Glory* (Hasso Plattner, Germany) and *War Games* (David Urry, South Australia) had to make penalty turns at the top mark following rule infringements.

## Early finish

During the second race of the day, the breeze faded and shifted and the race committee had to shorten the course to accommodate the shift. *Warpath* led the fleet around the track until the crew miscalculated a manoeuvre that allowed New Zealand's *Venom*, skippered by Brett Neill, to get past and win the race from *Barking Mad*.

With the breeze direction becoming unpredictable, the race committee decided to wait before starting a third race. The breeze remained unstable and after receiving a severe weather advisory the committee decided to abandon racing for the day and sent the fleet home. It proved a wise decision as one of the most severe storms of the summer hit late in the afternoon.

At the end of day two, *Barking Mad*'s first and third places had moved them into first place overall with the Italian team of *Nerone*, skippered by Mark Heeley for this regatta, maintaining their second place. Perini's *Evolution* slipped back to third after finishing fourth and twelfth in the extremely tight fleet.

The third and final day's racing was held in the harbour from Manly to Watson's Bay in a 10-knot southerly and fairly flat water.

Despite having to dodge one US and one Australian warship, cargo ships and Manly ferries, the fleet worked the course with precision, making mark roundings very eventful.

Vincenzo Onorato, steering the Italian boat *Mascalzone*, led the fleet around the three-lap course for race six and took the gun from Steve and Fred





“It was a great regatta that had a bit of everything in conditions and results ... We hope we can continue to maintain these results”

Howe on *Warpath*. Richardson, with *Barking Mad*, held off Italian team *Nerone* to take third.

Neville Crichton's *Team Shockwave* had a great start at the boat end of the line for race seven to lead the fleet to the top mark and around the course. In hot pursuit were Richardson's *Barking Mad*, Perini's *Evolution* and David Gotze's *Brighton Star*. At the finish, a dogfight between *Barking Mad* and *Evolution* allowed *Brighton Star* to slip through into second over the line with *Barking Mad* just holding out *Evolution* to take third spot.

Crichton repeated his performance in race eight and led the fleet around the course continually extending his lead. *Warpath* slotted into the second place and Lang Walker's *Kokomo* held on to third place from the top mark to the finish line.

At the end of this regatta, Perini had won all the Australian season's pointscore regattas bar one, which was a drop, with Marcus Blackmore (*Emotional Hooligan*) taking second place and Matt Allen (*Ichi Ban*) third.

As Perini said, looking forward to the Worlds: “It was a great regatta that had a bit of everything in conditions and results. It's great to take the double and

we hope we can continue to maintain these results.”

Jim Richardson's *Barking Mad* took out the Hamilton Island Farr 40 regatta from *Nerone*, Mark Heeley, with *Evolution*, Richard Perini, third. ■

BARKING MAD  
ROUNDS WITH  
TIDY PRECISION  
PHOTO: CARLO  
BORLENGHI/  
ROLEX

#### RESULTS: HAMILTON ISLAND FARR 40 REGATTA

1 <i>Barking Mad</i> J. Richardson, US	32
2 <i>Nerone</i> M. Mezzaroma/ A. Sodo Migiori, ITA	42.5
3 <i>Evolution</i> R. Perini, AUS	49
4 <i>TWT</i> M. Rodolfi, ITA	52
5 <i>War Path</i> S. & F. Howe, US	58
6 <i>Team Shockwave</i> N. Crichton, AUS	63
7 <i>Mascalzone Latino</i> V. Onorato, ITA	73
8 <i>Emotional Hooligan</i> M. Blackmore, AUS	81
9 <i>Morning Glory</i> H. Plattner, GER	86
10 <i>Kokomo</i> L. Walker, AUS	88
11 <i>Ichi Ban</i> M. Allen, AUS	88
12 <i>Pegasus</i> P. Kahn, US	107
13 <i>Southern Star</i> J. Calvert-Jones, AUS	108
14 <i>Sputnik</i> I. Wheen, AUS	108
15 <i>Brighton Star</i> D. Gotze, AUS	114
16 <i>Fiamma</i> A. Barnaba, ITA	115
17 <i>Panther</i> S. O'Rourke, AUS	115.5
18 <i>Venom</i> B. Neill, NZL	119
19 <i>Bobby's Girl</i> J. Melville, NZL	125
20 <i>War Games</i> D. Urry, AUS	127
21 <i>Belle Property</i> C. Meehan, AUS	131
22 <i>Solution</i> J. Thompson, US	152
23 <i>Short Shipped</i> M. Short, AUS	164



# AGONY & ECSTASY

It was agony and ecstasy for solo sailors Nick Moloney and Ellen MacArthur in their respective battles for records. Moloney's boat failed him when at last it seemed he would complete his voyage. And MacArthur made it home just days after it seemed her record was likely to slip away. Adrian Herbert explains why both are winners

Despite their record-breaking attempts ending so differently just a few weeks apart, solo sailors and Offshore Challenges team mates Ellen MacArthur and Nick Moloney will both be recognised as sailing heroes by anyone with offshore experience.

Both of them displayed exceptional seamanship on their voyages. It was, however, as always, the unpredictable nature of the ocean that allowed MacArthur to achieve her dream and left Moloney wondering what could have been.

Although both voyages were European mounted ventures, each had strong Australian connections.

Moloney is, of course, an Australian, a Port Phillip Bay bred sailor who sailed in Sydney Hobart races before heading for Europe to try to break into international sail adventuring.

And MacArthur, with her British designer Nigel Irens, turned to Australian boatbuilders to construct her hi-tech trimaran *B&Q*.

Boatspeed of Somersby near Gosford was selected to build the \$2.3 million 75-foot boat, largely because of the company's reputation for building state-of-the-art stiff lightweight boats in composite plastics. And the spectacular rig, with a 30.6m carbon fibre rotating wing mast also came from this part of the world, designed and built by Southern Spars of Auckland.

MacArthur completed her 42,000 nautical mile circumnavigation at 10.29 pm GMT on 7 February, crossing a line between Ushant in France and the English mainland's southernmost point, the Lizard.

The diminutive 28-year-old completed her circumnavigation in 71 days, 14 hours 18 minutes and 33 seconds, breaking the previous record of Frenchman Francis Joyon by one day, 8 hours and 35 minutes.

Joyon had set that record just a year earlier aboard a larger multihull and it had looked like a record that would stand for a long time.

Rounding Cape Horn on New Year's Eve, MacArthur was a full four days ahead of Joyon's time and she and her onshore team were full of confidence. Then things began to go wrong. She ran into a series of bad storms in the South Atlantic and during one particularly rough spell badly burned her arm on a generator. Twice she had to climb the mast to fix problems aloft. Her progress slowed and she still had to make it through the doldrums.

MacArthur was sleeping usually no more than half an hour at a time and considered herself fortunate to get four hours sleep in 24 throughout the voyage. She often sounded completely exhausted in radio reports but somehow her tremendous determination always remained in her voice even when, approaching the Azores, it seemed that her record hopes would finally depend on her luck with weather patterns.

By the time she had travelled 200 nautical miles north of the Azores, with about 950 nautical miles to go, MacArthur's lead had reduced to 2 days 15 hours. In one 24-hour period she lost 11 hours. And on top of that she knew that Joyon's record had been set with the favourable conditions in his final week of sailing.

## Frustrating night

Still battling to get clear of the light winds on the edge of the Azores high, MacArthur had to endure a frustrating almost windless night. *B&Q*'s boatspeed dropped to little more than one knot. The calm conditions didn't even give her the opportunity to get some much needed sleep. With what breeze there was coming in puffs from almost any direction, steerage was non-existent so the autopilot could not maintain a course and warning alarms were constantly sounding.

It was a frustrating time, particularly as MacArthur knew from weather reports that once she cleared the light conditions she should meet fresher breeze from the north which was likely to build to 30 knots gusting to 40. This would build big seas, making one more potentially boat breaking storm to survive before she should reach more favourable south-east winds somewhere off the north-west tip of Spain.

Fortunately, that was mostly how the final stages panned out. The storm actually allowed MacArthur to build her lead again and then keep ahead of Joyon's time as she made her way into the approaches to the English Channel. With the coast of Britain almost in sight, MacArthur at last allowed herself to think about finishing her voyage.

She messaged her website saying: "I don't think until I see faces again that it's really going to sink in. It's been an absolutely unbelievable journey, both physically and mentally."

After crossing the finish line off the Lizard, MacArthur headed in to the port of Falmouth to a





heroine's welcome. Messages of congratulations flooded in including one from the Queen who congratulated her on her "courage, skill and stamina" and from British Prime Minister Tony Blair who described the voyage as a "stunning achievement". Later the British Government announced she would be made a dame.

But probably the congratulations MacArthur most appreciated came from Joyon, the man whose record she had broken.

Predictably, one of the first questions she was asked by the press was: "What are you going to do now?"

"Right now I'm going to spend some time with my family and just switch my brain off," she said. "My brain's been constantly thinking about boat speed, weather conditions, charging the batteries on the boat, keeping everything running for a really long time, so the one thing I want to do is disengage my brain."

But it seems this certainly won't be the end of MacArthur's journey with *B&Q*.

"One thing I'm really happy about is that when I left the boat I wasn't sad. I wasn't particularly emotional like I was when I got off the boat in the last round the world trip; it wasn't as if it was the end with this boat. It's not over. There are lots of other records out there," she said.

"I won't be setting off around the world in the short term, because I've just got back from that, but there'll be other records like the trans-Atlantic record we missed out on last year ... that's definitely something we'll be aiming for."

#### Brave venture

Nick Moloney's brave venture in the Vendée Globe around the world race ended frustratingly in the South Atlantic at the end of January after 80 days of solo sailing. He was forced to give up after he had at last allowed himself to think that he might finish the mind-breaking monohull event.

Moloney was south of Rio de Janeiro sailing in frustratingly flukey conditions when the keel of his Open 60 *Skandia* began to wobble alarmingly and finally most of it broke free and fell off.

With the keel went Moloney's chance of setting a record as the first sailor to circumnavigate the globe in three forms of racing. He had already sailed in a race

"In port in Rio, Moloney was able to think dispassionately about what might have been ... and how close he had been to disaster"

*B&Q* IN SAILING TRIALS OFF THE NSW COAST  
PHOTO: ANDREA FRANCOLINI



NICK MOLONEY  
IN RIO WAITING  
TO PACK UP THE  
BOAT AND SHIP  
IT HOME  
PHOTO:  
COURTESY  
SKANDIA



“With the keel went Moloney’s chance of setting a record as the first sailor to circumnavigate in three forms of racing”

with stops for fully crewed yachts aboard *Toshiba* in the Whitbread Race of 1997-1998 and was a member of the *Orange* maxi-cat crew which in 2002 gained the Jules Verne Trophy for the fastest non-stop fully crewed sailing circumnavigation.

As dark descended on a rainy Rio de Janeiro night on 27 January, Moloney brought *Skandia* into the dock at Rio’s Marina da Gloria.

Earlier he had cast off tow lines from a Brazilian Navy vessel that had been sent out to meet *Skandia* offshore and tow the boat into Rio. He then made his own way under engine into the marina to be met by a small team of helpers including around the world sailor Guillermo Altadil, Mini-Transat sailor Yves Niort and Brazilian based Kiwi Don ‘Jawsie’ Wright.

After a beer and a steak meal, Moloney’s legs felt less strange on solid ground and he began to think dispassionately about what might have been.

No doubt uppermost in his mind was how close he had been to disaster.

As reported in the February/March issue of *Offshore Yachting*, on 15 December, Moloney survived a complete knockdown deep in the Southern Ocean.

The knockdown came just after daybreak after a long night in which winds had peaked at 65 knots.

*Skandia* had been bowled over by a powerful breaking wave that had rolled the boat right over to what

Moloney estimated was 130 degrees. With the mast well and truly under water, the view from the cabin windows was of solid green water.

At the time, Moloney was far from confident that he would survive, but the boat righted itself with the rig intact and with surprisingly little water on board. Although the boat was back upright, just about everything inside that had not been physically held in place was loose and much of it mixed up together. It took Moloney a long time to get the boat back into some semblance of order.

Looking back, and realising that the keel may have already been working itself loose, it is clear that Moloney was even more fortunate to survive that knockdown than it seemed at the time. Had the keel separated then Moloney would have been in an extremely perilous situation.

In the weeks that followed Moloney sailed thousands of miles more in the strong winds and big seas of the Southern Ocean and then rounded Cape Horn in seventh place. All this was aboard the boat with which, as *Kingfisher*, Ellen MacArthur had completed the previous Vendée Globe. Although the boat had been completely refitted for the voyage, *Skandia* was nowhere near as fast as the leading contenders.

Ironically, it was only when he began sailing in flatter seas that Moloney realised there was something very odd about the boat’s behaviour.

It was 5am Greenwich Mean Time on 25 January when Moloney radioed his support team in England to report that he had a serious problem, but it was not until after dawn in his time zone – three hours later – that he was able to fully assess the damage.

He then reported a major failure in the keel; it had become partly detached from the boat, approximately 30cm below the hull.

Moloney stabilised the boat as much as possible by reducing sail and filling the central ballast tanks with more than five tonnes of water. Finally, just after 0830 GMT, the keel broke away completely.

At the time *Skandia*’s position was approximately 120 nautical miles south of Rio de Janeiro. The wind strength was 22 to 25 knots from the north with a 1-1.5 metre swell.

Moloney’s initial reaction was predictable: “I can’t believe this. I just can’t believe it. Things were just starting to look better for me and I was really getting locked in to the thought of the finish in Les Sables,” he said.

But clearly a finish back at the starting port off the French port of Les Sables d’Olonne was no longer possible. Moloney was forced to radio for assistance.

Reporting the news, Andre Oszmann, group marketing director for Moloney’s sponsor, financial services business Skandia said: “Skandia is extremely proud to be associated with Nick and his sailing career. His determination, talent and will to succeed are an example to us all. We are sure that he will overcome this disappointment to continue his search for new





challenges.” Just what those challenges will be Moloney is yet to decide.

Moloney and his support team de-rigged *Skandia* in Rio, removed what was left of the keel and prepared the boat to be shipped back to the Offshore Challenges base at Cowes on the Isle of Wight.

At the end of the adventure, Moloney was disappointed but glad he had experienced so much of one of the world’s greatest races. He had words of thanks for his sponsors and the race organisers who, he said, had been particularly helpful with emailed advice when he was “at the most crucial point of the wildest and most

dangerous Southern Ocean Storm that I have ever experienced”.

He also thanked his fellow competitors.

“Aside from the sailing, my most fond memories are the friendships developed between skippers. I really felt ‘together alone’ in our adventure. I drew great strength from my fellow adventurers and their messages,” he said.

“I am incredibly proud of all the competitors no matter how fast or slow.”

Sailors all around the world would echo that sentiment. ■

A REEFED DOWN  
SKANDIA  
TEARING  
ACROSS THE  
NORTH  
ATLANTIC  
PHOTO:  
COURTESY  
SKANDIA



# WORLD RACE RE-STARTS

The Global Challenge around-the-world race was still wide open after an Australian skipper grabbed a surprise victory in the Sydney leg and as most of the fleet remained close together as they sailed on to Cape Town, writes Adrian Herbert

As *Offshore Yachting* went to press, the 12 yachts of the Global Challenge around-the-world race were south-west of Tasmania, most still close together as they headed for Cape Town.

The fleet had made an impressive spectacle departing from Sydney Harbour on Sunday, 27 February.

Started by the Cruising Yacht Club of Australia off Steel Point at 3pm, the fleet of identical 72-footers soon hoisted spinnakers to race their way down the Harbour to The Heads in a light southerly.

They were still crossing tacks as they headed south seeking the help of the southerly setting East Australian Current.

South of Tasmania, the fleet re-entered the realm of predominantly westerly wind patterns which characterise their 'wrong way about circumnavigation'.

There, they re-started the game of picking which side of weather systems to navigate seeking the best progress westward.

On the way to Cape Town the contenders were to round Waypoint Beta near Kerguelen Island, a mark of the course included to keep the fleet from straying too far south into iceberg territory and also likely to keep the fleet from spreading too far across the ocean.

*BG SPIRIT* skippered by Andy Forbes of Sydney. Like all of the skippers in this race, Forbes is a professional sailor, but all the crewmembers on all the boats started the race as novices.

