

OFFSHORE

THE MAGAZINE OF THE CRUISING
YACHT CLUB OF AUSTRALIA

AUGUST/SEPTEMBER 2005

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ABOVE: Nick Moloney copes with heavy weather

COVER: BMW Sydney Winter series action from the water
PHOTO: Andrea Francolini

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FIRST THOUGHT

PHOTO: Steve Arkley



The crew of the French boat *Nantes St Nazaire 2* performed this spectacular broach during the third day of the Mumm 30 World Championship on the Bay of Quiberon on the French Atlantic coast.



AT THE HELM

Geoff Lavis, Commodore Cruising Yacht Club of Australia

It was with great honour that I have been voted into the office of Commodore of our great Club. I am looking forward to serving the members to the very best of my ability.

Immediate past Commodore Martin James decided that it was time to put his family first and pass the baton to me – a year earlier than initially planned. Martin has been on the Board for seven years, effectively the whole life of his oldest child, as she was born on the night he was originally voted onto the Board. We, who have served on the Board with him, were continually amazed at his dedication to his task while maintaining his role as a senior partner of one of Sydney's leading law firms. It was not unusual for us to finish a Board meeting at 11pm and Martin would pack up and go back to the office and work into the wee hours.

Martin's contribution to the Club has been enormous. Most of his work was done "behind the scenes", but he has led the Board into an era of far greater governance responsibility, been a very significant contributor to the vastly improved financial position of the Club, guided us through some difficult legal issues resulting from the 1998 Sydney Hobart Yacht Race, and was instrumental in setting up the SOLAS fund. Probably his greatest satisfaction has come from the establishment of the CYCA's new website and, in particular, the yacht tracking system.

Martin's skills will not be entirely lost to the Board, however, as he has agreed to continue to participate in a number of significant Board sub-committees. He has also agreed to continue work on the development of the Club's website.

During my period of time as Commodore, my aim is to be very visible and approachable at the Club. It is important to me that the members feel comfortable within the Club and have pride in membership of the CYCA.

I am looking forward to working closely with our CEO Mark Woolf and indeed the whole team at the Club. We are fortunate to have the services of Mark as our CEO. The staff at the Club is working together in a harmonious environment and this, to a large degree, is through Mark's astute management style. I look forward to the continuation of this excellent atmosphere.

On an overall basis, my aim is to continue to work for the long term financial stability of the Club, to take it forward from the strong base that has now been established, despite the impost of substantially higher

lease costs from our land and water lease areas. As a Board we are privileged to have some astute business, legal, accounting and technical sailing minds freely giving their time for the advancement of the Club.

On a personal basis, during my term I would like to be able to place the plan for redevelopment of the slipway area before the members. This has been held back for a number of reasons, but hopefully within the next two years we can move forward with this.

We have a strong racing division and, while we will endeavour to improve even more in this area, I am keen to foster the establishment of a Cruising Division within our longer ocean races.

The groundwork has been done to a certain extent, but we need to continue to develop the framework of these events to encourage our cruising brethren to compete. In this regard, we had our first Cruising Division entrant in last year's Rolex Sydney Hobart Race and a full story of this adventure will appear in the next issue of *Offshore Yachting*. However, I would like to share with you some comments from Gil Waller, a commercial fisherman and skipper of Salter Boats Natsumi: "I'd certainly like to encourage anyone to do it as a cruising boat"; and "The training we had to go through, first aid, jumping in the water and rescue drills, fire fighting drills, good thorough stuff that everyone should have some knowledge of if they are going out there".

Gil and his crew laid over in Eden and trolled for tuna crossing Bass Strait, completing the race under sail – all very much in the true spirit of cruising. If we work together to foster this division we should see an increased number of boats on the start lines.

The Youth Sailing Academy will continue to be fostered and nurtured. Many of the graduates from this area are already sailing on our ocean racing yachts and yet still competing in smaller boat competitions. Four of our YSA members recently performed extremely well in a Grade 1 ISAF event in Italy. The YSA is a valuable source of new, young and enthusiastic crewmembers and is an essential cornerstone in the future of our Club.

The BMW Sydney Winter Series and 20th Sydney Gold Coast Race have been completed and again proved to be the most popular sailing events on our calendar.

Swift and safe sailing to all our sailing members, and to our non-sailing members, please enjoy the facility of our wonderful Clubhouse. I will see you on the water and at the Club! ■

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OFF THE WIND

Adrian Herbert, editor, Offshore Yachting

The old saying "it's an ill wind that blows no one any good" must surely have derived from sailing. But I doubt Olivier de Kersauson was saying that to himself earlier this year when he had to pull out of the Oryx Quest around-the-world race.

But as a result of that retirement, the French sailing hero – who has a fragrance dedicated to his name – has ended up smelling of roses in Australia.

De Kersauson's around-Australia passage record could be the start of something big in this country. And it all started by accident.

He and the crew of the 34m trimaran *Geronimo* had to make an unscheduled stop at Fremantle in March after a collision with an unknown object in the Indian Ocean. The collision badly damaged the big tri's front crossbeam. In Fremantle, an entire section of the beam was re-laminated in little more than two days allowing *Geronimo* to rejoin the race. Unfortunately, after they had rounded Cape Leeuwin and entered the

Southern Ocean, the crew discovered the beam was still damaged.

A sound that crewman Didier Ragot described as "like the noise of aluminium foil being screwed up" indicated the Nomex core was cracked and the structure was delaminating. It was, however, impossible to accurately locate where the noise was coming from as they sailed south of the Great Australian Bight in heavy seas. Once they got into the lee of Tasmania, they made a closer examination and isolated the location to the front cross beam but not the area that had been repaired in Fremantle.

De Kersauson realised that the full damage from the collision impact had not been uncovered during that short stopover and reluctantly decided to pull out of the race. He was well aware of the dangers to be faced on the passage to Cape Horn. The Brittany sailor who served his apprenticeship under Eric Tabarly has twice claimed the Jules Verne Trophy for the fastest



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around-the-world passage, the second time with *Geronimo*. He has also made a solo circumnavigation.

After pulling out of the Oryx Challenge for a second time, *Geronimo* headed for Sydney. The crew arrived in late February, as the Oryx Challenge leaders were rounding Cape Horn.

With the giant tri awaiting a trip north to Newcastle for repairs by high tech boatbuilding specialists Boatspeed, de Kersauson made it known that he would like to take on a challenge in this part of the world.

He didn't need much prompting to come up with the idea of trying for an around-Australia record. The wounded *Geronimo* had already sailed half way around our island continent. But it did take some foresight for sponsors to back the idea. And for that, I believe congratulations are especially due to NSW Minister for Tourism Sandra Nori and her department.

Tourism NSW provided a trophy for the circumnavigation record, the sydneyaustralia.com Trophy. The award of this trophy to de Kersauson and his crew should help encourage other maxi multihulls to challenge *Geronimo's* time.

According to the organisers of *Geronimo's* challenge, Superyachting Challenges (formed by Pacific Rim Maritime, from Australia, and RivaCom from France) a number of rival crews have already expressed interest in coming to Australia to try for the record.

The *Geronimo* crew found, as they had anticipated, that sailing through our northern tropical waters was

tricky for a racing multihull. They sailed faster than had been expected but the area's predominantly light winds and scattered islands probably limited opportunities for fast reaching, the forte of maxi multihulls.

This might encourage the owner of one or more super maxi monohulls to take on the challenge. If a super maxi monohull could make better time through this section of the course, it could, perhaps, get close to *Geronimo's* time. Now there's a challenge for the new generation of canting keel super maxi monohulls!

Maybe if a couple of multihulls and a couple of really fast monohulls took on the challenge together we would have a contest which could attract world attention to Australia.

The Oryx Challenge – which started and finished in the Persian Gulf – has already shown that the world's top long distance racing sailors will take on challenges that don't start and finish in Europe or America.

If *Geronimo's* achievement does lead to the development of a new long-distance race it could be a great boon not only to offshore yachting in Australia but also to the boating and tourism industries. The foresight shown by Tourism NSW in backing the around-Australia challenge made good financial sense. ■

Correction: In the June/July issue of *Offshore Yachting* we referred to the Sydney Mooloolaba race as the FKP Sydney Mooloolaba race. This was an editing error. The 2005 event was not sponsored.



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MUMM'S THE WORD

Brett Filby gives an on-board report from the Mumm 30 World Championship in France where the previous year's winner Australia's Richard Perini took fifth place

Our Mumm 30 Worlds campaign starts spectacularly for Anthony Paterson (owner-skipper of the Lake Macquarie Mumm 30 *Tow Truck*) and myself.

Flying in to an airport outside Hamburg we are met by the owner of the German boat we are to campaign. He is glad to pick us up as it allows him the opportunity to try out his new Porsche Cayenne 4WD on the autobahn. Thankfully, he decides 245km per hour is fast enough, as a couple of terrified Aussies sit transfixed in the back seats.

The event is at La Trinite on the north-west Atlantic coast of France where the semi-protected Gulf of Morbihan provides excellent sailing conditions and is the home of several of the 50-plus French Mumm 30 fleet.

Along with some of the best French teams, a collection of international competitors gather, including defending champion Australian Richard Perini with his trusty team of world champions from his victories in both this year's Farr 40 Worlds in Sydney and last year's Mumm 30 Worlds in Canada.

The US *Groovederci* and *Barking Mad* teams show just what money can buy with very impressive set-ups both onshore and on the water.

Fortunately for the race committee, the sun does not set until 10 o'clock in summer in this part of the world. On the first day of the series, the breeze filled in around mid afternoon.

With about a minute to go to the start, it must have been an amazing sight with a tightly packed 40-boat fleet of 30-footers charging for the line.