*BG SPIRIT* crossed the finish line off the Sydney Opera House in 7 days, 2 hours, 11 minutes and 4 seconds after leaving Wellington.

Just 15 minutes and 20 seconds behind was *SAIC La Jolla* and then *Me to You*, an agonising 6 minutes and 20 seconds later. These were the first top three finishes for the second and kept the possibility of finishing as overall winner open to much of the fleet.

*Pindar*, whose crew had suffered disappointing first two legs, crossed the finish line in 4th place just 2 minutes and 4 seconds in front of *BP Explorer*, to the delight of *Pindar's* exuberant crew.

Sixth place went to *Samsung*, skippered by another Australian, Matt Riddell of Sydney. Wellington leg winner *Spirit of Sark* was 7th, *Team Stelmar* 8th, *Barclays Adventurer* 9th, *VAIO* 10th, *Team Save the Children* 11th and *Imagine It. Done*, 12th.

## Brave dig

A brave southerly dig gamble paid off for Forbes. On arrival he explained: "There was a lot of work behind the scenes in Wellington. We had a plan ... a strategy and we stuck to it. We were drawn into one-to-ones with a number of the fleet, *BP Explorer* being one of them, but to be in 11th place 36 hours ago and to pull it off was awesome.

"There were times we felt nervous, but we saw the wind south and to be honest we were surprised that more boats weren't down there.

"Last night these guys trimmed - we had guys on the bow and it was blowing 30 knots but they sat up there with torches all night.

"It's indescribable, unbelievable, fantastic and something I've dreamed of doing for so long."

The other Australian skipper in the race, Matt Riddell of *Samsung*, was disappointed to finish the leg sixth.

"We're very happy for Forbes on *BG SPIRIT* - the

"The third leg from Wellington, New Zealand, to Sydney was won in spectacular style by *BG SPIRIT* skippered by Andy Forbes of Sydney"

After that they were to sail across the South and North Atlantic oceans to Boston, on the north-east coast of the US, back across the North Atlantic to La Rochelle, France, and then make a quick dash across the English Channel to the finish off Portsmouth.

The third leg from Wellington, New Zealand, to Sydney was won in spectacular style on 13 February by





whole team is. Had we stayed south like the boats which finished first, second, third and fourth we would have had a very good chance of a podium position. But for some strange reason I got the jitters and decided to go north and that was the wrong call. I've been regretting it for the last 48 hours. I knew I made the wrong decision and need to live with that.

"The whole crew is glad to be here ... We had a dream reception; I'm home and we're still in third [overall]."

Other Australians in the race are Coral Wasson of Sydney on *Team Save the Children* and Nicholas Brennan, from Sydney but now living in the UK, on *Stelmar*.

A sizeable spectator fleet gathered as the boats arrived. And at the National Maritime Museum at Darling Harbour crowds gathered to watch the crews cheer each other as the yachts pulled in one after another.

A protest hearing was held in Sydney in which *Imagine It. Done* protested *VAIO* following a port/starboard incident at the start of the third leg in Wellington.

*Imagine It. Done* protested *VAIO* around the second mark (Ngauranga mark); the protest alleging that rule 10 of the Racing Rules was infringed.

The International Jury upheld the protest and found: "*VAIO* failed to keep clear of *Imagine It. Done* as required by rule 10."

*VAIO* was penalised three points with the positions and points of other boats remaining unchanged.

The outcome of the hearing meant that *VAIO* slipped down the overall leader board from joint fifth to joint seventh.

*Imagine It. Done's* skipper, Dee Caffari said: "I'm relieved that the safety element highlighted by the protest was upheld by the jury, so everyone is a lot more confident with each other out on the water. It raises awareness across the whole fleet that there are heavy penalties awarded for infringements."

Members of the international jury were Tony Mooney (Australia, chairman), Don Brooke (New Zealand), Lister Hughes (Australia), Masayuki Ishii (Japan) and Gary Wagstaff (New Zealand). ■

HELICOPTER VIEW  
OF *BG SPIRIT*  
HEADING OUT TO  
SEA AFTER THE  
SYDNEY RE-START  
PHOTO:  
MARINE PICS

### LEG THREE RESULTS

1.	<i>BG SPIRIT</i>	7d 2h 11m 45s
2.	<i>SAIC La Jolla</i>	7d 2h 26 24s
3.	<i>Me to You</i>	7d 2h 32m 48s
4.	<i>Pindar</i>	7d 3h 6m 55s
5.	<i>BP Explorer</i>	7d 3h 8m 9s
6.	<i>Samsung</i>	7d 4h 43m 44s
7.	<i>Spirit of Sark</i>	7d 5h 5m 18s
8.	<i>Team Stelmar</i>	7d 5h 6m 32s
9.	<i>Barclays Adventurer</i>	7d 5h 35m 19s
10.	<i>VAIO</i>	7d 7h 18m 33s
11.	<i>Team Save the Children</i>	7d 8h 28m 49s
12.	<i>Imagine It. Done.</i>	7d 13h 6m 15s



# SKANDIA GEELONG WEEK

Skandia Geelong Week is one of the biggest yachting events in Australia and has a unique atmosphere, reports Peter Campbell after sailing his son's boat in the 2005 regatta

Kids stand on the waterfront boardwalk licking ice-creams, mums and dads eating steamed Port Phillip mussels, all gazing down at the yachties as they raft up their boats, stow their sails and sheets, and flick open a well-earned cold can of beer or pour themselves a Bundy and Coke.

Aboard the more comfortable cruiser-racers, crewmembers open a bottle of local Scotchmans Hill chardonnay, one of the excellent wines grown on the Bellarine Peninsula that runs to the east and south-east of Geelong.

The waterfront of Geelong, Victoria's second largest city, on the shores of Corio Bay, is teeming with people as we berth in the Fisherman's Basin after the traditional passage race down Port Phillip from Williamstown, in company with 488 other racing yachts. That makes about 4,000 yachties plus thousands of locals and visitors down to watch the yachts as they finish the race and then berth in and around the Royal Geelong Yacht Club.

Most of the public have never before been able to get so close to racing yachts. Now they are talking to competitors, even being invited aboard.

Victoria's oldest yachting regatta – an event originally conducted back in 1844 to celebrate Australia Day – is now called Skandia Geelong Week and is much more than a yachting regatta. It is a huge community event linked with the Corio Bay Waterfront Geelong Festival and attracts unprecedented public interest surpassed only by the start and finish of the Rolex Sydney Hobart Yacht Race.

Royal Geelong Yacht Club, host of this regatta since its inception, is ideally placed on the Corio Bay waterfront, just along from the historic Steampacket Quay and Cunningham Pier, an area refurbished by Geelong City Council and brightly decorated by mooring bollards painted to represent local characters of the past. Above my son's boat, the bollard is in the form of a fireman of the 1800s. Guarding entrance to the Yacht Club is a bollard in the form of a formidable looking lady of the same era.

Over the six days of Skandia Geelong Week and the Waterfront Festival, more than 100,000 people visit the waterfront. There they enjoy watching the yachts, sampling the gourmet food and wine from stalls or eating in the excellent seafood restaurants along the

waterfront. As visitors wander they can listen to free concerts, gaze skyward to watch the aerobatic displays during the day and spectacular fireworks at night.

Many of the younger adults (and some not so young) party on over four nights, crowds estimated at 30,000 enjoying the mild summer evenings.

According to the locals, the festivities inject about \$7.5 million into the region's economy and this is expected to increase as Skandia Geelong Week attracts more interstate and international entries. This year's event, for example, drew prominent yachts from all the eastern States.

The regatta has long been hugely popular with Victorian yachtsmen, always drawing a big fleet down from Melbourne and other bayside clubs for several days of good sailing and enjoyable social interaction.

## Financial injection

Now the foresight of the Royal Geelong Yacht Club, regatta management, Geelong City Council and business leaders in seeking a major sponsorship, Skandia Geelong Week has emerged as the biggest keelboat regatta in Australia as well as a huge community event for Geelong and its environs. The key to this has been, of course, the large financial injection from Skandia into planning, managing and promoting the event.

Skandia, an international long-term savings company, has been the major sponsor of England's oldest and most famous regatta, Cowes Week on the Isle of Wight, for the past decade. After accessing the existing Australia Day Regatta at Geelong, Skandia took on the sponsorship two years ago with Royal Geelong agreeing to change the name. This was quite appropriate – after all, Australia was founded on the shores of Sydney rather than Geelong.

Skandia Geelong Week is part of an international sponsorship to "make sailing more accessible; grow the sport's reach, enrich peoples' lives" by providing support to people, activities and events. As Skandia's Global Sponsorship Manager Tim Sewell explains: "Whatever we sponsor ... our underlying goal is the same."

Under Skandia's sponsorship, Skandia Geelong Week was bursting at the seams over the weekend prior to and through to Australia Day January 2005. A record entry of 489 (up 70 from 2004), from classic





yachts and one design classes to ocean racers and Sydney 38 One Design ocean racers, contested 186 races over six days.

In tandem with the racing expansion, race management reached a high standard, as did the media facilities, while the results service was excellent with a top class website enabling quick distribution.

Coping with the huge fleet is in itself a remarkable exercise in logistics as boats and crews pour in after the traditional race from Williamstown. Many boats are parked gunwale to gunwale alongside jetties, marinas, large barges or in the Fisherman's Basin, alongside the seawall and public walkway outside the Fishermen's Pier Restaurant.

Everything is there for the public along the waterfront and within the club grounds for the yachties, their friends and families ... singers and bands, balloons and bunting, flags everywhere, a huge marquee to relax or eat in, plenty of bars and food stalls. No one goes thirsty or hungry; in fact, event statistics suggest that 20,000 litres of beer and more than 10,000 Bundy cans are served over five days by the host club. How many did the crew of *Recycled Recreation* contribute to those figures?

The race from Williamstown to Geelong is the traditional opening event of Skandia Geelong Week, but this year the regatta began with a round-the-buoys race for the IRC grand prix yachts entered in the Scotchmans Hill Series of seven races and also for the Sydney 38 One Designs as the first race of their Australian Championship.

The Williamstown to Geelong Race attracts one of the largest fleets of yachts in the Southern Hemisphere, with an estimated 350 boats on the two-line start. This would have been fine but for a general recall for the front line! Nevertheless, being a daring father on the helm of my son Tim's refurbished timber half-tonner, now named *Recycled Recreation*, I go for a pin-end, port-tack start in the light air – and get away with it!

“Skandia Geelong week has emerged as the biggest keelboat regatta in Australia as well as a huge community event for Geelong ...”

This is the 30-year-old timber boat's first race for Tim and its return voyage to Corio Bay where he bought it four years ago after it sank at its moorings when the engine was removed. This time the boat floats perfectly and sails exceptionally well with new sails in the light airs that prevail for much of the 34 nautical mile race to Geelong. We finish mid-fleet on corrected time. It takes some boats more than 10 hours to sail the course, although the sea breeze does kick in late in the afternoon, giving the fleet a rollicking broad reach to the finish just off RGYC.

#### Yachties gather

Around the Geelong waterfront that first evening, it has to be the biggest gathering of yachties (what is the collective noun?) in the history of sailing in this country. Two boats along the seawall from us is the hospitable Thorry Gunnensen (who pours me a fine scotch) with his beautiful timber boat, the Peter Joubert-designed *Tilting at Windmills*, which placed second overall in the IMS Division of the 2003 Rolex Sydney Hobart Yacht Race; out on the club marina is another top placegetter from that year, Robert Hick's *Toecutter*, now extended to 32-foot LOA.

Also alongside the seawall is another classic timber boat, *Scimitar*, a 45ft Rhodes centreboard sloop owned by Barry Purcell, whose son Damian is the national secretary of the Classic Yacht Association of Australia. *Scimitar* is one of a small fleet contesting the Classic yacht division, the series subsequently being won by the 1985 vintage 12-metre-class yacht, *Kookaburra*, skippered by Michael Smith from the Royal Yacht Club of Victoria.

ABOVE: THE START OF THE TWO-START-LINE 350 BOAT WILLIAMSTOWN TO GEELONG RACE. ALL WOULD HAVE BEEN FINE BUT FOR A GENERAL RECALL FOR THE FRONT LINE! PHOTOS: ANDREA FRANCOLINI



As Patron of Skandia Geelong Week, America's Cup 1993 hero John Bertrand is heavily involved in the official side of things, as is Doug Jarvis, the long-time Regatta Director, meeting and greeting sailors from afar, not to mention official guests and the sponsors.

CYCA member Michael Spies makes a sprint from Hobart to Geelong with his Beneteau 44.7, *First National Real Estate*, to follow his success at Sailing South Race Week on the Derwent by taking out the Scotchmans Hill IRC Series with a race to spare.

Victorian club commodores, past and present, are there in force, most as competitors rather than officials, including Philip Coombs, Commodore of Sandringham Yacht Club, who sails his DK46, *Dekadence*, into third place overall in the Scotchmans Hill Series. Fellow club member Alan Whiteley is second overall with another Beneteau 44.7, *Cougar*.

CYCA director Matt Allen continues his support for Australia's major regattas with his Farr 52, *Ichi Ban*, but unfortunately the short, windward/leeward courses and the late arrival of the sea breeze on most days does not suit the bigger boats.

Grant Wharington's plans to again sail his super maxi *Skandia* unfortunately foundered with the 98-footer's keel loss and capsizing in the Rolex Sydney

to Adelaide with his new boat, *Hardys Secret Men's Business*, notching up a couple of seconds to finish ninth. Another well-known South Australia competitor is Dick Fidock in his Beneteau 40.7, *As Good As It Gets*, and finishing sixth overall in the big IRC fleet.

Arguably, the most popular win among the visitors is that of Queenslander Don Freebairn with *Skandia Courage*, better known as *Koomooloo* in IRC Division 2 of the Scotchmans Hill Series.

Freebairn has lovingly restored the varnished timber hull of this classic yacht that won the Sydney Hobart Yacht Race in 1968 and twice represented Australia at the Admiral's Cup. She was the second oldest boat in the 60th Anniversary Rolex Sydney Hobart Race and was well placed on handicap before prudently retiring into Twofold Bay at Eden.

### Teams go interstate

The crew for Skandia Geelong Week is very much a family affair, with Don and Margaret Freebairn being joined by daughter Vanessa and son Mike, along with Paul White, Peter Sherwood and Steve Zaphir, all from Brisbane where they sail from the Royal Queensland Yacht Squadron. Williamstown local, John Grima, makes up the crew.

*Skandia Courage* scores a convincing win in IRC Division 2 from Shane and Maryvonne La Peyre and Al Doggett's Farr 1020, *Skandia Passion*, aka *Vapour Trail* from Sandringham. Gastroenterologist Dr Leslie Norton finishes third with his Bavaria Match 38, *Mrs Over Newton*, an excellent result in his first regatta.

Along with the Scotchmans Hill Series, the other most competitive events at Skandia Geelong Week are the Australian Championship for the Sydney 38 One Design class (covered on page 54) and the Teams event for the Geelong Advertiser Trophy.

The Teams event attracts interstate competition for the first time, with teams representing the Cruising Yacht Club of Australia (NSW), the Cruising Yacht Club of South Australia (SA) along with Royal Geelong Yacht Club, the Royal Yacht Club of Victoria and Sandringham Yacht Club. Each team comprises four boats, with the top three scores in each of the four races being counted.

The overall Teams lead changes several times during the regatta, with the CYCA team (*Ichi Ban*, *Skandia Contribution*, *First National Real Estate* and *No Fear*) going into the final race narrowly ahead of the Cruising Yacht Club of SA team.

However, small boats dominate the final race and the final placing are virtually reversed, the Geelong Advertiser Trophy going to the Royal Yacht Club of Victoria team.

The RYCV team finishes with 11 points, winning the series on a countback from Sandringham Yacht Club, also finishing with 11 points. Third place goes to the CYCSA team finishing with 12 points, one ahead of the CYCA team on 12 points, followed by RBYC A team on 14 points and RBYC B team on 23 points. ■

THE VINTAGE YACHT SAYONARA – ARGUABLY THE MOST ELEGANT OF THE CLASSIC YACHTS COMPETING IN THE REGATTA



Hobart Yacht Race, but he charters the Volvo 60 *Indec Merit* from David Gotz and with some instant sign-writing sails the boat as *Skandia*. The 'rent-a-Volvo' *Skandia* has some duels for Line Honours with Sean Langman's Open 66, *AAPT*, but both boats are well down the line on corrected times.