If the starts were interesting, the top marks were just chaos, with many boats racked up and over-lapped on the port lay line looking for a mostly non-existent gap in the fleet to get around. The crews of some boats that did not have rounding room tried to force gaps, adding to the frantic work of the on-the-water jury.

Close racing continued throughout the week with the British boat *Asterix*, Louis Browne, showing great consistency in the early races. *Asterix* led after the first

five races in which they were never out of the top three. Perini, with *Foreign Affair*, found himself with some work to do with a couple of results in those races that were certainly not ideal to defend a world title.

The French just love the Mumm 30s and sail them very well, so it was no surprise to see them filling the other top places.

Aboard our boat, we soon found ourselves in the smash up derby when a Dutch boat tried to get around the top mark on port tack, and only got the first foot of thirty across our bow. The result was a big hole in the bow.

This was only one of three collisions for us. Unfortunately, the other two were our own fault and we quickly found out just how costly penalty turns can be.

The most spectacular incident for us came from a classic attempt to dip the stern of our friendly German team member. This, unfortunately, resulted in us smashing a hole in the back of their boat, bringing some almost comical abuse, of course all in German.

Local knowledge

The windy first race of day three removed the very good British *Asterix* team from top place with the race committee able to identify them and 15 other premature starters in the black flag restart of race seven. *Asterix* and several other potential winners were consigned to the spectator fleet for that race.

With competition already intense, difficulties were compounded even further by the increase of the breeze to 25 knots plus during the afternoon race that day.

The downwind legs were a little frightening with loads of capsizes providing entertainment for both spectators and competitors at the bottom marks.

We featured in the spectacle on the second run with a big capsize and went from sixth at the top mark to 20th plus at the bottom.

The final day started in perfect sailing conditions. Perini had no realistic chance of overall victory but was still in with a reasonable chance of a podium place along

“The top marks were just chaos with many boats racked up and overlapped on the port lay line looking for a mostly non-existent gap”



ABOVE: Windy conditions trouble *Foreign Affair* on day three PHOTOS: Steve Arkley

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Bouygues Telecom won without taking one first place

with a couple of French teams and the early stars, the *Asterix* crew.

A third in the first race of the day boosted *Foreign Affair's* chances but a 14th in the final race meant Perini ended the series in fifth place. That bumped them up onto the podium at fifth overall for the regatta, with *Bouygues Telecom* (FRA) the new world champion on 84 points from *Toulon Provence* (FRA), 91, *Asterix* (GBR) 100, *Le Port-Bred-Reunion* (FRA) 117 and *Foreign Affair* on 128.

Finishes of eighth and 19th by the French *Bouygues Telecom* team (Pierre-Loic Berthet) were enough for them to overtake the previous day's leader *Toulon Provence* (F. Henry) which could only manage mid-fleet positions of 16th and 23rd.

Bouygues Telecom won the series with a final score of 84 points without taking one first place.

Second placed *Toulon Provence* (FRA) scored 91. Third place went to *Asterix* (UK) on 100 points.

Le Port-Bred-Reunion (FRA) took fourth place with 117 and *Foreign Affair* (AUS) fifth with 128 points.

The French take their Mumm 30 sailing very seriously indeed and do a lot of sailing in the area where the regatta was held, so local knowledge regarding tide

and wind behaviour was always going to give them a very important advantage in this series.

Aboard our boat, *Rainbow*, we had some very costly incidents and finished 19th. But 'Patto' and I enjoyed the experience sailing with a German owner who seemed to find a funny side to even the most disastrous of situations on the boat and ashore, and four lads from the UK who do a lot of sailing on these great little boats.

Richard Perini and his crew sailed as a very polished and professional team as usual and could easily have gained a higher position. The US pro team boats *Groovederci* – with Perini's usual professional Hamish Pepper in the crew – and *Barking Mad* finished ninth and eleventh respectively giving an indication of the level of sailing it took to leave France with a trophy after this series.

On the subject of leaving France, 'Patto' and I finished the series with the familiar task of hooking up our boat to a Range Rover. Then we towed it all the way across France to Antwerp, Belgium where we stowed it in a huge coffee shed owned by the coffee trader owner.

We haul *Tow Truck* around Australia a lot, but it was a new experience to get abuse in French from other drivers when going up hills. ■

RESULTS

POS	BOAT	SKIPPER	RACE POSITIONS	POINTS
1	BUOYGUES TELECOM	PI. BERTHET	3, 7, 1, 6, 21, 4, 1, 5, 9, 8, 19:	84
2	TOULON PROVENCE	F. HENRY	5, 3, 12, 3, 6, 2, 4, 7, 10, 16, 23:	91
3	ASTERIX	L. BROWN	2, 2, 3, 2, 1, 10, 41, 15, 8, 9, 7:	100
4	LE PORT-BRED-REUNION	M. GUESSARD	36, 14, 14, 16, 5, 8, 6, 3, 4, 2, 9:	117
5	FOREIGN AFFAIR	R. PERINI	4, 18, 9, 4, 12, 29, 3, 18, 14, 3, 14:	128

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TAKING ON THE TRANSPAC

The Sydney yacht *The Cone of Silence* should by now have completed the Transpac race at its second attempt. Rich Roberts provides a pre-start outline of this historic event, with additional material from Adrian Herbert



The Cone of Silence a few minutes after the start of Div 1 & 2 in the 2003 Transpac
PHOTO: Jas Hawkins

With various divisions to start off the Palos Verdes Peninsula, California, on 11, 15 and 17 July, the 2005 Transpacific Yacht Race was scheduled to chalk up its centenary in style. The race had attracted its second largest number of entries – 76 from nine countries, including one from Australia, the Sydney 30-footer *The Cone of Silence*.

The Transpac, as it is popularly known, is the longer of the world's two oldest ocean races both of which date back to 1906. This year's race was, however, only the 43rd as the event is raced bi-annually and missed a few years because of World War I and World War II.

That first race in 1906 was sailed in the year of the great San Francisco earthquake and the earthquake literally altered the course of the event.

The idea for the race came from Clarence MacFarlane of Honolulu, who invited several sailors in San Francisco and Los Angeles to race to

the Hawaiian Islands. The race was scheduled to start in the early summer of 1906, but when MacFarlane sailed his 48-foot schooner into San Francisco Bay he realised there would have to be a change of plans. The city lay in ruins as a result of the earthquake 27 days earlier.

But MacFarlane wasn't easily discouraged. He simply changed the starting point to Los Angeles and, except for one nostalgic return to San Francisco for the start in 1939, the race has started from the Los Angeles area ever since. The line is set off the cliffs of Point Fermin near San Pedro on the Palos Verdes peninsula, an area of rolling hills and expensive homes. The finish is off the Diamond Head lighthouse just east of Honolulu, on the island of Oahu, establishing a distance of 2,225 nautical miles.

The race is run biennially in odd-numbered years, alternating with the US east coast Newport Bermuda race that also started in 1906.

Traditionally, the fastest boats in the fleet have competed for the Transpacific Yacht Club Perpetual Trophy, which is better known as the 'Barn Door' for its unique size. A three-and-a-half by four-foot plaque of hand-carved Hawaiian koa wood, the Barn Door bears the words "First to Finish", but that isn't necessarily so anymore. Since 1991 the starts have been staggered. The slower boats start a few days ahead of the faster boats in order to compress the finishes and facilitate celebrations in Hawaii.

The Transpac is somewhat different from other major ocean races as it is essentially a 'downwind' race, as determined by predominant weather patterns in the eastern Pacific north of the equator. After two or three days of slogging on the wind, the fleet encounters the 'Pacific High', a mammoth region of high pressure (and thus light winds) rotating clockwise between Hawaii and the West Coast of North America.

At the lower edge of the high, the winds shift aft and become warm. Spinnakers go up, shirts come off and, traditionally, sailors enjoy a pleasant ride the rest of the way.

"It's quite a hard race really. The first part is very windy, rough and cold"



As the gun fires, Divisions 1 & 2 start. *Alta Vita* goes back after running out of room at pin end. *Grand Illusion* (left) was almost over early. *Pyewacket* is in centre to left of *Pendragon 4* (red boat) and *Beau Geste*. PHOTO: Jas Hawkins

Oddly, it wasn't until the race entered its second half-century - in the years following World War II - when competitors figured out the significance of the Pacific High and began to use it to advantage in charting courses and optimising their boats for downwind performance. The rhumbline is usually not the favoured course because it requires sailing through the lower part of the 'Pacific High' where breezes are generally very light. The smart call is normally to sail a longer course looping farther south into stronger breeze - but not so far as to experience diminishing returns.

Eventually that strategy led to the evolution of lightweight boats that have dominated the race since the 80s - first, ULDB 70 'sleds', so-called for their 'downhill' performance, and now the maxZ86s and other long, skinny ultralight speedsters.

Records

The current monohull record is held by *Pyewacket*, a 75-foot Reichel/Pugh maxi ultralight owned by Roy E. Disney, former vice chairman of the board of the Walt Disney Co. and Walt Disney's nephew. *Pyewacket's* record, set in 1999, is 7 days 11 days 41 minutes 27 seconds. That broke the record set by Disney's son, Roy Pat Disney, in 1997 after taking over as stand-in skipper when his father had to drop out after breaking a leg in a car accident. That was the only Transpac Roy E. Disney had missed since 1975. This year, he planned to sail his 15th and last Transpac before selling his latest *Pyewacket*, retiring from racing and going cruising.

Since multihulls have been allowed to compete, the fastest elapsed time is not necessarily set by a monohull. Steve Fossett's 60-foot trimaran *Lakota* raced the course in 6 days 16 hours 7 minutes 16 seconds in 1995, well under the then record monohull time of 8:11:01:45 set by the ultralight displacement 'sled' *Merlin* and which stood for 20 years before *Pyewacket* broke it. Then in 1997 Bruno Peyron's 86-foot catamaran *Explorer*

smashed Fossett's multihull record with a time of 5 days 9 hours 18 minutes 26 seconds.

Therefore, because it is possible that a slower boat could start earlier and finish first or that a multihull would be faster, the 'Barn Door' is now designated for the monohull with the fastest elapsed time.

If conditions were favourable, the record time for monohulls was expected to come under threat in this year's race.

Four super maxis were expected to lead the fleet, three of which were built in Sydney by McConaghy Boats - *Genuine Risk*, *Morning Glory* and *Windquest* (formerly *Zephyrus V*). The fourth, Roy E. Disney's latest *Pyewacket*, was built in New Zealand. These four boats were built with winning the 'Barn Door' in mind. *Windquest* is water ballasted, the others have canting keels. *Morning Glory* and *Pyewacket* are Reichel/Pugh maxZ86s. *Genuine Risk* is a Dubois 90, slightly longer than the others. These boats should be so much faster on this course than any monohulls previously entered that the skipper of the sole Australian entry, James Neill of *The Cone of Silence*, predicted they should slice at least a day off the record.

The largest boat ever to race the Transpac was the 161-foot *Goodwill*. *Goodwill's* best time was 10-and-a-half days in 1959. The smallest boat ever to compete was the 25-foot B-25 *Vapor*, sailed double-handed by Bill Boyd and Scott Atwood of Long Beach in 1999.

Size is now artificially restricted by imposing 'speed limit' ratings on all entries through evaluation of potential performance.

Double-handed crews have been officially recognised since 1995.

Since 1997, there has been an Aloha class for older or heavier displacement boats, most with more interior comforts than the modern lightweight racing designs. These boats may not use their auxiliary engines but may use power-assisted winches and other aids.

No sailor has been lost in the race, although one once fell overboard and was rescued after a day-long search. Another skipper died after being stricken with a perforated ulcer. He was taken off the boat and returned to San Diego, where he succumbed.

The record number of entries was 80 in 1979, the fewest two in 1932, during the Great Depression. There were 57 in 2003, the most in 18 years.

The Transpac is one of only six races listed as Ocean Classics in the book, *Top Yacht Races of the World*. It remains a race for boats large and small and sailors amateur and professional, with perhaps the most desirable destination of all.

But James Neill, owner-skipper of the 30ft (9.6m) Super 30 *The Cone of Silence*, doesn't exactly agree with the notion that this is an easy warm weather downwind race.

Before he left for the US, he said: "It's quite a hard race really. The first part is very windy, rough and cold. One guy in our crew really discovered that in the last race. After hearing about the downwind tropical sailing he didn't bother to take wet weather pants. And we got to do the windy rough and cold part twice. The boat got damaged and we had to sail back through it all."

That amounted to 500 nautical miles sailing through rough conditions.

Neill said they had started the race in light upwind conditions but as they got further out to sea the breeze gradually built up from 6-7 knots to more like 35 knots, still right on the nose.

Smallest entry

The Cone of Silence was the smallest of 57 entries in 2003 and was to be the smallest again this year. But after the three-year-old boat's impressive showing in reaching and running conditions in the 2005 Sydney Mooloolaba and Brisbane Gladstone races, Neill was hoping that this time they would make it over the Pacific high pressure ridge into the Transpac's more favourable conditions.

"*The Cone of Silence* is not exactly the sort of boat you would like to do a Hobart in. This should be its sort of race. John Reichel and Jim Pugh designed it primarily for reaching and running. I wanted a skiff-style fixed keel, lightweight, short, wide, boat," Neill said.

"They based it on their Melges 24, 30 and 32 designs, but my boat is more extreme. I gave them a fairly simple brief 'the fastest 9.6m (then the maximum length for JOG) boat they could build'. They were keen to do something more extreme than previously and I was happy with that."

If you've wondered about the name, well, Neill said: "My wife [Jenny] and I settled on the name for different reasons. I like to sail in more or less complete silence so we used to say we would 'bring down *The Cone of*

Silence' when the five-minute gun went. My wife liked the name because in the TV show *Get Smart*, 'The Cone of Silence' is flash technology that never really worked properly and was actually of little practical benefit. Apparently she sees some amusing similarity between these characteristics and racing boats!

"Also the sail number is 8699 – Maxwell Smart was Agent 86 and 99 was, well ... Agent 99."

The Cone of Silence's arch rival in home waters, CYCA director Rod Skellet's Greg Young designed 32-footer *Krakatoa* (recently sold) completed the 2003 Transpac taking fifth position in Division 4. A third Australian boat, the Adams 66 *Helsal II* skippered by Will Rawson from the Royal Yacht Club of Victoria also finished the race.

In 2003 the race was split into eight divisions.

The first start was Aloha Divisions 1 and 2 – racing boats and Cal 40s plus Division 5, for the slowest racing boats. The second start three days later was Division 4 and Division 3.

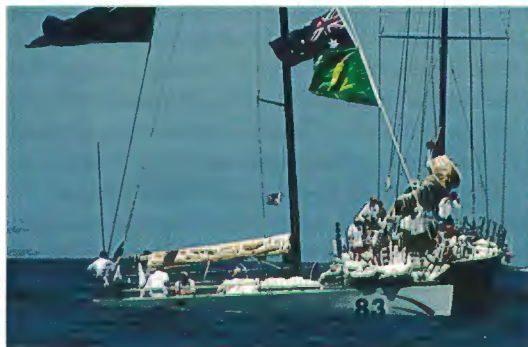
As Neill describes it: "Division 4 was a mixed bag of 31-40 footers including *Krakatoa* and a Sydney 38 plus a Beneteau 47. Division 3 was six 'J' boats between 45- and 65-foot plus two Santa Cruz 50s, a Shock 40 and *The Cone of Silence*. The Division 1 and 2 starts were a further two days later with Division 1 made up of maxis, Division 2, Transpac 52s and Santa Cruz 70s and a few pocket maxis."

A similar starting pattern was planned for this year.

In 2001 the race was won on corrected time by a Sydney 40, *Bull*, owned by Seth Radow of Marina del Rey, California.

After an audacious port start in Division 4, *Bull* stayed ahead of the big sleds – which started a day later – for five days. Then, approaching Oahu, the crew of *Bull* found themselves in with a chance of beating best corrected time so far, that of Barn Door winner Philippe Kahn's 75-foot *Pegasus*.

Bull made it to the Diamond Head beating the corrected time of *Pegasus* by 1 hour 32 minutes 8 seconds. None of the rest of the fleet were able to better that. ■



Krakatoa checks in with *Pegasus* before the Divisions 3 & 4 start 2003. PHOTO: Jas Hawkins

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DESIGNING NICORETTE

Alexander Simonis of Simonis Voogd Design explains the thinking that made *Nicorette* such an impressive Line Honours winner in the 2004 Rolex Sydney Hobart Yacht Race

New designs appear year after year with designers claiming them to be faster. Improvements are nearly always incremental and achieve relatively small steps, but the last decade has seen some rather big jumps.

There have been big advances in many aspects of hull, rig and sail design, but I would like to concentrate on some of the more basic naval architectural aspects purely relating to stability, how it's achieved, and its influence on the design of the hull as well as the appendages.

First we saw the introduction of water-ballast – a relatively simple way of increasing stability by adding weight as far away as possible from the yacht's centreline in order to increase righting moment. This was effective, but at a price as the water ballast increases the total weight, giving a higher displacement which, in principle, is a speed reducing factor.

In this design cycle, the trade-off needs to be made between extra weight versus more stability. The biggest advantage was undoubtedly on any course with the wind forward of the beam and especially upwind where the displacement plays a lesser role in limiting speed versus stability than it does on any off the wind point of sail.

Many successful Open 60s and equally well known Volvo 60s (then Whitbread 60s) spring to mind. They made very effective use of water ballast to set remarkable speed records such as *Silk Cu's* 24-hour run in the 1997–1998 around-the-world race of 449.26 nautical miles.

The scene was set for change, however, particularly by one boat, Isabelle Autissier's *Ecureuil Potiou Charentes II*. This 1994 Beret design was one of the very first successful Open 60s with a canting keel. Scoring a convincing win on the first leg of the 1994–1995 BOC single-handed around-the-world race, she unfortunately had a disastrous second leg, where the deck was partly destroyed in a severe gale leaving Autissier to be rescued and the boat to be abandoned.

I was fortunate enough to sail with her in the weeks before, and it gave me an early opportunity to see the potential of canting keels. We were effortlessly doing




17-plus knots, under staysail and reefed main in 20–22 knots of true wind. The boat was easy to handle and with the extra stability without the extra weight the loads were so much less. It also showed the potential balance problem with the appendages.

The boat had no forward appendages to compensate for the keel canting to weather and she was developing lee helm at times on certain reaching courses. Nevertheless it was quite clear at the time that this was the way to go.

Although the Open 60s nearly all moved to canting keels there was little activity in other offshore arenas until the 60-foot *Wild Oats* appeared on the scene. This Reichel/Pugh design showed a remarkable speed potential and rated well under IRC.

Fundamental flaws

To solve the balancing issue and pointing ability of the boat, Reichel/Pugh opted for a twin spade rudder arrangement where, basically, both rudders take over the function of steering as well as producing sufficient lift while the keel is canted. The technology behind this is claimed by the CBTF company and in true American



“We set aside the CBTF solution as we saw two fundamental flaws in the applied technology”

The canard on *Nicorette* is close to where a conventional keel would be positioned. PHOTOS: Courtesy Simonis Voogd

fashion is patented, which is rather surprising in its own right as the concept of using multiple moving foils for various reasons has been around for centuries.