Among the other Victorians who do well in the Scotchmans Hill Series are Steve and Mary Chiodo, sailing their Sydney 47 CR, *Gomez*, winner of its division at last year's Hamilton Island Race Week. They placed fourth overall in the Scotchmans Hill Series.

Sydney yachtsman Ray Roberts makes an appearance with his new 46-footer, sailing as *Skandia Contribution*, one of several entrants supported by the sponsors, while Tasmanian Stephen Keal brings *Skandia Cyclone* up from Hobart. South Australian Geoff Boettcher stops over at Geelong on his way back



## HONOUR ROLL

### SCOTCHMANS HILL SERIES (seven races)

#### IRC Div 1

1. *First National Real Estate*, Beneteau 44.7 (Michael Spies, CYCA) 1-1-1-7-4-2-11, 16 pts
2. *Cougar*, Beneteau 44.7 (Alan Whitely, Sandringham YC) 5-3-8-dsq-5-1-1, 23 pts
3. *Dekadence*, DJ46 (Philip Coombs, SYC) 3-22-5-1-1-6-10, 26 pts
4. *Gomez*, Sydney 47 CR (Steve & Mary Chiodo (SYC) 7-13-3-4-6-4-19, 37 pts.
5. *Toecutter*, Hick 32 (Robert Hick, Royal YC of Victoria) 6-7-9-10-11-8-4, 44 pts.

#### IRC Div 2

1. *Skandia Courage* (Koomooloo), Kaufman 41 (Mike Freebairn, RQYS) 6 pts
2. *Skandia Passion*, Farr 1020 (Shane La Peyre, SYC) 17 pts
3. *Mrs Over Newton*, Bavaria March 38 (Leslie Norton, RMYS) 22 pts.

#### AMS Div 1

1. *Toecutter*, Hick 32 (Robert Hick, RYCV) 6 pts
2. *Rouseabout 3*, Jones/Inglis 39 (John Rouse, MYC) 18 pts
4. *Cadibarra*, Jones 39 (Nigel Jones, SYC) 35 pts.

#### AMS Div 2

1. *Skandia Passion*, Farr 1020 (Shane Le Peyre, SYC) 8 pts
2. *Revenge*, Carter 33 (Gordon Mather, SYC) 12 pts
3. *Whitehorse Bindaroo*, Jutson 950 (David Peile, RBYC) 16 pts

#### Victoria Yachting Div 1

1. *Prowler*, Elliott 47 (Christian Jackson, RGYC) 17 pts
2. *Prion*, MG 30 (Michael Dolphin, RYCV) 19 pts
3. *Gomex* (Steve & Mary Chiodo, SYC) 31 pts

#### Yachting Victoria Div 2

1. *Galaxy*, Steinmann 50 (Archibald Burns, RYCV) 22.5 pts
2. *Escape*, S80 (Anthony Beck, RYCV) 31 pts
3. *Winsome*, Jeanneau Sun Fast 40 (Stan Shaw, RYCV)

### GEELONG ADVERTISER TEAMS SERIES (FOUR RACES)

1. Royal Yacht Club of Victoria, *Empara* (Peter Abrahams), *Toecutter* (Robert Hicks), *Remedy* (Greg Tobin), *Top Gun* (Max Peters) 11 pts
2. Sandringham Yacht Club, (Steve & Mary Chiodo), *Stratcorp 97* (Chris Dawe), *XLR8* (Graeme Troon), *Dekadence* (Philip Coombs) 11 pts
3. Cruising Yacht Club of South Australia, *As Good As It Gets* (Dick Fidock), *Hardys Secret Mens Business* (Geoff Boettcher), 2 *Top Cats* (Tim Nelligan), CYCSA phantom boat, 12 pts.
4. Cruising Yacht Club of Australia 13 pts
5. Royal Brighton Yacht Club 14 pts
6. Royal Geelong Yacht Club 23 pts.

### COCA COLA CRUISING (four races)

#### Yachting Victoria Div 1

1. *Spirit of Rani*, Jeanneau 36 (Ian Robottom, RGYC) 6 pts
2. *Ingenue*, Jeanneau Odyssey 40 (David James, RBYC) 7 pts
3. *Sugoi*, Whiting 36 (Gary Fisher, MYC) 11 pts

#### Yachting Victoria Div 2

1. *Millennium Falcon*, S&S (Mats Gamby, RYCV) 8 pts
2. *Tarinaki*, Columbia (Douglas Lacey, RBYC) 9 pts
3. *Champion*, Van De Stadt (Steve Williams) 11 pts

### Skandia Thunderbird Series (five races)

1. *Larriken 2* (Darren Pickering) 5 pts
2. *Skandia Courage* (Lucy Burn) 6 pts
3. *Thunderdownunder* (Lucy Townson) 11 pts

### Peck & Stokes MBW Super 30 (seven races)

1. *Sierra Bullet*, Bull 5000 (Mel Mollison, SYC) 4 pts
2. *Merlin*, Austral Super 30 (Michael Keough, RYCV) 11 pts
3. *Matador*, Bull 9000 (Michael Stewart, SYC) 14 pts

### Parks Victoria Classic Series (five races)

1. *Kookaburra*, 12-metre class (Michael Smith, RYCV) 8 pts
2. *Boambillee*, S&S 36 (George Fisscher, RYCV) 17 pts
3. *Bungoona*, One Design Classic (Col Bandy, RMYS) 22 pts
4. *Scimitar*, Philip Rhodes 45 (Barry Purcell, RYCV) 22 pts

### Jetset Geelong Mini Series (two races)

1. *Coromandel 4*, Peterson 30 (David Burton, RYCV) 4pts
  2. *Rendezvous*, Northshore 33 (Peter Langford, RYCV) 4 pts
  3. *Quintet*, Northshore 27 (James Lynch, RYCV) 7 pts
- Bundaberg Rum National Sports Boats (seven races)
1. *Max Power*, Thomson 7 (Paul Heyes, MYC) 7 pts
  2. *Team Gue*, Thomson 7 (Chris Williams, RPAYC) 12 pts
  3. *Rock 'N Roll*, Thomson 7 (Kim Williams, RPAYC) 23 pts

### MELBOURNE-GEELONG PASSAGE RACE, 34 nautical miles

#### Yachting Victoria, Div 1

1. *Island Trader* (John Chatham, SYC)
2. *Nimrod II* (Ian Watson, RGYC)
3. *Morning Star* (Tony Grundy/Brian Kollias, MYC)

#### Yachting Victoria, Div 2

1. *Musket* (David Purnell, RGYC)
2. *Excite Your Senses* (Michael Lewenhagen, SYC)
3. *Victory* (Robert Nelson, SYC)

#### Yachting Victoria Div 3

1. *Mary Bryant* (Colin Leake, HBYC)
  2. *Paramour* (Ivan Knight, HBYC)
  3. *Ironman* (Walter Van Maanen, HBYC)
- Fastest time: *Magic Carpet* (Dean Coates, SYC)

Complete results of the 2005 Skandia Geelong Race Week are available on the event website: [www.geelongweek.com.au](http://www.geelongweek.com.au)



# BARGING THROUGH FRANCE

After years of sailing the Pacific, Sally Andrew and her partner Foster Goodfellow now chug along the canals of France aboard a barge ... and she is satisfied with her changed lifestyle

No more salt spray, no more slanty living, not bad! Giving up ocean voyaging was emotionally difficult, but changing to a life on the French canals represented a change of pace and an opportunity for us to be closer to our families. Now living aboard a lovely, if elderly, Dutch barge *Vagabond* (1910), we love the life. The joy of cruising Europe's inland waterways system is certainly one of the boating world's best kept secrets.

But what type of boat is best suited to barging in France? Here's what we've discovered.

Rivers and canals snake through all of France, Belgium, Holland, Germany, Austria and deep into Eastern Europe, creating an extensive waterways network. France boasts the most miles of canals and these extend through the least populated countryside.

In France, major canal building started in the 16th century with a link between the Loire and Seine rivers. The canals of the south and the Midi were designed and built in the second half of the 17th century, joining the Atlantic and the Mediterranean.

The celebrated Burgundy Canal was built between 1775 and 1834, joining the Yonne River to the Saône River via a network of 189 locks that provide 242 kilometres of navigation. At the summit, a tunnel (3,300m long, 5m wide with an air draft limit of about 3m) had to be hacked through rock. The Nivernais Canal was begun in 1784, initially to transport timber to Paris.

In the 19th century, more canals were built or others enlarged and more rivers linked. In 1918, the port of Roanne (where we spent winter 2004) loaded and unloaded 600,000 tonnes of goods annually. Today it is dedicated to *plaisanciers* (pleasure boaters) like us.

Sadly, this confirms the passing of a way of life for families who made their living on the waterways carrying enormous loads efficiently and economically. We feel privileged to be able to use this network. Although pleasure boats have increased, life on the canals remains relaxed and pleasant. The lock keepers are, almost without exception, friendly and helpful.

We spent our first summer navigating through the peaceful farmlands of the Burgundy and Nivernais regions. Hundreds of locks, bridges and manually-operated swing bridges punctuate extensive fields of golden grain and sunflowers. To port and starboard, we passed chateaux, cows, sheep, goats, tractors. Fore and aft, avenues of trees disappeared round the bend, sunlight beaming through breaks in the foliage. Sometimes, the waterway was a well-engineered aqueduct soaring over a river far below us. This year, we've made a big loop through the Champagne and Brie regions to Paris, passing mile upon mile of sloping vineyards, fields of crosses commemorating the hundreds of thousands who died on the Marne battlefield during WWI, Roman ruins, and many historic cities with inspiring cathedrals and medieval churches.

## Landlocked passages

After ocean cruising, inland waterways required a complete change of perspective. Now, instead of worrying about cyclones our vigilance is directed towards house-keeping and finding a shady mooring where we can step ashore with books and lawn chairs. Anchor watches are unnecessary – we simply tie to shore wherever it's deep enough. These days, we need only twenty inches instead of ten feet for safe navigation, and leisurely passages rarely exceed a dozen miles. No one (except a hire-boat skipper) hurries. Our endless waves are fields of ripening wheat and corn, not glassy – or stormy – ocean swells.

We have a new set of nav rules for inland waterways and have learned to unravel the mystery of blue flags, yellow diamonds, horn blasts and traffic lights at locks. There's no need for a sextant GPS or CMAP system – just the Inland Waterways Guide and a bit of commonsense.

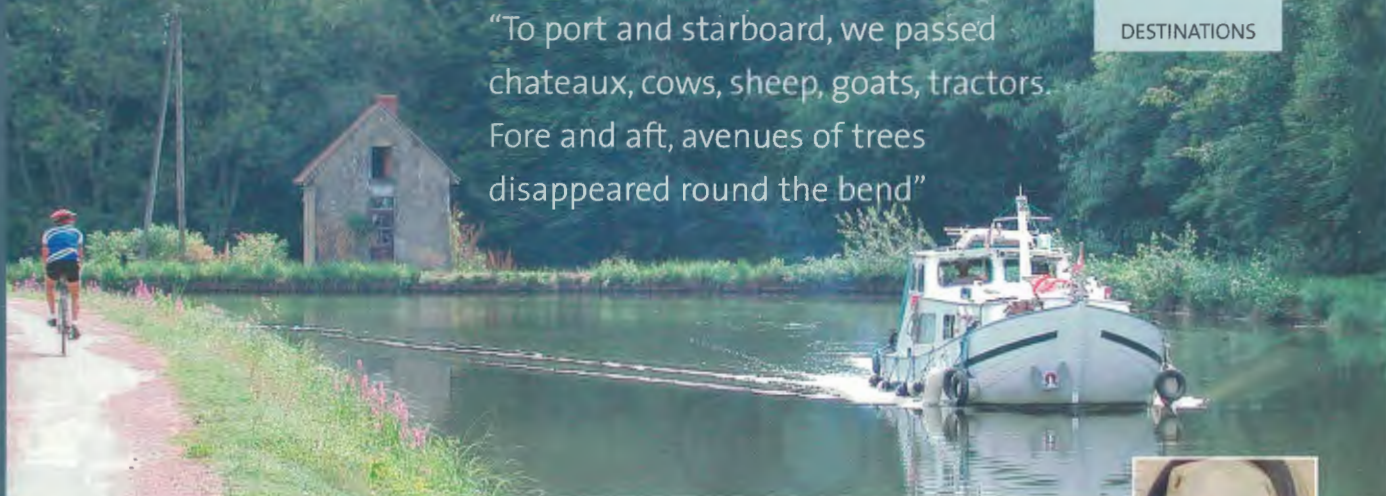
*Vagabond's* galactic windows, a big no-no on offshore yachts, give us a great view of the world.

THE CANALS OF FRANCE TAKE BARGE CRUISERS THROUGH PEACEFUL FARMLANDS, BUT A ROMANTIC CHATEAU MAY BE JUST AROUND THE BEND  
PHOTOS: SALLY ANDREW





“To port and starboard, we passed  
chateaux, cows, sheep, goats, tractors.  
Fore and aft, avenues of trees  
disappeared round the bend”



When needed, curtains and reflective foam inserts help with privacy and insulate the boat from the heat of summer and the cold of winter.

For me, the hardest habit to overcome has been over-provisioning. For years I kept several months supply of food on board *FellowShip* (our Yamaha 33) to supplement the lack of availability and variety in our island landfalls. I still tend to buy way too much for our much reduced storage space. My biggest worry nowadays is deciding whether to buy a croissant or pain au chocolat for breakfast or which wine to serve with dinner.

### The barge market

For us, making the decision to go canal cruising in Europe was easy but deciding what kind of boat to buy, that was tough.

We soon realised that we needed a very different type of boat. The draft below and height above the water are important for navigating shallow canals through narrow locks and under low bridges. We began our learning process by going online. Soon we were learning about aaks, tjalks, luxemotors, klippers.

The aak and tjalk look like Dutch clogs; the popular Luxemotors have straight stems and sweeping counter sterns, not unlike the *Titanic*. We were advised to buy *The Barge Buyer's Handbook* from the Dutch Barge Association ([www.barges.org](http://www.barges.org)) and *Barging in Europe* by Roger Van Dyken. A friend in France sent us a copy of the French publication *Fluvial*, a good source for private sales. Then we flew to Europe and searched.

We discovered that a comfortable year-round live-aboard boat would be much more expensive than one for summer cruising only. Winters are cold in most of France and insulation above and below the waterline plus a good heater are essentials.

Most canal boats are 10–25m, though we've seen smaller ones, as well as peniches up to 38.5m. Prices range from less than \$34,000 to more than \$500,000. We knew that a larger boat would be harder to berth and would burn three times as much fuel but, in exchange, it would give us heaps more living space. Our budget made the decision for us.

In our final choice, four dimensions were considered – length, breadth, air draft and water draft. These are the magic numbers:

- Maximum length for major rivers and canals in France – 38.5m (126.3 feet)
- Maximum length for Canal du Midi – 27m (88.5 feet)
- Maximum length for the Nivernais Canal – 30m (98.4 feet)
- Maximum width – 5m (16.4 feet)
- Ideal air draft – 2.8m (9 feet)
- Ideal water draft – less than 1.4 metres (4.6 feet).

Before we stepped aboard *Vagabond*, we had no idea what style of canal boat we wanted. Part of the difficulty was simply because we were shifting from a sailboat to a motor boat. Luckily for us, when we saw the right boat, we knew it immediately.

We'd been aboard cruiser-types (launches or power boats), several roomy fibreglass houseboats (not unlike floating caravans and perfectly suitable for summer) and a few old Dutch barges, ranging from rare small ones like ours to large, roomy refits. To me, the old barges seemed the most interesting. As always, the best boat is the good one you can afford and still fall in love with.

### Practicalities

During summer (May to October) canal cruising is inexpensive. There are many free berthing spots along the banks especially for boats with shallow draft. Private marinas with water and electricity are sometimes available. Rates vary from region to region, Paris and the far south being more expensive than central France.

Winter, however, is much more expensive. The cost of keeping a boat in one spot depends on the size of the vessel and electrical needs.

Fuel and heating costs will be modest if you use a vessel for only part of the year. If you are planning to live aboard year round, heating fuel and electricity charges will add up to a substantial part of your budget. Heating a good size barge will take 1,000–1,500 litres of (tax exempt) red diesel over a winter season.