Dutch flat-bottomed boats with pivoting centreboards are one example which springs to mind, more striking is the illustration in Figure 1, page 26, showing a British 18th century design which bears a surprising resemblance to what is being done today, solving the problem of balance and leeway. (Note the 18th century design even has a bowsprit!)

Right from the beginning, we set aside the CBTF solution as we saw two fundamental flaws in the applied technology when considering it for offshore yachts. For starters, it would be a safe assumption that the forward rudder would not be needed all the time as there would be conditions where leeway and balance would not be an issue at all or not enough to justify the extra drag created by the forward rudder.

Referring back to the 1995 experience with *Ecureull Potiou Charentes II*, there were only certain angles where the balance seemed to be a problem and as the race at the time was considered a downwind dominated event,

leeway was less of an issue. The same applies to a more recent design, *Mari Cha IV*, which also has no forward appendage in its original design as its naval architects deemed it unnecessary for its off the wind performance. (*Mari Cha IV* uses water ballast upwind with the keel in a more conventional position.)

A second problem we envisaged with the twin rudder system would be the actual control. These large canting keel yachts have a speed potential of close to 12 knots close hauled, quickly accelerating to 15–17 knots when freeing up and peaking out at close to 30 knots. For an offshore yacht pounding into a head sea at that speed we considered it impossible for any helmsman to be able to set the right rudder angle fore and aft for any length of time.

The flow conditions are vastly different between the bow and stern section and the only possible way to properly deal with this in the twin rudder scenario is to devise a ‘sail by wire’ system similar to the ‘fly by wire’ system as used aboard fighter aircraft.

Many of these aircraft have no gliding capability at all and are kept in the air by a computer constantly



Alexander Simonis

adjusting foils in order to create steady lift. The pilot's controls feed into this system only to tell the aircraft in which direction to go.

With constantly changing conditions combined with pitching, rolling and heaving this seems a pretty complicated riddle to solve and still wouldn't deal with the issue of drag when not needed.

The problem of having the forward foil at the right angle of attack so that the flow remains properly attached in order to produce the necessary lift was recognised as being the main problem to solve. It also led us to believe that going the twin asymmetrical foils route would leave us with the same problem of ensuring a proper flow over the forward appendage, at least for a reasonable amount of time. These foils would have to be asymmetric and probably cambered to maximise lift and being fixed in a casing would limit the capability of doing this.

That brought us right back to the 18th century solution of a single lifting foil up forward on the centreline of the yacht.

It's easy enough to understand how different the conditions are along the length of a yacht. Anybody who sails will agree that if you look at the bow and the stern, the water and wave behaviour is totally different.

Angle of attack

In simple terms the requirement for the forward foil or canard (a word borrowed from aircraft design, where it refers to a stabilising surface fitted forward of the main wing, in this case the keel) is to have as wide as possible an angle of attack and combine this with minimum drag and maximum lift.

The solution for this can be found in the choice of foil profile in order to maximise the angle of attack and by using a trimtab or flap in order to build asymmetry in the foil to maximise lift. Combine this in a daggerboard type casing and the helmsman has all the possible tools necessary to have his yacht trimmed to the optimal balance in all conditions.

Having decided on the principle to follow towards the end of 2003, we had less than eight weeks to convert the original 80-foot *Nicorette* from a water ballast yacht to a canting keel yacht with a TMF system. (We decided on the name being Triple Moving Foil system as there were three different types of appendages all moving in different directions.)

The spade type of rudder was left unchanged, the keel fin was shortened, reduced in size and made canting, and the bulb was replaced by a lighter low drag one. Forward of the mast a rudimentary canard box was inserted with a simple shaped blade complete with a large trimtab.

The complete canard section was made 'oversize' as we had no time to do detailed CFD modelling or tank testing to optimise the dimensions and balance for the boat.

Forced through time restraints rather than choice we ended up using the old boat as a 'full-sized tank test model' and over a relatively short time we managed to gather a wealth of data as to what worked and what didn't. For example, we also left the trimtab on the keel (left as a relic out of the 2000 conversion). Testing the effect of this proved it had influence on the leeway but not sufficient to warrant it. The effect of the trimtab also becomes less as the keel is canted. The boat was very neutral on the helm and the effect of the canard on the balance was there, but proved not too sensitive. If anything else, the steering was a touch too neutral for the crew's liking and we used that information in the 2004 design to create more weather helm.

The canard on the 2003 model proved too big as we could easily obtain height even with it partly raised or with the trimtab set to a smaller angle. The foil shape proved not to be quite correct as high pitch humming was evident at speeds over 10 knots.

The conversion from a successful water ballasted yacht to a canting keel configuration proved to be an extremely valuable exercise. With nearly all variables left unchanged, it gave us the chance to compare full size data between the boat in water ballast configuration and canting keel format.

Although the improvement in speed was significant, it wasn't enough to tackle the new breed of super maxis and straight after the 2003 Rolex Sydney Hobart Yacht Race we started on the research for a new yacht to get Line Honors in the 2004 event.

With the Rolex Sydney Hobart Yacht Race being predominantly a heavy weather upwind race, maximum stability is paramount for a successful design. More so because to a certain degree stability is 'free' under the current IRC rule as it is not being physically measured but merely approached out of basic data such as the length of the yacht, its beam, draft, overall displacement, if it has water ballast or not and if it has a canting keel or not and to what static heel angle it is pulling the boat over at its maximum (allowed) position.

Although many of these factors influence stability on all types of designs including canting keel yachts, we found that under the 2004 IRC rule beam was over-rated while the effect of moveable ballast in combination with this was still under-rated.

Stability

Logic dictates that wider boats have more stability than narrower boats and this has always been true and still is. But with the introduction of canting keels it was now possible to give much more stability to a narrower boat and indeed when one has to work to a rating limit, as was the case for the 2004 event, there was a greater speed potential to get out of the rule going the narrow route.

To understand what makes a yacht relatively stable, it is necessary to understand that there are two types of stability. One is known as 'form' stability, the other 'weight' stability; one is determined by the shape of

the yacht and the other by its weight or displacement combined with the position of the centre of gravity.

Form stability is the interesting one to look at here as the form or shape of the hull is only measured on a couple of points and mainly concentrating on the length and not so much the beam of the yacht, particularly at waterline level.

To understand form stability one can do a simple test by looking at the two extremes. One is a pure circular shape (like a log) that has little form stability. The other one is a square that has maximum form stability, while the beam for both as measured under IRC is identical (See Figure 2, page 26).

In the diagram, one can see the two extremities and a sample of midship section of the 2004 *Nicorette* which represents what we perceive to be the optimum solution between the two. The righting arm, which together with the weight, makes up the righting moment is shown as a multiplier factor compared to the circular section.

As the image clearly illustrates, for a given maximum beam approximating a rectangular shape is best to reach maximum stability. Unfortunately it comes at a price – it also gives the most wetted surface and in general doesn't result in a very fast hull shape. (Ever seen a racing barge?)

The optimum lies somewhere in between and, in the case of the 2004 *Nicorette*, is represented in the cross section at the bottom which still gives an arm nearly

twice the length of the one for absolute minimum wetted surface (the perfect circular shaped section). That's the one part of the stability equation, the next is weight stability.

As this is determined by the total weight of the boat and the corresponding centre of gravity, it has two conflicting parts to deal with. One is the weight. More weight is good for stability but not good for speed, so one wants to keep it as low (light) as possible.

We like to get the corresponding centre of gravity as far away as possible from the centre of buoyancy. In practical terms that means as low down as possible on any classic type of yacht with a fixed keel as the centre of gravity is in principle lying on the centreline of the yacht (ignoring the effect of the crew weight).

For yachts with variable ballast (such as water ballast) and moveable ballast (such as canting keels) this is no longer the case as the centre of gravity is now going to move up and out, where as long as it moves out more than up it will have a positive effect on the righting arm of the yacht. (See Figure 3, page 27.)

So maximising form stability, together with using a canting keel, creates the possibility to have a very stiff boat which is at the same time light and narrow.

Although the type of U-shaped cross section has more initial wetted surface it also reduces it more rapidly as the boat is heeled. (Look again at Figure 2 and see how much

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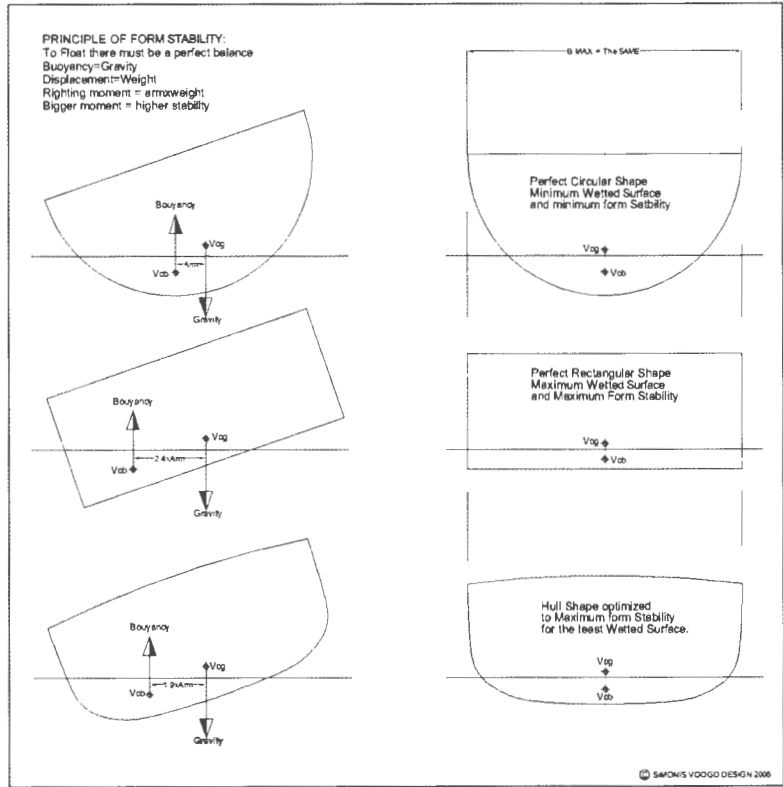
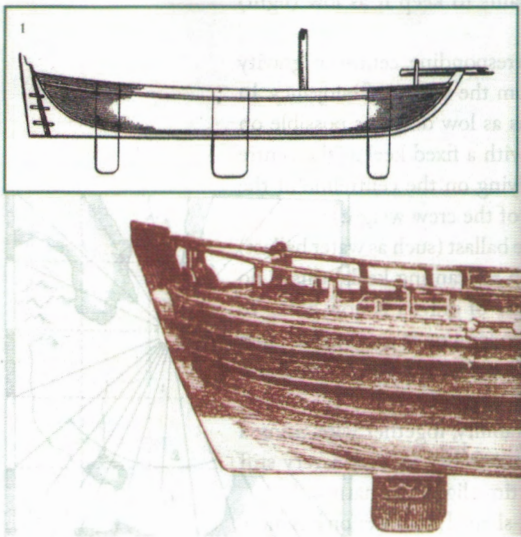
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BELOW: Figure 1
Historic drawings show there
is nothing new in the idea of
placing foils forward and aft
of a centreboard
RIGHT: Figure 2 shows the
extremes of form stability
and a practical compromise



the heeled shape approximates a circle segment which is known to have the least wetted surface.)

Another bonus coming with this U-shaped section is that its initial stability is high. In other words, to make it start to heel needs a bigger moment than with a yacht with a low initial stability.

Funnily enough, this requirement is the exact opposite to what is required for a rule like IMS where stability is measured at small inclination angles and where you preferably want a low initial stability increasing rapidly outside the range where the inclination test is performed.

For the 2004 Rolex Sydney Hobart Yacht Race there was an additional requirement limiting the static heel of yachts with variable and moveable ballast to a heel angle of 10 degrees.

While the old 80-foot *Nicorette* reached this static heel angle with the keel canted to 25 degrees, the new design allowed it to go over 30 degrees before hitting the 10 degree limit.

Up to now we have only looked at static conditions and the influence shape and weight have on the stability and performance. This is very different from actual sailing conditions where other factors come into play.

One such factor is 'dynamic sinkage'. It's a term well known in commercial shipping and naval architecture but hardly ever used or even considered in yacht design. It describes the phenomenon that a displacement hull actually starts lying lower in the water as it picks up speed. That is until such time that it gets sufficient dynamic lift to rise again and ultimately start to surf or plane.

Although this is nothing new on its own, it comes into play with moveable ballast yachts, especially when they are narrow. As a hull shape gets narrower for a given length it becomes easier to push it deeper into the water. At the same time, being a moveable ballast yacht, its speed potential is higher as is its righting moment.

Both the extra speed and the extra righting moment prove to have a magnifying effect on the 'dynamic sinkage' of the yacht, specially going upwind.

What it means in practical terms is that a narrow variable ballast yacht simply will lie 'deeper' in the water than a comparatively conventional yacht.

This again can be put to good use in the rating by creating a shorter than normal static waterline length, which then still gets translated into maximum sailing length once at speed while it can also be used to reduce wetted surface at low speeds where there is little to no dynamic sinkage and reducing wetted surface rather than increasing sailing length is important. (See Figure 4, page 27).

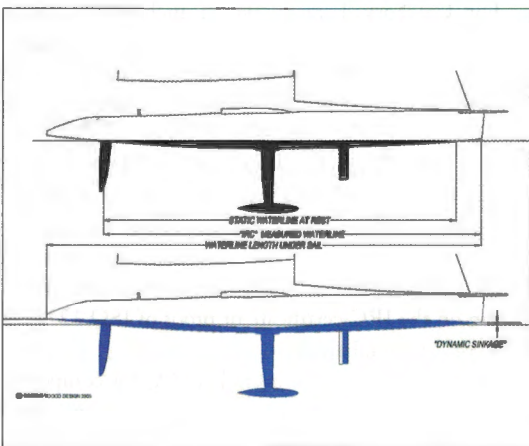
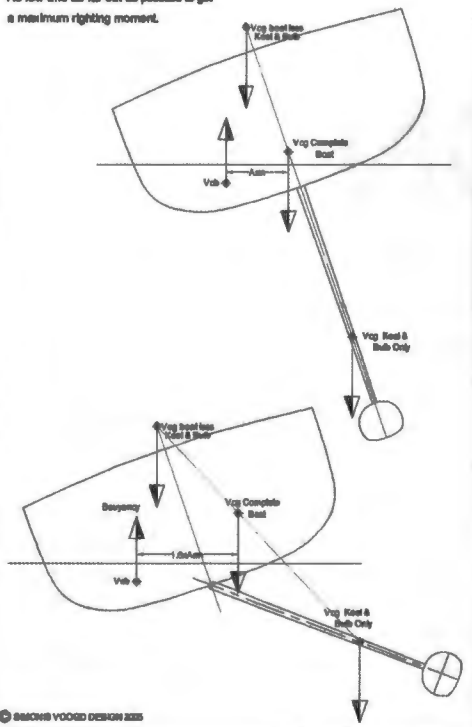
Putting all of these principles together now gives us a yacht with a high stability, low resistance and a small optimum heel angle (less than 17 degrees).

Combining this with the earlier described TMF system now gives us a highly flexible platform to work from in the wildly varying conditions experienced in offshore sailing.

The keel and canard are fully hydraulically operated. Next to each steering wheel is a control panel allowing the keel and the trimtab on the canard to be set up for automatic tacking.

PRINCIPLE OF WEIGHT STABILITY:

To increase the stability for a given weight
 The center of gravity must in a horizontal plane
 be as far as possible from the center of buoyancy.
 For Fixed Keel Yachts this means simply as low as possible
 For Canting keel Yachts its a combination of:
 As low and as far out as possible to get
 a maximum righting moment.



Each one can be manually overridden to adjust the canting angle on the keel or the depth and flap angle on the canard.

The moment the boat bears off, the trimtab angle can be reduced and the canard can be partly or completely lifted by a simple push on the button till a perfect balance is achieved.

The importance of being able to lift the canard off the wind is perhaps best illustrated by the VPP output comparing the same yacht with the canard up and down. (See Figure 5, table below.)

It's a simplified comparison and hasn't taken any secondary effects into account, but it just represents the magnitude of the drag created by the forward foil and its overall effect on speed.

Although the 2004 90-foot *Nicorette* still hasn't been able to sail much, and was only ready with two days to spare before she started in the 2004 Rolex Sydney Hobart Yacht Race, she certainly has shown the potential we envisaged.

She rated in under the limit, yet was able to pull up, in a ten-minute time span, from fourth to first position tacking up to the Heads to be first out of Sydney Harbour.

As Ludde Ingvall admitted, in the heated moments of the start he pushed the trimtab to weather instead of to leeward, only to realise it as he found the boat heading for the spectator fleet instead of down the Harbour.

Once the trimtab was set correctly he overtook the two larger boats on height and speed in order to beat them to the first mark.

The design combination of the TMF system and the pronounced narrow U-shaped hull form certainly has proven to have the potential to work well together and move the stakes up once again.

As it stands, it is a clear move away from earlier hull shapes used on canting keel yachts and, as the TMF system starts proving its value in offshore events, it might not be too surprising if we see other designers following our concept as described here. ■