A lifetime licence permitting the holder to drive boats longer than 15 metres is not expensive, but the test is in French and you must have access to a boat for the practical part of the examination. Some boat owners find it easier to pay for a course of on-board training and take the test in English. ■



WRITER SALLY  
ANDREW



# 'AS GOOD AS IT GETS'

Trevor Joyce gives his stamp of approval to South Australia's Lincoln Week regatta

South Australian yacht racing legend Dick Fidock won the IRC trophy for Lincoln Week in his Beneteau First 40.7 *As Good As it Gets*, which also describes the event, the place, the hospitality, the seafood, the Lincoln Cove Marina and the onshore accommodation.

"Port where?" an East Coaster might say in response to a suggestion about sailing in the annual Lincoln Week regatta, conducted each February for the last 55 years? "Isn't that down in South Australia somewhere; where the winds come straight from Antarctica," the conversation might well continue?

Well, the reality is that Port Lincoln is deceptively on the same latitude as Wollongong, the climate is Mediterranean; summer is hot and dry, the winds blow from the south-east in the 10-20 knot range and they are cooling rather than cold.

Lincoln Week starts with a 150 nautical mile passage race from Adelaide around the foot of Cape York peninsular; it then takes a breather for the inevitable post-race 'bash' at the Port Lincoln Yacht Club before continuing with four days of short course racing on Boston Harbour, a landlocked waterway about 2.5 times the size of Sydney Harbour.

Port Lincoln is quite comfortable with most of its claims to fame; that it has more millionaires on a per capita basis than any other city in Australia, Dean Lukin comes from Port Lincoln, Tony Santic, owner of Makebediva, winner of the last two Melbourne Cups, lives there.

But the notoriety that does not sit too comfortably is largely based on media hype and has to do with the much maligned white pointer shark. In my visits to Port Lincoln I have never seen one and I know quite a few professional fishermen who are similarly deprived of blood curdling tales to tell. Having said that I don't think I would take any chances and you'd be unlikely to



ABOVE RIGHT: ACCOMMODATION IS RIGHT ON LINCOLN COVE MARINA AND THE WATERS OF BOSTON HARBOUR JUST

BEYOND  
RIGHT: THE CREW OF MARINER BOATING HOLIDAYS RETURN AFTER AN ENJOYABLE DAY OF SAILING  
PHOTOS: TREVOR JOYCE

find me sitting out the back of the surf in Elliston waiting to catch a glassy right hander.

On the sailing front, a few of the boys from the small Port Lincoln keel-boat racing fraternity were lamenting last year the decline of their recreational passion. One of them, David Buckland, an Abalone fisherman, suggested that he would sell his Sydney 38 *Full Bore* and buy a Sydney 32 if the others would follow suit. Sydney Yachts got a call: "We'd like to buy a bunch of Sydney 32s please, do you think you can help?"

The rest is history and we, Mariner Boating Holidays, chartered the sixth of the yachts to be commissioned for the 2005 regatta.

We also decided to sponsor the regatta by offering a trip for two on our Croatia Yacht Rally this coming September. The trip was auctioned at a function at the Club and raised \$12,500 for the charity Sailability, to install a lift for them at the yacht club.

The crew of the renamed *Mariner Boating Holidays* was a pretty disparate bunch at the outset. We started





the series with Ross Haldane, a Port Lincoln prawn fisherman; wine grower and noted Soling sailor, Darryl Frear, from Port Lincoln and also a Soling sailor of note; Wayne Sampson a recent but avid inductee to the sport of yacht racing from Brisbane; Wendy Pember from Adelaide, a nursing sister and absolute novice at the sport; John Hancox, a civil engineer and keen racing yachtsman from Sydney; and myself. I started sailing too late to be a 'rock star' but I've done a few miles.

The charter package we put together also included accommodation in a new, detached three-bedroom villa overlooking the magnificent Lincoln Cove Marina, which also houses the commercial fishing fleet that lends this relatively new development a real sense of purpose. It's not your typical Gold Coast style canal development.

The Sydney 32 is a veritable pocket-rocketship based on its bigger sister the Sydney 38. I race on a Beneteau First 47.7, which could hardly be further in concept and design from the Sydney 32. None of us had set foot on a Sydney 32 until we did the twilight race at the Cruising Yacht Club of South Australia on the Wednesday before the start of the blue water classic. The Sydney 32 weighs nothing, has heaps of horsepower, is a bit tender, has a tendency I'm told to spin out at 15 knots on the front of a wave, and all and all is therefore a very exciting yacht to sail.

The long race started on the Friday afternoon in a 18 to 20 knot south westerly breeze and we won the start but that was it for us. Driving the 32 uphill in lumpy seas requires skill and practice but once we turned the corner and cracked sheets on a more westerly course, it was plain sailing. We were unable to engage the other 32s but we could see them ahead of us climbing all over each other.

Once in Port Lincoln we berthed in the marina, a few doors from our villa and proceeded to recuperate by piling up a few zzzzzzzs. Sunday morning was very special; up to Milas Mislov's shed on his small farm overlooking the harbour to Boston Island. As his name suggests Milas comes from Croatia, as do quite a few of the Lincoln fishermen, and the view is apparently reminiscent of a similar waterway near Kali on the island of Ugljan (pronounced 'Ooglyan') in this recently resurgent Mediterranean playground. Every Sunday, Milas and his mates gather to spit-roast a lamb, drink a few grappas (Croatian for rocket fuel), and speak a little Croatian to "keep the dream alive".

Sunday afternoon was the yacht club 'bash' at which we were informed that we finished 26th on handicap and sixth in the Sydney 32 fleet but we were only 20 minutes off the pace in a 150 mile race. We were content with that, having finished with the same number of crewmembers we started with and nothing broken.

Boston Harbour offered the best flat water racing I have ever experienced and having six identical yachts in the fleet made for some pretty exciting mark roundings, where the smallest mistake quickly turned into two or three boat lengths.

Our series finish was sixth among the 32s, but by the time the finish came the results were academic to us as we concentrated on enjoying this magnificent slice of Oz at the foot of Eyre Peninsular.

I don't know whether the trip and the sponsorship paid off for the business, but I think I'll just do it all again next year regardless. Given the prospect that the national Sydney 32 championships is being held in Port Lincoln in 2006, it's a must do. If you want to come with me call Mariner Boating Holidays on (02) 9966 1244 or email [trevor@marinerboating.com.au](mailto:trevor@marinerboating.com.au) ■

TOP: IRC WINNER AS GOOD AS IT GETS AND SECOND PLACEGETTER SECRET MENS BUSINESS HEAD FOR THE START OF THE PASSAGE RACE ABOVE: MEGA'S WHITEHAVEN BEACH BARBEQUE PORT LINCOLN STYLE



# SAIL COWES WEEK

Sailing in one of the world's most famous yachting regattas really can be as simple as making a booking!

Would you like to sail in this year's Skandia Cowes Week in England as the Australian team strives to retain the Admiral's Cup won by the Royal Prince Alfred Yacht Club team in 2003?

Can't make it this year? Well, although the Admiral's Cup is sailed from Cowes every second year, there is a Skandia Cowes Week every year, so if you can't make it this year, well, there is always next year.

Cowes, on the Isle of Wight, is the yachting centre of Britain and some would argue the world. The eight-day Cowes Week event has been running since 1826 and today usually attracts more than 1,000 yachts and competitors from all around the world, usually including members of the British and other European royal families. This is an event that most of us would like to experience at least once.

Global Yacht Racing, which organises sailing in classic events around the world – including the Rolex Sydney Hobart Yacht Race – offers a package that can put you aboard a competitive boat sailing under a professional skipper. All you have to do is book!

After a successful Cowes Week 2004, Global Yacht Racing will enter at least three yachts in Cowes Week 2005, an X332, a Reflex 38 and a Beneteau 40.7.

Most Australian offshore sailors will be familiar with the Beneteau 40.7 as a competitive offshore cruiser racer. The other two are very popular European one design classes that attract large and very competitive fleets, particularly at Cowes Week.

Here is what Global Yacht Racing crewmember Helen Warwick had to say about Cowes Week 2004: "If you want an exciting, fun-packed, adrenaline fuelled week with the addition of a great party every night, then Cowes week is for you! I was pretty nervous about



the week having not sailed more than a dinghy before, but after a couple of training days with Tack and Claire (GYR trainers) I soon felt ready for anything (well nearly!). Having gained our sealegs, we soon settled into our roles (mine being pit monkey and spinny chick!) and were soon pulling together as a team.

The whole week was an unforgettable experience – I found a competitive streak I didn't know existed, met some great people, got some amazing bruises and drank my own weight in beer, not to mention a trip up the mast in the bosun's chair to recover a stray halyard! I can't recommend it more highly."

So what does Global Yacht Racing provide? Pretty well everything you need.

The Global Yacht Racing Cowes Week package, as presently planned for 2005, includes a weekend of training on the boat, a training day and then the eight-day regatta. There is an 11-day break between the

"Global Yacht Racing offers a package that can put you aboard a competitive boat sailing under a professional skipper"

training weekend and the pre-series training day to allow British sailors to do their training over a week end and then take off only six working days for the pre-series training day and Cowes Week.

Global Yacht Racing would, however, consider providing all training immediately before the series if enough sailors would prefer that option.

Most Australians would probably include Cowes Week in at least a three week trip to Europe so the 10-day break in the sailing program could be a convenient opportunity to do some travelling to other parts of Britain or Europe.





The Global Yacht Racing package includes shore side accommodation during the regatta (29 July–6 August). Lunch is provided each day the crew spend on board the yacht. Accommodation during the training week is offered aboard the boat or can be arranged in shore side accommodation on request, subject to availability.

Crew need to bring their own sailing gear (or you can quickly kit yourself out with new gear in Cowes). For anyone not sure what they will need (note you don't have to be a sailor for this event – just reasonably fit – so it is suitable for non-sailing partners) Global Yacht Racing will provide advice.

Personal safety gear for use during training and racing is provided by Global Yacht Racing.

As part of the conditions of booking a position, crew members are required to take out a personal travel insurance package that covers cancellation, injury and medical expenses.

Global Yacht Racing pays race administration costs, berth fees, race entry fees and boat insurance. The total cost for 2005 is 2,100 pounds sterling.

So what is the special attraction of Cowes Week for sailors?

The regatta is sailed on the Solent, the narrow channel which separates the Isle of Wight from the mainland. This is a wonderful stretch of sheltered sailing water and has long been the main centre of yachting in Britain.

Although the Admiral's Cup includes offshore races such as the Fastnet race, the Cowes week program is made up of inshore events and includes no overnight passages.

Summer breezes on the Solent are predominantly light and variable, but strong, cold Atlantic fronts can sweep in from the west quickly whipping up steep seas in these shallow waters. The Solent has plenty of sandbanks and shoal waters to make race navigation interesting plus it is subject to strong tidal flows with big rises and falls.

In short, this is a stretch of water which could never be claimed to produce completely fair racing conditions but remains endlessly fascinating even for those



who sail here regularly. For those who don't want to sail, Cowes Week provides plenty of onshore entertainment.

Over the eight days of racing, the little town pulls out all the stops to provide a wonderful festive atmosphere with entertainment ranging from street entertainers through to theatre and music.

The town and nearby countryside has plenty of interesting restaurants and old pubs; one of my favourites is best reached by sailing up the river Medina which splits the town in two and tying up at the pub's own jetty.

The week's entertainment usually includes a flying display by the Red Arrows, the Royal Air Force aerobatic team and always ends with a spectacular fireworks display over the Solent.

#### Away from sailing

For those who want to get away from sailing, the Isle of Wight has plenty of attractions.

Places to visit include High Down where Alfred Lord Tennyson sat to write his poetry looking right across the western end of the island and across the Solent to the mainland; Tennyson's nearby home; Queen Victoria's favourite residence Osborne House and Carisbrook castle where King Charles I was imprisoned before eventually being executed. Then there is a quaint little pub on the downs, with a hanging gibbet built into one wall. If I remember right, they do a good ploughman's lunch.

But if the shops of London's West End are more of interest to non-sailing travelling companions, just point out that it is possible to catch an early morning ferry to Southampton and a fast train to London and be back again within the day.

Here are the key dates for Global Yacht Racing's Cowes Week package:

16–17 July, training weekend

29 July, pre series practise day

30 July, Cowes Week start

6 August, Cowes Week finish.

For more information: [www.globalyachtracing.com](http://www.globalyachtracing.com) ■

COWES WEEK SAILING IS CONFINED TO THE INSHORE WATERS OF THE SOLENT AND INCLUDES FINISHES IN THE RIVER MEDINA RIGHT IN THE TOWN  
PHOTOS: GLOBAL YACHT RACING



# AMERICAN BEAUTY

Barry Tranter test sails a US-built cruising craft and finds it confirms his belief that Europeans and Americans still have very different ideas of what a cruising yacht should offer

There was a time, in the not too distant past, when popular American production yachts were noted for no-frills levels of equipment and below decks trim, in the interest of providing value for money.

That approach has changed dramatically in a short time. Although US styles are still vastly different from European styles (and preferences partly depend on personal taste), the Americans now build exceptionally comfortable boats that go very close to providing all the comforts of home. The Europeans put effort into style; the Americans put effort into creating comfortable boats. The differences are small and may not matter for many buyers, but they do exist and should be considered.

The Hunter range is sold here by US Yachts which is linked to established charter business Sydney by Sail. The Hunter 44-foot model is available as the Deck Salon, which we tested, and what Hunter calls the aft-cockpit cruiser.

US Yachts' Edward Penn explains that the main differences between the two boats are the Deck Salon's higher coachroof line and the deeper cabin windows.

This is a beamy hull with plenty of freeboard and immense internal volume. There are a couple of stainless steel grabrails in the saloon and you need

of the centreline. Both cabins have huge volumes of storage area, too much to detail. The forecabin has a number of layout options; this boat has a double berth to port.

The galley, too, offers heaps of storage. Behind two small glass-paned doors alongside the sink you will find a draining rack for the dishes, a good example of the sort of detailing I am talking about. This is apartment living and classier than any apartment I ever lived in. The saloon, too, is vast; the dinette lowers to form a double berth and another person could sleep comfortably on the starboard-side settee.

An external trademark of the Hunter line is the Bergstrom & Ridder rig, a system favoured by company founder Warren Luhrs since he used it on his long-distance solo racer *Thursday's Child*, which won the Observer Single-handed trans-Atlantic Race (OSTAR) in 1984 and which some people claim was the first modern solo-racer as it featured water ballast, among other ideas.

There is a small foretriangle, no backstay and a heavily roached, fully-battened mainsail. Each panel of the deck-stepped mast is supported by double diagonals, and the gooseneck area is supported by struts that feed the loads out into the hull.

The spreaders sweep back a long way so the chainplates are well aft, and fastened to the hull sides. Loads from the gooseneck struts and the lowers are fed through belowdecks struts to the keel area. Where they are attached to the hull sides, the chain plates pick up a band of glass reinforcing which spans the hull linking the gunwale, the keel and mast step areas. Hull and deck are a mix of solid laminate and balsa cored lay-up.

## Light and easy

The hull is classic-modern with a straight stem and a displacement/length ratio around 170, quite light for this level of fitout.

This boat can be supplied with an optional deep keel. Buyers can also specify in-mast furling. Spars are Selden, winches Lewmar, hardware Harken.

As with most modern boats, the beam at deck level is carried right to the transom, and though this is not a long cockpit for a big boat it is extremely wide, which

“The Europeans put effort into style; the Americans put effort into creating comfortable boats. The differences ... may not matter to many”

them; distances between furniture modules and bulkheads are considerable in all directions. There are two heads, one en suite with the forecabin and a bigger one aft which is the day head and has a common door with the master cabin aft. This head has a separate shower area with folding glass doors, with a gap left between the tops of walls and the inside of the coachroof to prevent claustrophobia.