TOP LEFT: Figure 3

LEFT: Figure 4

BOTTOM LEFT: Figure 5

169-TP-01-Without-Canard

Deltas against Trihorses (g/rm) identical model with Canard Down

	2	4	5	6	7	8	9	10	12	14	16	20	25	30	35
32	57.4	27.6	20.8	16.5	13.0	8.2	6.2	4.8	3.9	3.3	2.9	2.1	1.7	1.3	1.1
36	51.8	23.3	17.6	13.4	7.8	6.3	4.9	4.2	3.3	2.8	2.4	1.8	1.4	1.2	1.1
40	46.3	20.3	15.0	11.4	6.7	5.1	4.2	3.6	2.9	2.3	2.0	1.6	1.4	1.3	1.2
45	41.5	17.9	12.8	9.7	2.5	4.2	3.4	2.9	2.3	1.9	1.7	1.6	1.5	1.4	1.2
52	36.9	15.2	10.8	7.1	4.2	3.2	2.7	2.3	1.9	1.7	1.7	1.7	1.4	1.3	1.4
60	33.6	13.3	9.4	5.9	3.2	2.5	2.1	1.9	1.8	1.7	2.4	1.5	1.6	1.6	1.7
70	31.6	12.1	8.8	4.8	2.5	2.0	1.9	1.8	2.3	1.6	1.5	1.7	1.8	2.1	2.2
75	31.3	11.8	8.5	4.6	2.3	1.9	1.8	1.8	1.7	1.6	1.6	1.8	2.0	2.2	2.2
80	31.4	11.8	8.2	4.4	2.5	1.9	1.8	1.8	1.7	1.6	1.7	1.8	2.1	2.2	2.2
90	32.8	12.1	8.3	4.7	3.1	2.2	1.8	1.7	1.6	1.7	1.8	1.8	2.2	2.7	2.0
100	36.4	13.5	9.6	5.4	3.3	2.8	2.7	2.0	1.5	1.7	1.8	1.8	2.1	2.8	1.8
110	43.3	16.2	11.7	7.0	4.2	3.1	2.9	2.9	2.3	1.6	1.6	1.9	2.1	2.7	1.7
120	55.2	21.3	14.9	11.3	6.7	4.3	2.2	1.9	1.4	2.8	3.1	0.2	2.2	2.7	1.6
130	26.7	21.0	14.8	6.8	5.3	3.9	2.9	2.4	2.3	1.7	0.4	1.8	2.1	1.6	1.5
135	35.1	14.4	10.5	8.3	6.9	5.2	3.8	2.8	2.4	2.0	1.8	1.8	1.8	1.5	1.4
140	47.2	19.8	14.5	11.2	9.0	7.6	5.4	3.9	2.4	2.2	1.9	1.6	1.8	1.4	1.3
150	48.6	23.3	17.9	14.3	11.4	9.3	7.7	6.5	3.6	2.2	2.0	1.8	1.9	1.1	1.1
160	48.0	22.3	17.3	13.9	11.8	9.7	8.2	7.0	5.4	3.6	2.3	1.6	1.5	1.6	1.3
165	39.2	19.2	15.0	12.1	10.1	8.6	7.4	6.4	4.9	3.8	2.6	1.5	1.3	1.3	1.1
170	35.3	17.2	13.4	10.8	9.0	7.7	6.6	5.7	4.5	3.6	2.7	1.5	1.2	1.2	1.1
180	34.3	16.7	13.0	10.5	8.8	7.5	6.5	5.6	4.4	3.6	2.8	1.5	1.1	1.2	1.1
Up	58.2	23.8	16.4	11.5	7.8	6.2	5.2	4.6	3.9	3.4	2.9	2.3	1.8	1.5	1.4
Dn	54.9	23.5	17.5	13.8	11.2	9.4	7.3	5.7	3.5	2.6	2.3	2.6	2.5	1.6	1.3

DESIGN RACE IS ON

An unprecedented number of new big boats are scheduled to race in this year's Rolex Sydney Hobart Yacht Race, reports Peter Campbell

The design race is under way to create the boats to win line and handicap honours in Australia's great ocean race, the 2005 Rolex Sydney Hobart Yacht Race, with many new boats being built for the 61st race. At least five 30-metre LOA super maxis are likely to line up on Boxing Day, 26 December.

First in the water of the 2005 super maxis was the radical New Zealand designed and built 30-metre LOA *Maximus*, which is already making its mark on international yacht racing.

Sydney-based Neville Crichton's 30-metre boat, expected to be named *Alfa Romeo*, was due to be launched in July and to make her racing debut at the Hahn Premium Race Week at Hamilton Island in late August.

The Notice of Race was posted online (www.rolexsydneyhobart.com) in late July, with the printed version also available from the CYCA.

The Boxing Day, 26 December start time will be changed this year to 1.20pm, ten minutes later than last year. The objective of this is to allow more extensive national television coverage before the gun goes, with the live program expected to start at 1pm.

The CYCA is confident of a high quality fleet of up to 80 boats, with at least five 30m super maxis, four of them new and likely to battle for Line Honours. A number of new IRC boats, ranging from 45-footers to 66-footers, are also expected to add to the quality of the fleet.

The Notice of Race again includes a Cruising Division and the CYCA hopes to attract a strong line-up of boats from Australia and overseas through earlier promotion of the event among the cruising fraternity worldwide.

The Rolex Trophy in December will again be the lead-up regatta to the Rolex Sydney Hobart Yacht Race with the Rolex Challenge becoming an annual teams event for yachts contesting the Rolex Trophy and the Rolex Sydney Hobart Yacht Race. Teams will comprise two IRC boats representing their country or state. It is envisaged that most Australian states will consider nominating more than one team. There will be two handicap divisions, IRC (International Rule Club) and

PHS (Performance Handicap System), with the historic Tattersalls Cup being awarded to the Overall Winner of the IRC rating category.

The main challenge for the CYCA in compiling the Notice of Race for the 2005 race has been working through the subtle changes by the sport's regulators (the International Sailing Federation and Yachting Australia) to determine the application of those of the 2005 to 2008 Special Regulations which address the issues of stability, moveable ballast and construction standards.

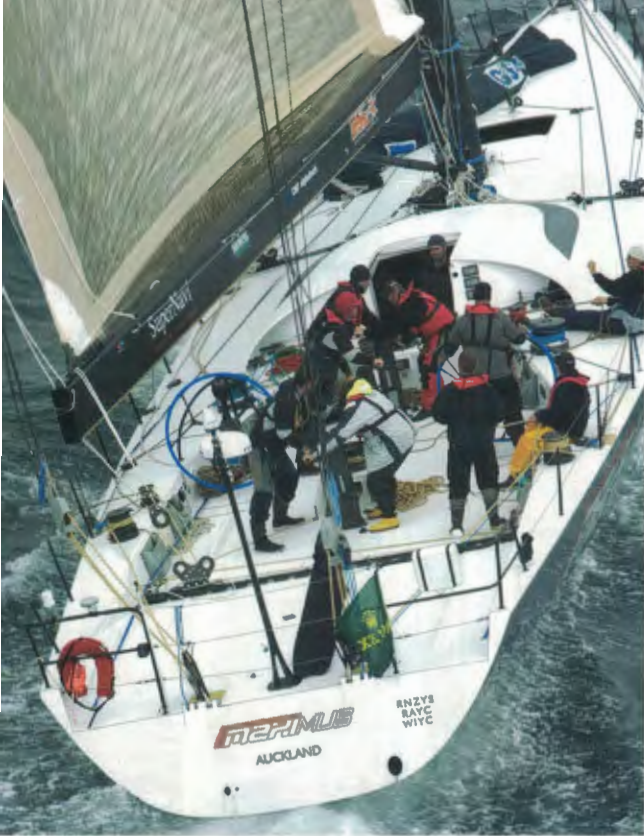
For Category 1 races, which include the Rolex Sydney Hobart Yacht Race, the CYCA has decided to seek verification of the stability by either a stability booklet or a recognised measure confirming the stability data.

This may well mean that most owners elect to use their IMS certificate for this Category 1 race. Proof of stability for Category 2 events, such as the Sydney Gold Coast Yacht Race, can be either stability index shown on the IMS certificate, the SSS base numeral as shown on the IRC certificate or proof of ISO 12217-2 Category A compliance.

The maximum length overall (LOA) for competing boats is 30 metres but there is now no upper speed limit, enabling these biggest boats to carry the largest sail area considered practical and safe by their designers to achieve optimum performance.

Heading the Australian line-up will be new 30-metre super maxis with canting keels being built for Neville Crichton and Bob Oatley. Crichton's boat, again designed by American design firm Reichel/Pugh and built by McConaghy Boats in Sydney, was due to be launched in July. Oatley's boat, also a Reichel/Pugh design, was not expected to hit the water until December this year.

Crichton's new big boat, replacing the all-conquering 90-foot 2002-built *Alfa Romeo*, is expected to race under the same name. "The new boat is again all carbon fibre with the hull painted silver. But it's a very different boat to the old water-ballasted *Alfa Romeo*, with a canting keel, a narrower beam and power winches," Crichton told *Offshore Yachting*.



NZ super maxi *Maximus*. PHOTO: Rolex

Exciting boat

"It will be a very exciting boat, the forerunner of possibly ten 30-metre LOA boats of this style to be in Australia and around the world within the next year," he added. "We expect the new boat to be up to two knots faster upwind – in a decent breeze – than the previous boat; on a reach we could see speeds of 30 to 32 knots as against 25 knots with the old boat."

Crichton said international yachtsman and sailmaker Michael Coxon would again head the crew for the new *Alfa Romeo*, which would carry the latest North 3DL sails. "The back-of-the-boat crew is much the same, but we will have some changes among the other crew as we have lost some to the America's Cup," he added.

Another possible entry is a revolutionary concept maxi to be built for AAPT owner-skipper Sean Langman. (See sidebar *Amazing Craft*.)

Also expected to enter is *Maximus*, designed by New Zealander Greg Elliott for Auckland yachtsmen Charles Brown and Bill Buckley and launched earlier this year. *Maximus* finished a close second to the record-breaking 140-footer *Mari-Cha IV* in the recent Rolex Trans-Atlantic Challenge and on corrected time won the Grand Prix Division. (See story, page 42.)

New Zealander Stuart Thwaites' Brett Bakewell-White designed *Konica Minolta* returned to record-breaking form in the Auckland to Suva Race after being a casualty of the 2005 Rolex Sydney Hobart Yacht Race and is scheduled to be back in Australia for the this year's event. *Konica Minolta* will again face its rival Grant Wharington's re-built *Skandia*.

Skandia was shipped to England for Skandia Cowes Week and the Rolex Fastnet Race. Wharington is

scheduled to compete in the Volvo Ocean Race around-the-world event with his new Volvo 70. However, *Skandia* will return to Australia for the Rolex Sydney Hobart Yacht Race.

Wharington plans to skipper his Volvo 70 in the first leg of the around-the-world race to Cape Town, then fly back to Australia to skipper *Skandia* in the Rolex Sydney Hobart Yacht Race. Immediately after finishing in Hobart, he will fly back to Cape Town to skipper his Volvo 70 in leg three from Cape Town to his home port of Melbourne. The future of last year's Line Honours winner, Ludde Ingvall's *Nicorette*, is uncertain with the canting keel 90-footer up for sale by Ludde Ingvall.

Apart from the new super maxis, new IRC race boats lining up for the Rolex Sydney Hobart Yacht Race will include Stephen Ainsworth's latest *Loki*, an 18.29m Reichel/Pugh design built by Gold Coast custom yacht builders Azzura Yachts. *Loki* is expected to make its racing debut at the International Hog's Breath Race Week followed by the Hahn Premium Race Week at Hamilton Island in late August.

Possibly three DK 46s, Philip Coombs' *Dekadence* and Robert Hanna's *Shogun* from Melbourne and Ray Roberts' *Hollywood Boulevard* from Sydney, are expected to race to Hobart this year, along with two similar sized boats, both Reichel/Pugh designs, Geoff Boettcher's 14.2m *Hardys Secret Mens Business* from Adelaide and Graeme Troon's 46-footer *XLR8* from Melbourne. Michael Hiatt's *Cookson 50*, *Living Doll*, also from Melbourne, is another new boat expected to compete in the fleet. ■

"We expect the new boat to be up to two knots faster upwind ... on a reach we could see speeds of 30 to 32 knots"

AMAZING CRAFT

If it makes the start, one new super maxi will stand out from the crowd in this year's Rolex Sydney Hobart Yacht Race. AAPT owner-skipper Sean Langman is planning to race to Hobart aboard an amazing craft unlike any previous ocean racing monohull.

Construction was due to start in July on the boat which will look more like a racing trimaran than a monohull. The boat's massive rig will be stayed to the end of long narrow beams creating a 40–50 foot wide platform. But whereas a trimaran would have outrigger floats, this boat will have nothing beneath the ends of the beams. Also the beams will slant up well clear of the water. Out at the end of each beam will be a small shelter pod from which the boat will be steered and sails trimmed. The wing mast will be stepped on a platform at the centre of the beams. Beneath this centre point will be a 98ft long 12ft maximum beam semi-submersible hull below which will be a very deep winged keel. The craft will be sailed with the rig kept as close as possible to vertical and the entire hull and keel canted as required beneath the rig platform.

This, at least, is the idea that Langman has described and shown as computer-generated images. The concept was developed by Langman and designer Andy Dovell of Murray Burns & Dovell. Langman said the craft was to be built to conform to the Rolex Sydney Hobart Yacht Race rules and building would go ahead as long as the design was completed in time for a December launch to be achieved. – Adrian Herbert

VICTORIA SETS SAIL

Victoria is sailing towards a huge local and international sailing season this summer, including hosting the around-the-world Volvo Ocean Race fleet for the first time.

Peter Campbell reports

Victoria, or more specifically Melbourne and its vast Port Phillip, is enjoying a boom in boating and this season promises to be one of the most significant summers of sail on the Bay. In January and February, clubs from all around the Bay will host national and international championships regattas and ocean races, including for the first time hosting a stopover for the Volvo Challenge around-the-world race.

The Volvo fleet of new, fast, 70-footers is expected to reach Melbourne on 19 January 2006 and remain in port at the vast Docklands Marina until heading off on 15 February on their third leg to Wellington, New Zealand, where the fleet is scheduled to make just a 'pit stop'. The arrival and stopover of the Volvo 70s, which is scheduled to include an in-port race on Port Phillip, will be the focal point of many sailing and community events along the foreshores of Melbourne.

Sail Melbourne next January will not only include racing for most of the Olympic classes, but will also include the J24 keelboat world championships at Sandringham Yacht Club and the Australian championship for the Etchells, Australia's most popular one-design keelboat class, at Royal Brighton Yacht Club. The Formula Windsurfer worlds will be sailed off the beach at Elwood in December.

Port Phillip is the largest enclosed stretch of water in Australia and for racing yachtsmen offers excellent, mostly deep-water sailing in clear winds, little tide and without the proximity to heavy commercial shipping experienced on Sydney Harbour. For years Port Phillip was under-utilised because of the lack of marina facilities but the foresight and initiative of the many clubs around the Bay is bearing fruit as racing fleets expand. New floating marinas at yacht clubs such as Sandringham and Royal Brighton on Melbourne's eastern suburbs shores, Royal Geelong in Corio Bay and Blairgowrie in the south have made access to yachts by owners, their crews and friends so much easier.

The pressure is now on the Victorian Government to support the building of more safe harbours around the



bay and for local councils to agree to commercial marina developments at areas such as Mornington and within Corio Bay. At Frankston the local council is behind a proposal for a world class facility that would involve the development of a 300-plus berth marina inside a new harbour wall.

While there have always been strong keelboat fleets – both cruiser/racers and one-design classes – racing on Port Phillip over the past few years, it has seen a significant influx of new boats such as the Sydney 38 one-designs and production yachts from Beneteau, Bavaria and Jeanneau. The uplift in the standard of the fleets is noticeable and, of course, the twilight racing phenomena continues to draw more and more people into the social side of sailing.

As they are port cities just like Sydney and Hobart, yacht racing dates back more than 160 years on Port Phillip at Melbourne and on Corio Bay at Geelong. From the late 1800s through to the mid-1900s inter-colonial competitions attracted strong public attention.

Since World War II, yacht racing in Victoria has received significant boosts beginning with the Melbourne Olympics of 1956 and the medal-winning successes of two Australian skippers, including one of Victoria's most famous sailing sons, the late 'Jock' Sturrock.



“Racing on Port Phillip over the past few years has seen a significant influx of new boats”

Start of this year's Williamstown to Geelong race PHOTO: Andrea Francolini

Sturrock went on to skipper the Sydney-based *Gretel*, Australia's first challenger for the America's Cup, in 1962. Following in his wake to even greater success was John Bertrand, a medal winner at the Montreal Olympics and skipper of *Australia II* when she won the America's Cup off Newport, Rhode Island, in 1983.

The yacht club of both Sturrock and Bertrand is Royal Brighton where Bertrand still races an Etchells in the strong one-design fleet. Royal Brighton will host the Australian Championship for the International Etchells in January 2006.

Champions

Victoria and, in particular, the sandy shores of Port Phillip, has produced many national and world champions in dinghy classes as well as many of Australia's Olympic representatives. In January 1999, the Bay and its many clubs hosted the inaugural World Sailing Championships under auspices of the International Yacht Racing Union (now ISAF, the International Sailing Federation).

Olympic and one-design dinghy and keelboat champions from around the world competed in this significant lead-up to the Sydney 2000 Olympics, with

dozens of clubs playing host to the fleets. Sail Melbourne continues to attract Olympic and International classes every summer. Sail Melbourne 2006 promises to be another great event next January.

Victoria also boasts one of the oldest keelboat regattas in Australia, Skandia Geelong Week, which over the Australia Day weekend this year attracted a massive entry of 488 boats. Skandia, an international investment advisor and sponsor of Cowes Week in Britain, recognised the potential for a link between onshore community activities community and sailing activities in Geelong as in Cowes and committed to substantial sponsorship funding, marketing and race management in a long-term investment.

The regatta, on Corio Bay, in the south-western corner of Port Phillip, dates back to 1844 as an on-water celebration of Australia Day. Today, the regatta brings together many of the best yachts and crews from Sydney, Hobart, Adelaide, Brisbane and from all clubs on the Bay, racing individually and in teams.

Among the competing skippers this year were 2003 Rolex Sydney Hobart Yacht Race Overall Winner Michael Spies and Australian IRC Champion Matt Allen, both from the Cruising Yacht Club of Australia.

One of the features of keelboat handicap racing on Port Phillip is the 'centre course' racing for the Range Series over several weekends using the international IRC and local concept, AMS, handicap systems. Individual clubs take turns to conduct these races.

The excellent co-operation between the race management teams dates back to the Petersville Regatta. Since the demise of the Petersville Regatta, there had, however, been no keelboat regatta held in the northern part of the Bay, until this year when Royal Brighton Yacht Club took the initiative by introducing the Top of the Bay Regatta. The success of the inaugural event in early March should lead the three-day regatta becoming a significant annual Labour Day long weekend event.

The difficulty of negotiating The Rip, the narrow entrance to Port Phillip, has always been a factor in running offshore races from Melbourne, but the Ocean Racing Club of Victoria has overcome this by starting fleets at slack tide, sometimes in the wee small hours of the morning. As a result of an increase in shipping passing through The Rip, the ORCV has established a protocol for delaying the start of its racing in co-operation with Marine Safety Victoria and the Port of Melbourne Corporation. It was used for the first time for the Queenscliff to Port Fairy Race on Boxing Day. The race start was delayed for six hours because a large

container ship was to leave Port Phillip around the start time and another was offshore, waiting to take a pilot aboard.

Despite this difficulty, ORCV long races across Bass Strait are attracting growing fleets and the club is hoping for a revival of interest this year in its Christmas races to Tasmania, across the Strait to Low Head at the mouth of the Tamar and around the West Coast to Hobart. Mariner Corporation Finance is again sponsoring the Melbourne (Portsea) to Launceston (Low Head) and negotiations are under way with a potential sponsor for the West Coaster.

The ORCV's most popular event is its Bavaria Yachts Winter Series, starting on the first Sunday in July and continuing every second Sunday and ending in early September with the 43 nautical mile race from Queenscliff in Port Phillip out into Bass Strait to the east, finishing at Hastings in Westernport Bay.

Celebrations

Victoria has, of course, produced some outstanding ocean racing yachtsmen, and is always strongly represented in the Rolex Sydney Hobart Race, with overall winners from that State being Lou Abrahams (1983 and 1989), Gino Gnezic (1988) and Georgio Gjergja (1996). Another Victorian, Grant Wharington, won Line Honours in 2003.

Now Wharington is to represent Australia in the 2005-2006 Volvo Ocean Race. His Premier Challenge team will be racing a locally designed and built boat that should significantly boost local interest in the event, especially during the Melbourne stopover. The boat was launched early July, with Wharington and his crew planning to immediately undertake sailing trials in the Southern Ocean before heading for Europe and the start of the event in Spain on 12 November.