Aboard this two-cabin version (three is an option) the owner's cabin aft is more of a stateroom, a vast area that spans the width of the boat and features a Queen-sized innerspring bed, fore and aft, a little to starboard





THE HUNTER 40 HAS A SMALL FORETRIANGLE AND A HEAVILY ROACHED, FULLY BATTENED MAINSAIL WITH NO BACKSTAY. IT IS EASY TO SAIL AND PROVIDES GOOD PERFORMANCE FOR A CRUISING BOAT  
PHOTOS: BARRY TRANTER





THE DECK SALON VERSION HAS A HIGHER COACHROOF LINE THAT ALLOWS FOR DEEPER CABIN WINDOWS AND ADDS TO THE SPACIOUSNESS OF THE SALOON, RIGHT



more than compensates. The mainsheet traveller is carried overhead on a stainless steel arch, which also supports the two-piece folding bimini awning; one piece folds forward, one aft. The cockpit table is fixed in place, but the leaves drop. The table frame provides a grabrail.

The bigger winches are aft and handle the mainsheet; the traveller control lines are cammed alongside the mainsheet, so both can be operated by the helmsman. An optional powered winch on the coachroof is a big help with the heavy fully-battened main fitted with batten cars. You jam the mainsail halyard and the coachroof winches sheet the headsail (mounted on a furler) which is relatively small and quick to tack.

My rabbiting on at such length about the accommodation should not be taken to suggest that the Hunter 44 sails badly – far from it. It is easy to sail, as a modern boat should be. We achieved good pointing and tacking angles because the boat was set up right, unlike a 36-footer I tried a couple of years ago which did not have enough shroud tension and suffered forestay sag.

We saw a top speed of 6.8 knots in 14 knots true wind; in the very low 30 degrees apparent wind angle, good figures for a fast cruiser. Note, the test boat was the deep keel version. The Whitlock rack and pinion

system wheel steering system is geared and weighted perfectly; you can tell because no time is needed to adjust when you first grab the rim. You have to steer from leeward to see the headsail tufts.

Yacht designers and builders lie awake at night trying to work out how to provide easy passage past the steering area to the transom. Some use two wheels; one builder pivots the whole binnacle. A local offshore racer swings the binnacle from side to side, a system production designers should consider.

Hunter offers, as an option, a folding wheel! Undo a couple of locks on the spokes and segments of the wheel rim fold in so that people can walk easily to and from

the stern. You can still steer the boat while the wheel is folded.

All yachts have one feature that summarises the concept of the boat, and on the Hunter 44 it is the wheel. It is an indicator of an extraordinary level of comfort on a craft that demands no compromises of its passengers, and, as life gets more comfortable ashore, some family members are less willing to compromise their comfort afloat.

The Hunter is easy to sail, performs well and, when at anchor, is a comfortable home and a great address. ■

For more information contact: US Yachts, Sydney Super Yacht Centre, Pyrmont, Darling Harbour, Sydney. Phone (02) 9281 4422. Email: [info@usyachts.com.au](mailto:info@usyachts.com.au); Web: [www.usyachts.com.au](http://www.usyachts.com.au)

## HUNTER 44

LOA	13.17m
Hull length	12.83m
Waterline length	11.94m
Beam	4.39m
Draught	1.98m
Sail area	89.37m
Displacement	0,400kg
Ballast	3286kg
Cabins	2 (optional 3)
Enclosed heads	2
Auxiliary	56hp Yanmar
Fuel	93 litres
Water	530 litres

Price: Basic boat \$420,000. Options on the test boat included the deep keel, electric halyard winch, cabin air conditioning, generator, bimini awnings, 4hp bow thruster, folding wheel and other items, adding up to a price of \$495,000.



# REGATTA RACE NEWS



## ADMIRAL'S CUP TEAM

Yachting Australia has chosen a strong team to defend the Admiral's Cup in England, headed by Bob Oatley who led the Royal Prince Alfred Yacht Club team to victory in the international teams series in 2003.

Since that series, the Royal Ocean Racing Club, which will conduct the event at Cowes on the Isle of Wight from 9–17 July, has changed competition back from club to national teams. Teams have also been extended from two boats to three, comprising an IRC rated yacht, a Swan 45 and a Mumm 30.

Oatley will campaign his latest *Wild Oats*, (pictured above) a canting keel Reichel/Pugh 66 with Mark Richards as skipper. Class world champion Richard Perini will skipper his Mumm 30, *Foreign Affair*, while Leslie Green and Matt Allen have been nominated as joint skippers of Green's Swan 45, *Ginger*.

"Yachting Australia considers this to be a very strong team. We look forward to Australia's proud Admiral's Cup record being maintained," said CEO Phil Jones. Oatley is well prepared to win back-to-back titles. Last year, his new *Wild Oats* finished second at the 2004 Maxi Worlds sailing against a number of bigger boats. It has also since taken Line Honours and IRC in the Strathfield Pittwater to Coffs Harbour Race.

Other key members of Oatley's crew are Iain Murray, tactician, and Ian Burns, navigator. Perini will select his Admiral's Cup crew from his Mumm 30 and his Farr 40 crew.

*Ginger* has already been campaigned internationally in the Swan 45 class. Key members of the crew include owner Leslie Green, skipper, Matt Allen, helmsman, and Grant Simmer, tactician. – Peter Campbell

## CAWSE FOR CELEBRATION

Dick Cawse and the crew of his 60-footer *Vanguard* (pictured below) had five reasons to celebrate after the Sydney Newcastle Race in February.

*Vanguard* took Line Honours and first place on corrected time in both the IRC and PHS divisions in the final CYCA Ocean Pointscore race of 2004–2005.

More importantly, the wins gave *Vanguard* first place overall in both the IRC and PHS divisions of the Ocean Pointscore.

Designed by engineer Dick Cawse and naval architect David Lyons, the innovative *Vanguard* had an excellent first season, winning five of the seven Ocean Pointscore Races on IRC handicaps and three on PHS handicaps. She also finished second on Line Honours and IRC to *Wild Oats* in the Pittwater to Coffs Harbour Race.

Light and variable morning winds off the New South Wales Central Coast ensured only eight of the 24 starters in the Ocean Pointscore event reached Newcastle, even though the CYCA shortened the course and did not start the race until the fleet had motored to north of Broken Bay.

*Vanguard* took Line Honours about nine minutes ahead of the Volvo 60, *Andrew Short Marine* (Andrew Short), with *Future Shock* (Ron Ellis) third.

On corrected times, *Vanguard* won the IRC division from *Future Shock* and Leslie Green's *Ginger* and PHS from *Andrew Short Marine* and *Future Shock*.

In the Ocean Pointscore IRC division Overall, *Vanguard* won from *Georgia Express* (Ian and Jean Guanaria) and *Great Xpectations* (Rod Ellis).

*Vanguard* took out the Ocean Points PHS division with 317 points from *Great Xpectations* on 309, *Don't Blink* (Michael Delaney) 303 points, *Sommerbreeze* (Hans Sommer) 299 and *Georgia Express* 297.

– Peter Campbell





## VENDÉE GLOBE WINNER

Vincent Riou of France won the Vendée Globe single handed around the world race arriving back at the start line off Les Sables d'Olonne, France, on 2 February.

He completed the 23,000 nautical mile course in 87 days 10 hours 47 minutes and 55 seconds.

That calculates out at a very respectable theoretical average speed over the course of 11.28 knots.

The time was more than five days faster than the 2000-2001 winner Michel Desjoyeaux but over a considerably shorter course.

The only Australian entrant, Nick Moloney, sailing *Skandia*, was forced to retire when he lost his keel off Rio de Janeiro after completing the worst of the race. (See the story 'Agony & Ecstasy', page 42.)

## DUNSTAN WINS HARDY CUP

Michael Dunstan of the Royal Sydney Yacht Squadron beat Seve Jarvin of the Cruising Yacht Club of Australia to win the prestigious Hardy Cup youth match racing series on 11 February.

But Dunstan, and his crew of two other 23-year-olds, Wade Morgan and Andrew Hutchinson, was hard pressed in the final series by the younger Jarvin and his crew of 18-year-olds, Tom Clout and Sam Newton.

Dunstan clinched victory 3-1 in the RSYS run series when Jarvin incurred an instant penalty as a result of a rules breach after Jarvin had sailed from astern to draw level with Dunstan on the final spinnaker run to the finish of the fourth flight.

In four Hardy Cup match racing events, Dunstan has gained two wins and two seconds starting off an international yachting career that now sees him with an ISAF ranking of 29.

Twelve teams from Australia, Britain, Italy, Japan, New Zealand, Sweden and the US contested the Cup, donated by Sir James Hardy, the former America's Cup skipper.

Three Australian and one New Zealand team reached the semi finals.

In the semi-finals, Dunstan (RSYS 1) outsailed the young Evan Warren and the CYCA 2 team 2-0 and Jarvin (CYCA 1) beat the high-ranked New Zealander Simon Minoprio from Vision Yachting, also 2-0.

Dunstan and his crew made it through the round robins and finals with just two defeats, the result of aggressive sailing and good tactics that won them the start in each flight.

In the final flight they proved they had the ability to outsail their opponents to windward in a southerly breeze that at times gusted to more than 20 knots.

The lighter CYCA 1 crew twice overtook the RSYS

1 crew on the downwind legs of the finals and showed match racing fighting spirit in their tacking and gybing, but the greater experience of Dunstan and his crew saw them through.

In the first flight of the best-of-five flight final, the RSYS 1 team almost lost their advantage when bowman Andrew Hutchinson toppled backwards over the side after a fast tack.

However, powerful middleman, Wade Morgan, caught his legs and dragged him back on board.

The RSYS 1 team held their lead to win by a comfortable 15 seconds to go to a 1-0 lead as the breeze freshened to a steady 15 knots, with the two teams equalising their penalties.

Flight 2 saw a stalking game at the start, won by RSYS 1, followed by a spirited tacking duel, with Dunstan's all-round experience giving him another win and a 2-0 lead.

Dunstan and his crew controlled the start of flight three and led around the first windward mark by two boat lengths, but the lighter CYCA 1 crew again were faster downwind.

Then, in a fast gybing and counter-gybing battle at the end to the spinnaker run, Jarvin and the CYCA 1 crew not only gained a vital inside overlap but saw the on-the-water umpires uphold their protest call against Dunstan.

Dunstan regained the lead on the second windward leg but he could not open up a sufficient break over Jarvin, who went on to win flight three as the RSYS 1 team took their earlier incurred penalty turn.

In flight 4, Dunstan quickly gained control and in a close tacking duel won a penalty against Jarvin as the wind freshened to 20 knots.

The young CYCA crew fought back with aggressive tactics on the second windward leg, luffing the RSYS boat several times as they neared the weather mark and then setting off in hot pursuit of Dunstan on the final spinnaker run to the finish. From three boat lengths astern, Jarvin steadily closed and gained an overlap three-quarters of the way down the leg, but in a spirited spinnaker gybing duel, fouled the RSYS 1 boat.

Already carrying one penalty, Jarvin was forced to take both penalties immediately and Dunstan and his crew sailed to a runaway win to win the final series 3-1.

In the sail-off for third place, New Zealander Simon Minoprio and his Vision Yacht team won 2-0 against the CYCA 2 team, in which helmsman Evan Walker made an impressive debut in international match racing. – **Peter Campbell**

## JARVIN WINS IN NEW ZEALAND

The Cruising Yacht Club of Australia's team of Seve Jarvin, Robert Bell and Sam Newton dominated their opposition in the finals to convincingly win the Royal New Zealand Yacht Squadron's International Youth



Match Racing Championships on 16 February. This regatta has for years been regarded as the world championship of youth match racing. Since the CYCA's Youth Sailing Academy was established in 1993, CYCA YSA teams have been attempting to win the series.

Following their win, sailing Elliott 6s, Jarvin was full of praise for his crew.

"Sam and Robert were just awesome. There were no mistakes. We had complete trust in each other's abilities," he said.

Jarvin also recognised the valuable experience he and his crew had gained through the Youth Sailing Academy's extensive match racing program and the Club's commitment to sending teams to compete interstate and overseas.

The CYCA team won by defeating the Royal Sydney Yacht Squadron 3-0 in a best of five finals series having defeated RNZYS (last year's winners) by a score of 2-0 in the previous day's semi finals.

The finals of the four-day regatta were sailed in light winds on Waitemata Harbour off Auckland with coach Euan McNichol noting: "In the conditions it was difficult for them to protect their lead downwind."

Back in Sydney, Jenni Bonnitcha, coach/manager of the YSA said: "We can all be very proud of the success and depth of our CYCA youth sailors and their contribution to the position of the CYCA in the sailing world."

Jarvin, with a CYCA YSA crew, will now apply to represent the CYCA on the European match racing circuit. Following his most recent successes in the RNZYS series and the previous week's Hardy Cup in Sydney, he can also look forward to an improved Open ISAF match racing ranking from his current number 31 ranking.

Many of the young sailors who have competed in the RNZYS International Youth Match Racing Championship have gone on to achieve high world match racing rankings and some have gained places in Volvo teams and America's Cup syndicates, including the inaugural winner in 1990, Gavin Brady, now helmsman with *BMW Oracle*. – Lisa Ratcliff

## PRINCE JUST ONE OF THE GUYS

On the dock at the Cruising Yacht Club of Australia Crown Prince Frederik of Denmark was just one of the guys. That was probably as enjoyable as the sailing for the Farr 40 World Championship competitor.

Sailing in his first season in the class, the prince proved himself to be far from outclassed, finishing ahead of as many as half a dozen of the fleet, in which crews including many of the world's top top helmsmen in tactician roles.

Security was low key but the prince was kept under the watchful eyes of Federal Police officers, even on the water. – Adrian Herbert

NANOQ, WITH CROWN PRINCE FREDERIK OF DENMARK ON THE HELM, IN A RISING SOUTHERLY BREEZE IN THE THIRD RACE OF THE SERIES  
PHOTO: CARLO BORLENGHI/ROLEX  
PHOTOS PAGE 61: DANIEL FORSTER/ROLEX



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# PERFECT BURGER

Hugh Fitzhardinge outlines a recipe for that favourite comfort food, the hamburger

A GREAT BURGER  
PHOTO: COURTESY  
HARD ROCK CAFE,  
SYDNEY

Exquisite Thai cooked with fragrant spices and subtle flavours; delicate, deftly handled Vietnamese ...

I love all these sophisticated flavours that I didn't experience in my overcooked three veg and grilled chops youth. But sometimes, particularly if I'm in a five-star hotel, I just hanker for a burger. I think I like them there because, although room service food generally isn't great, they always seem to get the burger right. This is probably because most international hotels are American chains and cater for American travellers.

The burger also has that 'comfort food' factor; away from home, it is a reliable staple. And it works very nicely with a spicy 'bloody mary' before flopping into a bath and then into that clean, fluffy bath robe.

I once worked at an American style diner in Notting Hill, London, and famous people used to frequent the place. John Cleese, Timothy Dalton and even Bernardo Bertolucci would come in for a real American brunch. Think eggs benedict, french toast and bacon, authentic barbequed ribs, home-style clam chowder and steak sandwiches. But invariably they would gravitate towards the burger – the real deal.

Of course, there are plenty of times when we would like to make a great burger ourselves and it can be done quite easily, even aboard a boat.

In order to find the recipe for a great burger, I tapped 'perfect hamburger' into my Google search engine. After a bit of reading, and a bit of abridging, here's my version of how to cook a perfectly simple burger which the kids will love as well. Enjoy and think of the King – of hamburger lovers – Elvis Presley. ■

## RULES FOR THE PERFECT SELF-COOKED BURGER (IN TWO STAGES)

### 1) 'Cooking the pattie'

Start with fresh ground beef (frozen beef is only good for spaghetti sauce).

Pound a patty into a disc half an inch larger than the buns you'll be using. Shape patty so it's thicker at edges than middle. This ensures that as it cooks it won't bunch up too much in the middle.

Cook over an open flame. Make sure fire is hot enough so when burger has charred bits on the outside, the inside is still moist. Half way through cooking, add mild cheddar cheese if desired.

### 2) 'Building the bun'

Start with a cornmeal dusted bun, then build your burger from the bottom up (starting with the heel).

On the heel of the bun add condiments eg. mayo, ketchup, mustard, relish. Then add the patty (also add salt and pepper to taste). Then add lettuce followed by onion and tomato. Add the crown of the bun to top off the perfect hamburger!

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



# WINE CRUISE

Ben Canaider dreams of cruising through some of Europe's best wine regions

A barge, a bottle of burgundy and a bit of beef; that would do me. The canal system of Europe – as is described on page 52 of this issue – is a neatly complex one, and one that traverses a fair bit of wine country, particularly in France. So whether your tastes lay with pinot noir, chardonnay, or aromatic white wines like sauvignon blanc, you would not have any trouble sleeping aboard each night.

First, let's deal with the pinot people. Burgundy lies in and around the Canal de Bourgogne, the Canal du Centre, and the Soane River. All three of these waterways avail you of plenty of wine. And Burgundy is, of course, pinot's greatest manifestation. From the richness and opulence of Gevrey-Chambertin just south of Dijon, to the more sturdy and tannic pinots of Nuits-St-Georges closer to Beaune, these are reds wines that contain all the elegant power and subtle complexity you could want for in a bottle of red. They're wines you can drink as easily at luncheon as at dinner; although you'll want some white on hand for purposes of effort-less refreshment.

South of Beaune, near the town of Chagny where the Canal du Centre hangs its big dog-leg, you'll find Chassagne-Montrachet and Puligny-Montrachet. These villages give their names to the worlds most respected and sought after chardonnay, or white Burgundy. This is chardonnay with the finesse button fully depressed. Forget about peaches and cream and over-ripe stone fruits. Forget about clumsy vanillin oak smells and their associated toxic tastes. This is chardonnay. And this is expensive. It makes a European canal barge holiday look affordable.

For a more minerally and flinty take on chardonnay – chardonnay with a real edge – head north on the Canal de Bourgogne towards Auxerre. When the canal passes Tonnerre stop and head about 10 kilometres west to Chablis. The deeper more golden colours of white Burgundy are here replaced by paler, almost sunshine green colours. And the flavours will wake up anyone before lunchtime – crisp and clean and the sort of wine that makes you want to tie-up somewhere for the rest of the day so you can drink.

For sauvignon blanc addicts, head to the Upper Loire and the Canal Lateral a la Loire. This takes you right past the town of Sancerre and some of the best sauvignon blanc in the world; without so much of the strident intensity of New Zealand's sav blanc, Sancerre



RIPE FRUIT JUST CUT FROM THE VINE. IT'S AMAZING HOW MANY OF EUROPE'S BEST WINE GROWING AREAS CAN BE REACHED BY CANALS AND RIVERS

and its neighbouring wine, Pouilly, make for gunflinty, smoky and pleasantly spicy white wines. They're ideal for the eel you'll be catching and skinning and gutting and smoking on route, too ... This part of France's waterways also includes an aqueduct designed by Eiffel (yes, of the Tower). It's over 650 metres long and carries the Loire Lateral Canal over the Loire River to join the Canal Briare. It's spectacular.

There is a more profound and serious side to European inland waterways. Besides helping people and products get around Europe, the canal and river systems helped pioneer vine plantings and vineyard sites. Charlemagne, who flourished around the turn of the 9th century, was King of the Franks and the first man to effectively unite the west. He had a taste for wine.

Then (perhaps more so than now) wine was taken for health reasons. Charlemagne was so health conscious that he drank the equivalent of about a bottle a day. It was also this king who, on his trips up and down the Rhine, first noticed the sunniest sites on the river's banks. Sunlight reflecting off the water illuminated certain patches of ground more effectively than others. That's where we should plant vines, reckoned Charlemagne. And that's where they did. A glass of Moselle anyone? It's wonderful how you see the world from the deck of a boat. ■

*Ben Canaider is Drinks Editor for the ABC's delicious magazine. His next book, The Perfect Glass of Wine, is to be published later this year by Random House Australia.*



# NEWS FROM ALL PORTS

## EVENT OF THE YEAR

The 60th Anniversary Rolex Sydney Hobart Yacht Race was named Event of the Year at the annual NSW Sports Awards on 15 February.

This is the first time a sailing event has won this category. In fact, sailing went on to win three of the 18 categories, the others being Junior Athlete of the Year (Nathan Outteridge) and Team of the Year (Nathan Wilmot & Malcolm Page).

At the gala evening, which was attended by a large contingent of Olympians and World champion athletes, Commodore Martin James collected the award on behalf of the Cruising Yacht Club of Australia.

Commodore James thanked everyone who had contributed to the success of the race over its 60-year history. – **Lisa Ratcliff**



## GERONIMO CRASHES OUT OF ORYX QUEST

Olivier de Kersauson's giant trimaran *Geronimo* (above) made an unscheduled repair stop in Fremantle in late February.

Charging across wave crests in the *Oryx Quest* non-stop around the world race, the 34m French vessel hit something solid in the Southern Ocean, possibly debris from the Boxing Day tsunami. *Geronimo* sustained substantial damage to the forward starboard crossbeam and a decision was made to head for Western Australia.

A team working at the Fremantle Sailing Club and led by Fabrice Allaz re-laminated an entire section of the beam in just 51.5 hours. *Geronimo* then sailed on minus one crewman, who had a fractured knee cap that required surgery.

Unfortunately, the crew soon discovered there were still problems with the crossbeam. They put in to Sydney as the leaders in the fleet were approaching Cape Horn and de Kersauson finally decided to abandon the race.

The *Oryx Quest* started from Doha in the Persian Gulf. The fleet of massive multihulls then sailed down the Indian Ocean and east about the Southern Ocean. – **Sebastien Destremau**

## FAREWELL 'GRIMESY'

Roger Grimes, yachting legend and a great mate to many, passed away peacefully at home on 5 February.

'Grimesy', as he was known to his mates, celebrated his 70th birthday on 27 January, and was still having fun up until the day he died, said his son Richard, like his father a yachting pilot.

"He was still telling Spiesy stories and having fun up until he died," Richard said, referring to Grimesy's race to Hobart in 1992 aboard Spies' *Telerent*, the smallest boat ever to race in the Sydney Hobart Yacht Race.

Grimesy retired from flying 747s for Qantas in 1987.

World-renowned for his sailing navigating skills, he guided Jack Rooklyn's *Apollo* to Line Honours in 1978 among about a dozen Hobart races. – **Di Pearson**



## RESCUE ROLE AWARD

Rear Admiral Raydon Gates received the Order of Australia in the Australia Day honours for the rescue of Vendée Globe yachtsmen Tony Bullimore and Thierry Dubois in 1997.

The then Captain Gates was commander of the RAN guided missile frigate HMAS *Adelaide* in 1997 when it was sent to rescue the two yachtsmen south of Western Australia in the Southern Ocean. This was the furthest south a rescue had been attempted.

The crew of the *Adelaide* rescued Englishman Bullimore and Frenchman Dubois in difficult operations in successive days.

Admiral Gates is now the Chief of the Australian Defence Staff in Washington.

It took the *Adelaide* four days to reach the yachts which had both capsized at about 52 degrees south. – **Neil Smith**





## STORM ADDS TO HARBOUR PUSH

The massive storm that hit Melbourne at the beginning of February has added to pressure for the Victorian State Government to provide funding for Frankston's proposed \$35 million Central Harbour.

The storm was the worst recorded in Melbourne, causing extensive flooding, building damage and havoc around the waterfront. Numerous boats were torn from moorings and sunk or thrown up on the shore.

The carnage underlined the shortage of sheltered berths and moorings around Port Phillip.

Launching a new regional economic strategy for Melbourne's South Eastern suburbs in October, Victoria's Minister for State and Regional Development John Brumby, referred to new

developments underway or under consideration that would boost the region "such as the Central Harbour, which will position Frankston as a boating centre for Melbourne and a key access point on the Bay".

However, at the time *Offshore Yachting* went to press, Frankston Council had not received a response to an application to the Government for financial assistance for the harbour. The harbour plan has been under discussion for at least six years and the Government gave in principle approval more than 12 months ago.

The plan involves building a new rock wall to enclose the existing harbour.

Frankston Council proposes a world-class facility including 300 permanent berths, moorings for 40 visiting boats, five launch ramps for small craft and a ferry terminal.

The council says the harbour could be used to stage marine events including yachting regattas.

It says it has a list of companies which are interested in developing the project.

The Water Police and Australian Coastguard both say the harbour would improve rescue response times along a 20km bay-side strip from Carrum to Mornington.

Senior Sergeant Rex Brown of the Victorian Water Police said: "Towing boats in distress back to Frankston will save time, meaning the Water Police can be freed up to get back out onto other work."

Australian Volunteer Coastguard Association Squadron Commander Ray Campbell said the harbour would give boat owners somewhere to take refuge in rough weather. — **Mike Sabey**

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# PLASTIMO



## TATTERSALL'S PINS

The association between Tattersall's and the Sydney Hobart Yacht Race goes back to the inaugural race in 1945 and to commemorate the 60-year association, Tattersall's has presented commemorative lapel pins to each competitor who took part in the 2004 Rolex Sydney Hobart Yacht Race.

"Tattersall's was delighted to extend its participation in the 60th Anniversary Rolex Sydney Hobart Yacht Race," said the company's Managing Director Duncan Fischer. "It was a fitting close to 2004, a year that also marked the centenary of the establishment of the will of the late George Adams, whose principles still guide the company today. The 2004 Rolex Sydney Hobart Yacht Race was unquestionably tough and many yachts retired but all competitors,



whether they made it to the finish or not, will have a stylish memento for their efforts in this great bluewater classic."

The handicap honours trophy for which the Rolex Sydney Hobart fleet competes is the George Adams (Tattersall's) Cup.

In 1945, William Adams, the great nephew of Tattersall's founder George Adams, tracked down what he believed to be a suitable trophy

for the new event.

The silver cup had been struck for a trans-Tasman yacht race that never eventuated.

The cup was first presented to the overall winner of the second Hobart Race in 1946, but the name of *Rani*, the winner of the first race, was later engraved on the plinth. – Lisa Ratcliff

## SAILABILITY RECRUIT

The NSW branch of Sailability, the small boat sailing organisation for the disabled has appointed a professional to the role of voluntary public relations officer.

Former corporate public affairs manager Graeme Adam has been appointed to the role. Sailability NSW president Neil Anderson welcomed Adam's appointment.

Adam has been involved with a number of major sailing events including the World Youth Sailing Championships in Sydney.

## CRUISE YACHT LOST

A Hobart yacht was lost in January after hitting an inshore rock during the Royal Yacht Club of Tasmania Van Diemens Land Circumnavigation Cruise.

Adrian Moerman's huon pine cutter *Vagabond* sunk quickly after hitting the rock off Eddystone Point about 11.30pm on 17 January.

Aboard the yacht with Moerman, were Hobart men John Bridgland and Grant Gale.

RYCT shore liaison officer Alistair Douglas said *Vagabond* was one of several yachts sheltering from north-easterly winds on the southern side of Eddystone Point when a sudden southerly change forced the crew to look for an alternative anchorage.

He said there were charted rocks in the area and a passage through them, but it appeared *Vagabond* hit one, was holed and rapidly began sinking. Police later said they believe the yacht had struck Half Tide Rock. – Rohan Wade

## GIPSY MOTH IV RE-RUN



*Gipsy Moth IV* made just one stopover when she made her historic around the world voyage from the UK in 1966–1967 and that was in Sydney.

The aim of Francis (later Sir Francis) Chichester in that voyage was to equal the times of the old tea clippers around the world.

When in Sydney, *Gipsy Moth IV* was berthed at the CYCA. Now, it seems, she may return, but by a less demanding route.

The British magazine *Yachting Monthly* has launched a plan to cruise the yacht around the world on the Trade Wind route. "A leisurely circumnavigation is more fitting for this old lady than a dash across lonely oceans," said the magazine's editor Paul Gelder. First, however, work on repairing and refitting the timber yacht will have to be completed. *Gipsy Moth IV* had deteriorated, badly kept as a museum exhibit at Greenwich on the Thames. The magazine is conducting ongoing fundraising and co-ordinating restoration work which at last report was going well.

The proposed 22-month timetable would see the yacht leave Plymouth in June, stopping in Bayona, Spain; Lisbon, Portugal; and then on to Gibraltar, where she would join the 2005–2007 Blue Water Round the World Cruising Rally.

After transiting the Panama Canal in February 2006, the yacht could be in Sydney (via the Galapagos Islands, the Marquesas, Tahiti, Bora Bora and Tonga) around July 2006.

After that she would rejoin the Blue Water Rally in Cairns for the return passage via Indonesia. – *Yachting Monthly*

## SAILABILITY VOLUNTEER WINS AWARD

Commodore of the Pittwater Branch of Sailability NSW, Allan Jones, received an Order of Australia Medal in the Australia Day honours list for his work with the organisation.

Jones has devoted himself to developing opportunities for people with disabilities to participate in recreational and competitive dinghy sailing for almost 10 years.

Jones and a group of volunteers, with the assistance of Pittwater Council, formed Sailability Pittwater in 1996. They now have three fleets of boats sailing on Pittwater. – Graeme Adam

### ON THE MOVE

Halsey Lidgard Sailmakers Sydney have moved to bigger, better premises in Brookvale. Halsey Lidgard Sydney is involved with racing and cruising boats all over the world and due to their many lofts worldwide can offer service in many countries.

For more information, visit their website at [www.halseylidgard.com](http://www.halseylidgard.com) or call John Penfold on (02) 9938 5571.



# OFFSHORE RACING CALENDAR

MAJOR AUSTRALIAN AND INTERNATIONAL OFFSHORE AND INSHORE EVENTS FOR 2005

## AUSTRALIAN

### APRIL

- 9-10 Marinassess Regatta, Women's Short Course CYCA
- 22 Summer Prizegiving CYCA
- 22-25 Australian Team Racing Championship
- 24 BMW Winter Series Race 1 CYCA
- 30-May 1 Fred Neill Interclub Match Racing Championship

### MAY

- 1 BMW Winter Series, Race 2 CYCA
- 8 BMW Winter Series Race 3 CYCA
- 15 BMW Winter Series Race 4 CYCA
- 22 BMW Winter Series Race 5 CYCA
- 29 BMW Winter Series Race 6 CYCA

### JUNE

- 4-21 Bavaria Yacht Rally
- 5 BMW CYCA Winter Series Race 7 CYCA
- 12 Non-Pointscore Race CYCA
- 19 BMW CYCA Winter Series Race 8 CYCA
- 26 BMW CYCA Winter Series Race 9 CYCA

### JULY

- 3 BMW Winter Series Race 10 CYCA
- 10 BMW Winter Series Race 11 CYCA
- 17 Non-Pointscore Winter Series Race
- 22 Winter prizegiving
- 23 Sydney Gold Coast Race CYCA
- 24 Chris Lee Trophy closing ladies' day

## INTERNATIONAL

### APRIL

- 3 Trans-Atlantic Race St Nazaire - Cuba
- 5-9 Stars Western Springs, Nassau, Bahamas
- 7-8 Emirates Open Regatta, Abu Dhabi
- 21-May 10 Gallipoli Yacht Rally
- 24-30 Antigua Sailing Week
- TBA Newport - Ensanada race, California

### MAY

- 1-8 Toscana Elba Cup (Swedish Match tour) Porto Azzurro, Italy
- 11-16 Match Racing Lake Constance, Germany (Swedish Match Tour)
- 14-22 Star European Springs, Thun, Switzerland
- 18-21 Rolex Sailing week (Swan 455) Capri
- 20-31 Tahiti Nui Cup
- 21 Rolex trans-Atlantic Challenge (70ft and over)
- 22-29 ACI HTMobile Cup (Swedish Match tour) Split, Croatia
- 22 Two-handed Calais Round Britain and Ireland
- 29 Single-handed trans-Atlantic Race (30ft to 50ft)

### JUNE

- TBC Route de l'Equateur (IMOCA/IRC)
- 1-4 Mumm 30 Worlds, La Trinité-sur-Mer
- TBA Giraglia and TP52 Series 2
- 18 JP Morgan Fleming Round the Island Race, Cowes
- 19-25 Rolex Swan European Regatta, Cowes
- 20-25 Etchells North American Championships, Chicago
- 22-29 Baltic Cup, Porto Cervo, Sardinia
- 24-26 Long Beach Race Week



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# LAST THOUGHT

But wasn't the idea to haul the spinnaker pole down? Greg Gendell, bowman on the Farr 40 *Barking Mad*, shows that to every action there is a reaction. PHOTO: DANIEL FORSTER/ROLEX





## EVOLUTION CLINCHES THE ROLEX FARR 40 WORLD CHAMPIONSHIP ON A COUNTBACK

Richard Perini's *Evolution* won the Rolex Farr 40 Worlds by a hair's breadth from fellow Australian and CYCA member Neville Crichton, delivering Perini two world titles in seven months.

With both teams finishing equal on 66 points, it was *Evolution's* race win in the windy conditions two days earlier that gave her overall victory ahead of Crichton's *Team Shockwave*.

On the final day of the four-day championship, Race Officer Peter Reggio squeezed out three races in light and fickle conditions. *Evolution* extended her lead from Day 3 of just 1 point to a much healthier 12 points going into the last race and the championship seemed all but secured for Perini, but the wind had reached its most unpredictable for the finale.

In the final race, *Evolution* fell to 19th place and could not afford any more mistakes. Then on the final run she slid further back to 21st as she lurched her way towards the finish from out to sea. She scraped across the line just seven seconds ahead of *Panther*. Seven seconds further back and Perini would have come 3rd overall.

So close was the championship that Perini says it was a good 10 minutes after the finish before he knew that he had won the Rolex Farr 40 Worlds. "We like keeping the crowds in suspense," said a much-relieved Perini afterwards, who admitted he hadn't enjoyed the final race one bit.

Tactician on *Team Shockwave*, Michael Coxon, said the crew was delighted with their performance despite having missed the world title by such a tantalising margin. "You can look back on plenty of times when you could have gained that extra point," he said, "but I'm sure *Evolution* and *TWT* can do the same."

Perini, a Sydney businessman, had his sights set high going into the Rolex Worlds. Having already been crowned Mumm 30 World Champion in Toronto in September last year, Perini assembled most of his regular top crew and put them through a heavy schedule of gym and on-water training which began at the end of last season.



HRH CROWN PRINCE FREDERIK AND PRINCESS MARY OF DENMARK ARE GREETED BY CYCA COMMODORE MARTIN JAMES IN THE LEAD UP TO THE ROLEX FARR 40 OPENING CEREMONY HELD AT THE CRUISING YACHT CLUB OF AUSTRALIA ON MONDAY, 28 FEBRUARY. PHOTO: CARLO BORLENGHI, ROLEX

"The most impressive thing about the crew was I asked for a 100% commitment and got 110%," Perini commented.

The next stop for Perini is to defend his Mumm 30 World Champion crown in France in June before heading to Cowes in July with his Mumm 30 *Foreign Affair* as part of a three-boat team which will represent Australia at the Admiral's Cup.

Four of the top ten places in the Rolex Farr 40 Worlds, which were hosted by the CYCA in early March, went to Club members with director Matt Allen finishing 7th Overall with *Ichi Ban* and John Calvert-Jones finishing 8th with *Southern Star*.

— *Key Partners & Lisa Ratcliff*

• More Rolex Farr World Championship details and pictures in the June/July issue of *Offshore Yachting magazine*.



AT THE OFFICIAL PRIZEGIVING DINNER FOR THE ROLEX FARR 40 WORLDS, RICHARD PERINI (LEFT) WAS ACCOMPANIED TO THE PODIUM BY WIFE LINDA AND HIS ELDEST SON CHRIS, WHERE HE WAS PRESENTED WITH A ROLEX YACHTMASTER AND THE WINNER'S TROPHY. PHOTO: CARLO BORLENGHI/ROLEX



# ROLEX SYDNEY HOBART YACHT RACE NAMED 'EVENT OF THE YEAR' AT THE NSW SPORTS AWARDS



COMMODORE MARTIN JAMES, CATHY JAMES (LEFT) AND PIP LAVIS CELEBRATE THE CRUISING YACHT CLUB OF AUSTRALIA'S WIN AT THE NSW SPORTS AWARD GALA EVENING.

The 60th Anniversary Rolex Sydney Hobart Yacht Race was named 'Event of the Year' at the annual NSW Sports Awards held at the Sydney Superdome in February.

This is the first time a sailing event has won this category and, in fact, sailing went on to win three of the 18 categories, the others being Junior Athlete of the Year (Nathan Outteridge) who gained his initial match racing skills through the CYCA's Youth Sailing Academy, and Team of the Year (Nathan Wilmot and Malcolm Page).

At the gala evening, which was attended by a large contingent of Olympians and World champion athletes including Petria Thomas, Layne Beachley and Elka Graham, Commodore Martin James collected the award on behalf of the Cruising Yacht Club of Australia.

"It is a great honour to receive the acknowledgement of the sporting community for our premier event," Commodore James said.

During his speech, he thanked everyone who has contributed to the success of the Rolex Sydney Hobart Yacht Race, not only in 2004 but also over the previous six decades as its status is a reflection of many years effort to grow and mature the race into the yachting classic that it is now.

He acknowledged the effort of volunteers, staff and sponsors and highlighted the contribution of the CYCA's long-term partner, the Royal Yacht Club of Tasmania in Hobart.

Other CYCA guests in attendance included the other members of the Rolex Sydney Hobart Planning Committee, Richard de Leyser, General Manager of Rolex Australia, Media Director Peter Campbell and a number of CYCA volunteers who were integral to the success of the event and who represented the large volunteer base that supported it.

These included Race Chairman Tim Cox, Harcourt Gough, who generously donated *Four Seasons* as the Radio Relay Vessel, former CYCA Commodore and Radio Relay Vessel skipper David Kellett and Denise Wilson, who with her husband Colin coordinated the retirements in Eden.

The Annual NSW Sports Federation Sports Awards were established in 1994.

The aim of the awards is to recognise, reward and promote the outstanding achievements of the NSW athletes, sports administrators, coaches, media, officials, organisations and volunteers at a gala dinner event.

Yachting NSW nominated the Rolex Sydney Hobart Yacht Race for the 'Event of the Year' category. — *Lisa Ratcliff*

## L EAT NEWS

For all of you out on the harbour – either cruising or racing – the new 'Marina Express' menu is the way to go. Including platters of prawn & baby calamari, fish & chips and oysters, the Marina Express Menu contains mouth watering market fresh seafood. Menus are at Reception or you can contact L Eat directly on 0421 559 474 and place your order. It takes about 15 minutes and L Eat will bring your food to the CYCA pond or to your berth. To keep your energy levels up, why not order some Power Bars, Powerade, fresh fruit or Mars Bars?



L Eat is also excited to announce that a new menu has been introduced in the Blue Water Grille Restaurant Menu.

The new menu has a strong seafood influence with a delicious seafood antipasto tasting plate as the speciality dish, with freshly shucked oysters, lobster medallions, ocean trout ceviche, ocean king prawns and more!

To finish off, why not try the delectable chocolate fondant pudding with white chocolate ice-cream or the poached pear with macadamia nut crust and ice-cream.

The new restaurant menu can be viewed online under 'Venues' at [www.cyca.com.au](http://www.cyca.com.au)

We look forward to seeing you soon!

— *Gavin Cleary*  
*Executive Chef & Operations Manager*

## RULES WITH MARK PRYKE – APRIL CYCA SAILING SEMINAR

Well-known rules expert Mark Pryke, International and National Judge, Umpire and Race Official will host the second seminar on the 'Racing Rules of Sailing: 2005 – 2008'.

Timed to coincide with the start of the first pointscore race of the BMW Sydney Winter Series on Sunday 24 April, Mark's seminar will help competitors get up to speed with the new Blue Book, which came into effect on 1 January this year.

The 'Racing Rules of Sailing – 2005 – 2008' seminar will be held on Tuesday 19 April, starting at 7:30pm at the CYCA. Members free, non-members \$20. Book at Reception.



## CYCA TEAM SEIZES VICTORY IN THE RNZYS INTERNATIONAL YOUTH MATCH RACING CHAMPIONSHIP



(LEFT TO RIGHT) ROBERT BELL, SAM NEWTON AND SEVE JARVIN WERE THE PROUD WINNERS OF THE RNZYS INTERNATIONAL YOUTH MATCH RACING CHAMPIONSHIP HELD IN FEBRUARY IN AUCKLAND. THE CYCA HAS BEEN ATTEMPTING TO WIN THIS PRESTIGIOUS TROPHY SINCE THE INCEPTION OF ITS YSA IN 1993 AND THIS YEAR THE CLUB WAS FINALLY VICTORIOUS.

The Cruising Yacht Club of Australia's team of Seve Jarvin, Robert Bell and Sam Newton dominated the opposition in the finals to convincingly win the Royal New Zealand Yacht Squadron's International Youth Match Racing Championship in February.

This regatta has for many years been regarded as the world championship of youth match racing and since the inception of the CYCA's Youth Sailing Academy in 1993, the Club has attempted to win this prestigious trophy. This year the representative team was victorious.

Following their win on the Elliott 6s, Seve praised his crew, "Sam and Robert were just awesome. There were no mistakes. We had complete trust in each other's abilities."

Jarvin also recognised the valuable experience he and his crew have gained through the YSA's extensive match racing program and the Club's commitment to sending teams to compete interstate and overseas.

In winning the Championship, the CYCA defeated the Royal Sydney Yacht

Squadron 3-0 in a best of five finals having defeated RNZYS (last year's winners) 2-0 in the semis.

Jenni Bonnitche, manager of the YSA said, "We can all be very proud of the success and depth of our CYCA youth sailors and their contribution to the position of the CYCA in the sailing world."

Seve, with a crew of Academy sailors, will now apply to represent the CYCA on the European match racing circuit.

He can also look forward to an improved international match racing ranking from his current position at 31, following his successes at the Championship and in the Hardy Cup in Sydney where his team finished second.

Many of the young sailors who have competed in the RNZYS International Youth Match Racing Championship previously have now cemented places in Volvo teams, America's Cup syndicates, including the inaugural winner in 1990, Gavin Brady, the current helmsman on BMW Oracle, as well as achieving very high World Match Race Rankings.

— Lisa Ratcliff

## ATTENTION ALL ASSOCIATES & SAILING ASSOCIATES!

The Associates meeting is held on the first Monday of each month. We extend an open invitation to you to join us at our next meeting, which will be held on the 4 April at 6pm at the CYCA. Our meetings are informal and fun and we would welcome all new ideas and skills that you may have to make our coming year exciting and fulfilling to you and all other members and guests.

To find out more please call Shaaron Walsh on 0412 050 603.

### Upcoming events:

- Trash 'n' Treasure
- Annual Presentation Dinner for Females who have completed 10 Rolex Sydney Hobart Yacht Races
- Parade of Sail.

**Shaaron Walsh**  
*President Associates Committee*

## RACING RULES OF SAILING 2005-2008

The new Racing Rules of Sailing – *The Blue Book* – is now available for purchase from reception for \$29.95.

## DISCIPLINARY COMMITTEE

The Disciplinary Committee met recently to consider the case of a member who had failed to obey a lawful directive given by a Manager of the Club.

Members are reminded that the failure to obey a lawful directive by a Club Manager or Supervisor is regarded as prejudicial to the Club and is *prima facie* regarded as conduct unbecoming of a member pursuant to Article 33 of the Memorandum and Articles of Association.

The failure to obey such a lawful directive will result in the member being asked to show cause before a Disciplinary Committee why he or she should not be dealt with under Article 33 of the Memorandum and Articles of Association which gives the Board power to censure, fine, suspend or expel the member from the Club.

**Michael Cranitch**  
*Chairman Disciplinary Committee*



# CYCA CRUISING



(TOP) ALL THE GUEST SPEAKERS AT THE CIRCUMNAVIGATORS DINNER GAVE ENTERTAINING AND INSPIRATIONAL PRESENTATIONS AS WELL AS MIXING WITH THE LARGE CROWD OF CYCA MEMBERS AND FRIENDS OVER DINNER. (LEFT) ASSOCIATES PRESIDENT SHAARON WALSH AND ONE OF THE GUEST SPEAKERS DAVID ADAMS AT THE CIRCUMNAVIGATORS DINNER.



## CIRCUMNAVIGATORS DINNER

The combined Associates/Cruising Circumnavigators Dinner was an outstanding success and an evening the CYCA can be very proud of.

Circumnavigators and guests travelled from as far as North Queensland and the bottom of Tasmania and all over NSW to attend the function.

To be at a gathering of such a remarkable group of outstanding people on the one night, in the one room and hearing them relate their experiences over a wonderful dinner in such pleasant surrounds – and all those who were present will tell you – was a simply indescribable experience.

The evening commenced with Mick Morris, Guest of Honour and the last surviving member of Jack Earl's original circumnavigation crew, sharing some never before disclosed tales of their historic voyage on *Kathleen Gillette* and in so doing he set a benchmark that every other speaker rose to.

Other circumnavigators were:

- Adrienne Cahalan: Australian Female Sailor of the Year, the fastest Australian and female to circumnavigate the globe;
- Piotr Swiderski: circumnavigated on the Polish square-rigger *Dar Mlodzierz*;

- Don McIntyre: sailed around the world solo in the BOC Challenges, coming 2nd in his Class in 90-91;
- Jack Christoffersen: circumnavigated aboard the lovely Warrick Hood designed *Catriona M* and met Denise along the way;
- Basil and Angela Diethelm who set out in 1968 aboard *Sarabande* are still cruising, now on their lovely *Swan*;
- Judy Cole recently completed a 3 year adventure with her partner in their steel Adams 45ft sloop *Destiny V*;
- Rod Hawthorne circumnavigated on *Tropic Star* with his wife and son, who was only one year old when they left;
- David Adams made history in 1995 with a record breaking win in Class 2 of the BOC Challenge in the Australian designed and built yacht *True Blue*;
- Ken Alexander took 20 years to see the world and called into over 40 countries on *Summerwind*;
- Marion and Ron Burchall commenced offshore sailing in the CYCA Shorthaul and went on to circumnavigate on *Sea-D* in the 90s.

Each shared special moments and lessons from their trip. It was a memorable and inspiring evening for all who attended.

## 2005 NICK'S FOUNDATION PARTY – FRIDAY 8 APRIL

In 2002, CYCA member Nick McLoughlin was diagnosed with Motor Neuron Disease (MND), a terminal illness in which the motor neurones that control the muscles die causing paralysis and death within an average of 18 months.

Since then, he and wife Naomi have turned their efforts towards raising awareness of this disease and raising funds for research. As Nick says, "It may not help me but it will help other people in the future." This is typical of Nick and Naomi's wonderful selfless attitude.

Many people will know Nick and Naomi from their days chartering *Sydney Sider* on Sydney Harbour. They now have the old blue and white Hegarty ferry the *Emerald Star*. They have organised many fundraising events on her including the Blood on The Deck Cruise with Dr Pamphlet from Sydney University in which blood was taken for the DNA data bank at the Australian MND Data Base.

In February, Nick, who can't move his legs and is in an electric wheelchair and is also partially paralysed in his arms and hands, presented a cheque for \$4,000 to Maggie Drummond, Director of Fundraising at Royal North Shore Hospital (RNSH) for research into MND.

She asked Nick what drives him and he simply said, "I know my potential, drawn from my past life experiences and I couldn't live with myself if I couldn't help others with MND".

On Friday, 8 April Nick McLoughlin invites you to join him at Nick's Foundation Party at Kirribilli, which includes entertainment, great raffle prizes, finger food and magnificent views. All proceeds will go to the Nick's Foundation to fight Motor Neurone Disease in association with the Motor Neurone Disease Association (MNDA) which will be promoting awareness during MND Week and particularly on MND Day, Wednesday, 6 April 2005. For more information, visit [www.nicksfoundation.org](http://www.nicksfoundation.org)

## APRIL: RSY'S ANNUAL CRUISE

A reminder that the Royal Sydney Yacht Squadron's Annual Cruise starts on Saturday, 16 April, perfect for those with time off over the school holidays. The destination this year is Lake Macquarie





MEMBERS OF CYCA CRUISING ENJOYING ONE OF THEIR MANY OUTDOOR ACTIVITIES.

and CYCA members are invited to join the Cruise. The Notice of Race and Entry forms are available by contacting the RSY Sailing Office on 9955 7171 or from the RSY website: [www.rsys.com.au](http://www.rsys.com.au)

#### YNSW COMBINED CLUBS GET TOGETHER

Over the last two years the Cruising Committee from Yachting NSW has organised a combined get-together of YNSW-affiliated cruising clubs at a gathering close to Sydney.

Last year's was at the Basin in Pittwater, and this year CYCA Cruising has put up its hand to run the event, and we want to make it a premier event for the cruising fraternity. It will be a show-piece for the Club's home base at Rushcutter's Bay.

This will be the first time a Club has made its Clubhouse available for the Combined Clubs event, and CYCA Cruising has already had several meetings with Club management to work out the best way to make it a fun day for all visitors and Club members. Plans are for a Saturday in mid-late September. The Club is planning barbecue facilities and some other special arrangements to make it a happy day for visitors from other clubs. If you've ever thought of joining CYCA Cruising activities, there won't be a better time to talk to a lot of sailors

who've enjoyed the fun of all the different types of cruising that are on offer at the Club.

#### APRIL 23: DINE ABOARD AT SUGARLOAF BAY (MIDDLE HARBOUR)

The Anzac Day weekend is the perfect opportunity to escape to Middle Harbour and enjoy dining on board. On Saturday, 23 April you are invited to rendezvous at Sugarloaf Bay in Middle Harbour. The theme for the evening is Asian and that can include Chinese, Thai, Malay or any other variation and, yes, you can cheat and buy it at your favourite Chinese restaurant on the way down to the boat. Everyone contributes and it makes for a great evening. The plan is to get together for pre-dinner drinks and nibbles, and then we will break into smaller groups to dine.

There is a full moon that weekend so it will be just perfect at Sugarloaf and don't forget Monday is Anzac Day so back to the CYCA to join in the Two Up.

#### Spit Bridge times on the weekend are:

08:30; 09:30; 10:30; 11:30; 13:30; 14:30; 16:30; 18:30; 19:30; 20:30 and 21:30. For further information ring 0408 618 716.

*John Keelty*  
CYCA Cruising Captain

## CYCA MEMBERS INFORMATION NIGHT

The Director's would like to invite all members to an Information Night to update members on current issues.

**Tuesday 26 April 2005 – 7:30pm**  
in the Freya Room.



DURING THE ST. ARNOU WEDNESDAY TWILIGHT SERIES, THE CYCA HOSTED A NETWORKING EVENING FOR WOMEN FROM SYDNEY'S MAJOR YACHT CLUBS AND ASSOCIATIONS WHO WORK IN PUBLIC RELATIONS AND SAILING ADMINISTRATION. REPRESENTED ON THE NIGHT WAS THE RPYC, RSY, YACHTING AUSTRALIA AND THE CYCA. GEORGE SNOW KINDLY PROVIDED BRINDABELLA AND SOME REGULAR CREW FOR THE OUTING AND THEY WERE ABLY ASSISTED BY PLENTY OF WILLING GRINDERS.

## SUMMER PRIZEGIVING

Celebrate your Summer Series success at the annual prizegiving evening to be held on the beautiful CYCA deck overlooking the harbour starting at 7pm on Friday, 22 April.

#### Entrée

Sesame crusted King prawns, saffron aioli dipping sauce

#### Main

Grilled sirloin on horseradish mash, shiraz jus & buttered beans

Ticket price \$75 for a two-course meal, chocolates and tea/coffee, limited beer, wine & soft drink and entertainment. Please book and pay at Reception on 9363 9731.



# FROM THE YOUTH SAILING ACADEMY



CYCA LEADING ROYAL SYDNEY YACHT SQUADRON IN THE PETIT FINALS.  
PHOTO COURTESY OF CHRIS COAD.

## CHAMPIONSHIP BATTLE – NEW ZEALAND FACE OLD RIVALS AUSTRALIA IN THE CENTREPORT WELLINGTON INTERNATIONAL YOUTH MATCH RACING CHAMPIONSHIP

The Championship boasted several of Australasia's top young match racers, many of whom will undoubtedly go on to become America's Cup sailors of the future. Despite their light weight (giving away 50kg to some other teams), the CYCA team of Evan Walker, Mark Langford and Kyle Langford demonstrated strong skills to handle the difficult conditions and qualify for the finals.

Accompanying the team was youth coach Robert Bell who had been tactician and trimmer for the winning CYCA youth team at Royal New Zealand Yacht Squadron the week before.

As always, Wellington was wild and windy. On day one the teams were kept ashore due to 30+ knot northerly breezes; however, by Day 2, it had eased slightly to a blustery southerly breeze of 20 knots gusting to 25 knots which provided a testing day on the water for all the crews. There were plenty of broaches as the teams pushed the boats in

the top end of their wind range making boat-handling a premium.

In total contrast to the previous day's racing, the third day of the competition began with no wind forcing a delayed start. With only four boats available for racing, the CYCA's team was scheduled on shore and unfortunately missed the opportunity for



MIKE FLETCHER PASSING ON INVALUABLE TIPS DURING HIS ADULT TRAINING COURSE CONDUCTED BY THE CYCA.

some light weather racing. Racing for the other teams got underway late morning in a light and shifty 5 to 8 knot easterly which quickly moved around to the north where it remained until the end of the day. The strength and amount of shifts remained, however, providing yet another testing day but this time for completely different reasons with crews trying to hunt out the gusts rather than brace themselves for them.

At the end of two round robins, the CYCA was placed fourth. Drawn in the semis against RPYC, the eventual overall winners, they had two very close races before being relegated to the petit final against RSYS.

The finals were raced in extreme conditions with many boats laid flat. A clip of their rudder during the first race put the CYCA team into an unexpected tack which left two crew swimming behind the boat. Despite the penalty awarded by the umpires, the CYCA team was unable to regain the lost ground to go down to RSYS.

Finishing the regatta in 4th place overall they are to be congratulated for their level of commitment and skills demonstrated. The talent of this young group of sailors augers well for the continual development of youth sailing as the experience gained is shared among their colleagues.

## MIKE FLETCHER COURSE AN OUTSTANDING SUCCESS

The Youth Sailing Academy's fleet of Elliott 6s provided an excellent platform of high performance one design yachts for the practical component of the Mike Fletcher Adult Course, back again in 2005. Mike covered a vast range of topics over the three weeks, with his "back to basics" approach easily understood by all who attended. His theory sessions on sail shapes and how to control them, plus racing strategy and tactics were clearly demonstrated and put into practice on the CYCA Elliott 6's.

The Youth Sailing Academy's new coach Russell Ford assisted Mike and the participants in on-water sessions with race management and hands-on demonstration in handling the boats on the race course.

The course was fully booked with 18 CYCA members and friends enrolling.

CYCA member and participant David Beak summed up Mike's teaching skills and the

QUIET LITTLE DRINK  
ANDREW SMART  
MARINE







ROOKIE SKIPPER EUAN McNICOL (CENTRE) FLANKED BY TIM AUSTIN (LEFT) AND SEVE JARVIN (RIGHT) CLINCH THE NATIONAL 18-FOOTER TITLE FOR 2005.

views of many involved: "You can read all the books in the world but Mike just has the knack to relate to people and get the point across. The instant feedback available has really helped me with my sailing already; I couldn't recommend it strongly enough!"

The YSA's manager Jenni Bonnitcha added, "Mike's course is an excellent way to utilise the Elliotts while giving members an opportunity to refine their skills together. The Youth Academy would definitely like to schedule another course when Mike is available as the feedback was extremely positive."

#### AUSTRALIAN SAILING AND CRUISING CLUB ANNUAL REGATTA

The CYCA's Youth Sailing Academy Elliott 6 class fleet was again utilised for the Australian Sailing and Cruising Club Annual Regatta. The Elliotts and crews hit the water for a perfect day of sailing. The conditions were ideal with a 5 to 7 knot northeasterly for the first race which built gradually to 12 knots by races 4-6.

LANSIA, skippered by Gavin who travelled from Melbourne along with his crew Dale and Chris, emerged victorious with a perfect score, winning all six heats from solid starts and displaying impressive boat handling.

Comments from regatta organiser and Race Officer Dayna McGeeney were similar to those from all participants, "Thanks to the CYCA Youth Sailing Academy so much for Saturday! The day went perfectly,

weather, courses, time, no protests and no incidents. Everyone enjoyed the day!"

#### CYCA YOUTH COACH AND YOUTH SAILORS TAKE NATIONAL 18FT TITLE

A ninth placing in the final heat was enough to give the Euan McNicol skippered *Club Marine* victory in the 2005 Ssangyong JJ Giltinan International 18ft Skiff Championship on Sydney Harbour in March. McNicol with crew Seve Jarvin and Tim Austin recorded placings of first, second, third, fourth, fifth and ninth for a final total of 24 points.

The trio narrowly defeated *Asko Appliances* (Hugh Stodart) which finished with a total of 25 points.

*RMW Marine* (Rob Greenhalgh) was third on 26 points after defeating *Rag & Famish Hotel* (John Harris) on a count back.

Going into the final race, *Club Marine* held a five point lead over *Asko* and *Rag & Famish*, but midway through the race was well back in the pack and looked to have no chance of taking the title.

It was Australia's first victory since John Harris, also a past CYCA Youth Sailing Academy sailor, won in 2001.

Remarkably, this is McNicol's rookie season as a skipper, formerly crewing in the class. He was part of John Winning's winning crew in 2000. However the formidable team work with young match racing champion Seve Jarvin and experienced 18-footer bowman, Tim Austin, enabled them to clinch the title.

## APRIL SCHOOL HOLIDAY COURSE

Book now for this very popular course. Intro/Intermediate level coaching for 12-18 year olds from Monday, 11 April until Thursday, 14 April. For further information view the Youth section on the CYCA website [www.cyca.com.au](http://www.cyca.com.au)

## MEMBERS' BADGE DRAW

(TPL 04/12247)

The Members' Badge Draw is on and running for the new season. Meet your fellow members in the Coasters' Retreat for your chance to win the jackpot. Why not book into the Blue Water Grille to sample their new menu following the completion of the draw.

### GOLD SPONSORS

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# 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 2005

<b>THURSDAY 7</b>	6:00pm	Pacific Sailing School Marine Radio Course Commences
	6:30pm	Members' Badge Draw
<b>MONDAY 11</b>		YSA April School Holiday Course commences
<b>THURSDAY 14</b>	6:30pm	Members' Badge Draw
<b>SATURDAY 16</b>		RSYS Cruise to Lake Macquarie
<b>SUNDAY 17</b>		Jill McLay Trophy BMW Sydney Winter Series – Opening Ladies Day Windward Trophy Great Veterans Race
<b>TUESDAY 19</b>	7:30pm	Mark Pryke Racing Rules of Sailing Seminar
<b>THURSDAY 21</b>	6:30pm	Members' Badge Draw
<b>FRIDAY 22</b>		Summer Prizegiving
<b>SATURDAY 23</b>		CYCA Cruising Dining on Board – Sugarloaf Bay
<b>SUNDAY 24</b>		BMW Sydney Winter Series YSA Advanced Course commences
<b>TUESDAY 26</b>	7:30pm	Members' Information Night
<b>THURSDAY 28</b>	6:30pm	Members' Badge Draw

## MAY 2005

<b>SUNDAY 1</b>		BMW Sydney Winter Series YSA Winter Intermediate Squad
<b>THURSDAY 5</b>	6:30pm	Members' Badge Draw
<b>SATURDAY 7</b>		YSA Advanced Squad
<b>SUNDAY 8</b>		BMW Sydney Winter Series
<b>THURSDAY 12</b>	6:30pm	Members' Badge Draw
<b>SATURDAY 14</b>		YSA Advanced Squad
<b>SUNDAY 15</b>		BMW Sydney Winter Series YSA Winter Intermediate Squad
<b>THURSDAY 19</b>	6:30pm	Members' Badge Draw
<b>SATURDAY 21</b>		Associates Dinner YSA Advanced Squad
<b>SUNDAY 22</b>		BMW Sydney Winter Series
<b>THURSDAY 26</b>	6:30pm	Members' Badge Draw
<b>SATURDAY 28</b>		YSA Advanced Squad
<b>SUNDAY 29</b>		BMW Sydney Winter Series YSA Winter Intermediate Squad

## PACIFIC SAILING SCHOOL THEORY COURSES 2005

### C9 – YA COASTAL NAVIGATION

Presented by ex-Navy Navigation Instructor/yachtsmen and YA examiner Greg Stewart. Course is held over eight Thursday evenings from 6:00pm and finishes with a practical usually Sunday from 4:00pm.

2/2005 Starts Thursday 2 June 2005

### C12 – MARINE RADIO

Update your knowledge of Digital Select calling and all the recent changes over three Thursday evenings to obtain your MROCP license (6:00pm–9:00pm).

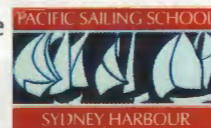
1/2005 Starts Thursday 7 April 2005

### C14 – YA SAFETY & SEA SURVIVAL COURSE

Over 750 skippers and crew have completed their YA SSSC with Pacific Sailing School. Course conducted over two days and includes the liferaft exercises at the Qantas training pool, flare use and includes a 250 page course folder.

1/2005 Sunday 21 & 28 May 2005

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



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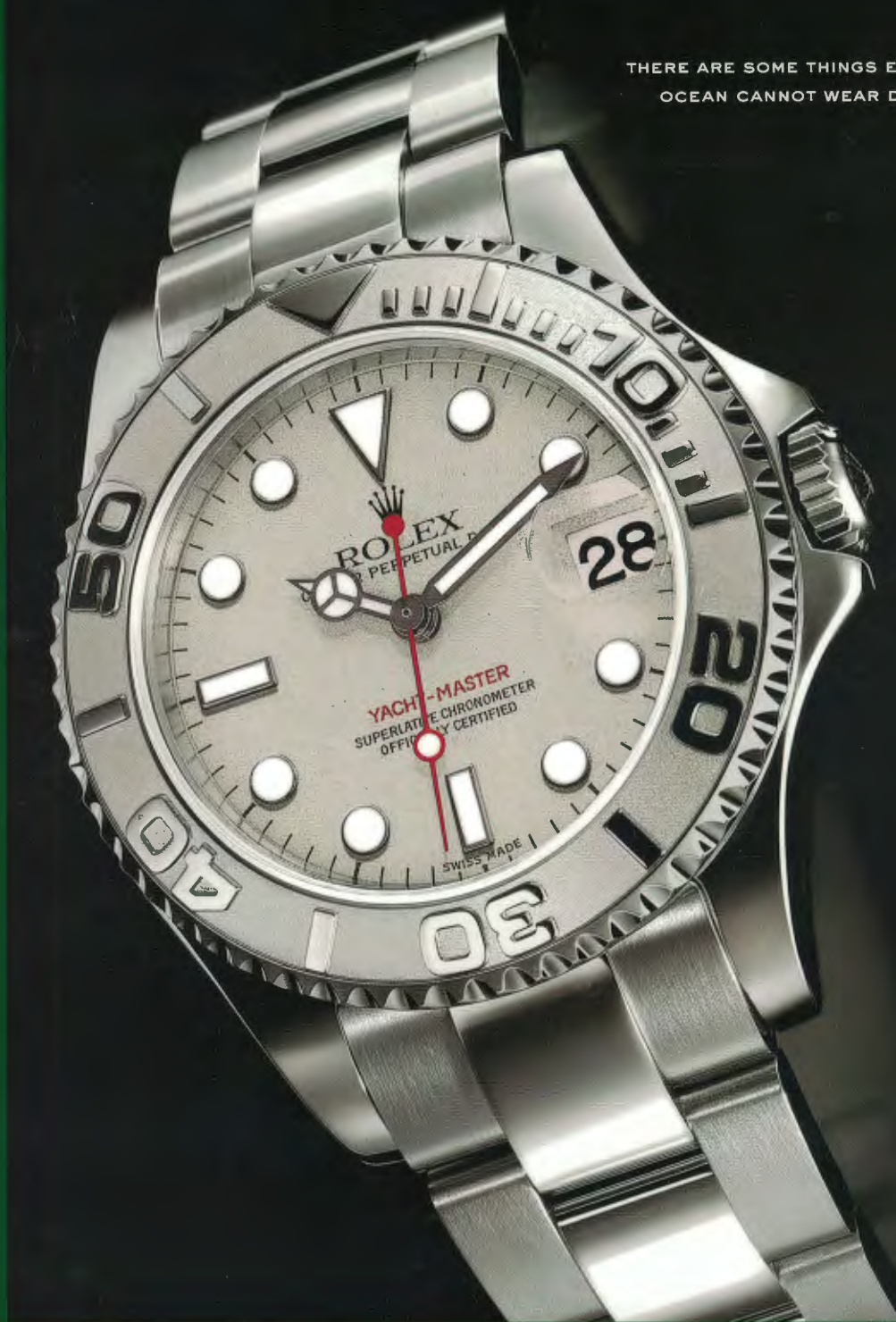
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