The Premier Challenge team is expected to be one of eight Open 70s to contest the Volvo Challenge around-the-world race of which the 6,000 nautical mile Cape Town to Melbourne passage will be the second leg.

Scheduled in the lead up to Melbourne hosting the 2006 Commonwealth Games and the Formula One Grand Prix, the race stopover is being tipped to attract much more public interest than the previous Australian stopover in Sydney which was actually overshadowed by the Rolex Sydney Hobart Yacht Race.

The Volvo Ocean Race fleet is due to enter Port Phillip from 19 January, sailing through The Rip and then up the Bay to a finish off Station Pier. The fleet will be hosted by Waterfront City, Melbourne's new urban quarter in Docklands.

Many on-water activities are being planned, with Yachting Victoria organising many sailing events around the in-port race scheduled for Saturday, 4 February, and the re-start off Station Pier on Sunday, 12 February.

For Victoria, the 2005-2006 summer sailing season will surely be the most exciting since the Olympics of 1956 - a summer to remember. ■

PORT PHILLIP EVENTS

10 September: Bavaria Yachts Winter Series, Ocean Racing Club of Victoria, final race, Queenscliff to Hastings, Westernport. (Events every second Sunday from 4 July)

12-17 December: Formula Windsurfer World Championships, Elwood Sailing Club

26 December: Cock of the Bay Race, ORCV

27 December: Mariner Finance Melbourne to Launceston Race, ORCV, starts Portsea

27 December: Melbourne to Hobart West Coaster Race, ORCV, starts Portsea

January: International J24 Australian and World Championships, Sandringham Yacht Club

January: Sail Melbourne - Olympic, International and Youth one-design classes. Various clubs

January: International Etchells Victorian and Australian Championships, Royal Brighton Yacht Club

19 January (estimated): Volvo Ocean Race around-the-world 2005-2006 race, finish of Leg 2 from Cape Town to Melbourne. Fleet to berth at Dockland Marina, Melbourne

25-29 January: Skandia Geelong Week, Royal Geelong Yacht Club, passage race from Williamstown to Geelong followed by class racing on Corio Bay

2 February: In-port race for Volvo Ocean Race fleet, start off Station Pier, Melbourne, and other associated events

12 February: Start of Leg 3 of Volvo Ocean Race, from Melbourne to Wellington, New Zealand, off Station Pier, Melbourne

March: Top of the Bay Regatta, Royal Brighton Yacht Club.



Helen Halliday Exhibition

All At Sea 18 August–14 September, 2005

The exhibition *All at Sea* depicts artist Helen Halliday's first-hand knowledge of the sea and expansive oceans.

Helen Halliday was part of the first 'all girl' crew to sail the Sydney Hobart Yacht Race in 1975. She recalls the crew receiving the biggest reception ever given to a tailender at Constitution Dock. It is these memories – her experience as a sailor, knowledge of

the deep sea and love of the harbour that make up an entire exhibition. Atmosphere, light, smog, glimpses of sails and ocean sprays – in these paintings, Halliday celebrates abstraction, discarding the rules and techniques of literal representation. As the viewer first lets their eyes travel across the surface of the paintings, they reveal a richness which infuses the experience of life by or in the ocean.

CHARLES HEWITT

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 E. gallery@charleshewitt.com.au • Gallery hours Mon-Sat 10am-6pm
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EVOLUTION OF THE OILIE

David Salter follows his nose to take a nostalgic voyage following the evolution of the 'oilie' into PVC wet weather gear and now 'technical clothing'



HELLY JUELL HANSEN

By the time Norwegian sea captain Juell Helly Hansen was 35, he had been at sea for 20 years. If anyone knew how it felt to be cold and miserable at sea, he did.

So when he left the sea in 1887 he decided to do something to improve the comfort of seamen working in wet weather. Helly Hansen and his wife Maren Margrethe set about producing a line of improved water-resistant clothing.

They started by gathering a stock of coarse linen fabric and linseed oil. Then they began designing and sewing, jackets, pants and hats for ocean use. The garments were waterproofed by being soaked in linseed oil and then dried in front of an open fire.

Methods have improved a bit since then.

In the 1930s, Leiv Helly Hansen took control of the Helly Hansen company after the death of his father. He introduced a new lightweight fabric called Linox which helped the company move into leisure markets. Then in 1949, Helly Hansen started using inserts of thin layers of PVC in jackets and hoods. In the 1950s, Helly Hansen came up with the idea of Fibrepile vests worn as insulation under wet weather gear.

When Norwegian sea captain Helly Juell Hansen swallowed the anchor back in 1877, he turned his hand to making oiled canvas jackets for the thousands of square-rigger crewmembers who kept the wheels of world trade turning in those days. Helly Hansen's heavy, stiff 'oilies' were the first garments recognised as being designed specifically for use in wet weather at sea.

The name 'oilie' stuck. Before my first Sydney Hobart Yacht Race 40 years ago Dale Munro, a member of the gun crew on *Janzoon II*, sewed me a made-to-measure jacket and pants in his dusty upstairs workroom at Chippendale. That gear weighed a ton, but did me proud for the next ten years – until the metal press-studs and strap buckles all slowly rusted holes through the cloth.

Back then, the offshore community in Sydney was so small it could be serviced by one or two manufacturers. Today, thousands of sets are sold each year, and they're no longer called 'oilies', or even 'wet weather gear'. Welcome to the brave new world of 'technical clothing'.

Those of us with grey hair (if any at all) remember a simple old test to determine whether a boat was doing serious offshore work. You just opened any hatch and took a whiff. If you were greeted by that unmistakably pungent odour of stale sweat mixed with ripening mould then you could be sure the yacht had been ocean racing.

That test no longer works. Modern hi-tech gear doesn't retain perspiration or salt water and rarely gives off the distinctive pong of old-time bluewater sailing. But it's taken a generation of development in cloth and design to achieve this level of efficiency, and the progress has come at a price. What we outlay these days for a good-quality jacket, pants and thermals might



“As the temperature dropped when we went south the PVC cloth would stiffen. By around Tasman Island your Marlin trousers would just about stand up by themselves”



ABOVE & OPPOSITE PAGE: From the old to the new in synthetic fabric wet weather gear **PHOTOS:** David Salter

otherwise buy you a decent second-hand ute.

John Sturrock, who has probably supplied more clothing to the yachting community than anyone in Australia through his chandlery near the CYCA, helps explain the evolution of these essential components of any offshore sailor's equipment.

"Marlin released the first local line of 'off the rack' wet weather gear for serious offshore sailing back in the 1960s, followed soon after by Taft. The stuff from Taft tended to be a bit lighter in construction, mainly spray tops and the like.

"The early Marlin jackets were absolute sweat boxes. They kept the water off OK, but retained almost as much inside. As the temperature dropped when we went south, the PVC cloth would stiffen. By around Tasman Island your Marlin trousers would just about stand up by themselves."

For ocean-racing crew, perspiration is as much the enemy as wind, waves and rain. When a body is working hard it loses moisture at the rate of one litre per hour. The early generations of wet weather gear were made from PVC and were unlined. The fabric didn't 'breathe'. After 20 minutes of hard work on deck or packing a kite below it felt as if you'd been wrapped in a plastic bag. Skin often chafed raw around the most common pressure points at elbows and knees (let alone the dreaded 'gunn'l bum').

Chafe problem

Taft was to supply all the wet weather clothing for the *Gretel II* crew for the 1970 America's Cup challenge. To reduce the sweat-and-chafe problem, skipper Jim Hardy asked the company to make the jackets with ribbed cotton cuffs at the wrists and neck. He also decided the special KA3 jackets shouldn't have the traditional hood.

"Twelve metres are big boats", he explained. "It's a long way from the helming position to the bow man. Especially in bad weather, it can be hard to make yourself understood over that distance. Hoods cut down hearing dramatically, so we got rid of them. Everyone was supplied with an old-fashioned sou'wester. It worked a treat."

The first real breakthrough in off-the-rack gear came in the late 1970s when Line 7 (a New Zealand company) entered the market with what it described as 'high-performance offshore wear'. The cloth was bullet-proof, the jacket zipper truly heavy-duty, and there were robust Velcro closures at the ankles and wrists. You could have this snazzy new Line 7 gear in any colour you liked, as long as it was white.

The first range was unlined, but then the Kiwis blitzed their competition by adding a nylon/taffeta inner skin to the jackets and pants. The distinctive blue lining reduced the perspiration problem significantly. One small difficulty: the colour ran. The manufacturers and retailers had to cope with hundreds of yachties who'd had their best white T-shirts ruined by deep blue stains around the armpits. Line 7 advised everyone to just chuck their gear into the tide for a while, claiming the salt water would seal in the dye.

Another problem emerged after the New Zealand gear had been stored away in lockers during the off-season. The cloth was supposed to have been specially treated for anti-mould, but if you left your Line 7s anywhere near damp, the inside surface of the fabric would soon be covered in nasty black splotches.

It was the rise of professional trans-oceanic racing that then really supercharged the development of more robust and user-friendly clothing to match the athleticism of the crews and the terrible punishment their clothing took. UK manufacturer Henri Lloyd created special gear for the Whitbread Round-the-



World teams that featured a new system of coated nylon fabrics, with linings. These were much tougher and more flexible than standard wear, but very expensive.

During this period a loophole in importing regulations allowed foreign-made oilies to come into Australia as 'rainwear', a category that didn't attract sales tax. But the import duty was substantial. Any yachting enthusiast going overseas was sure to be asked to bring back a set of Henri Lloyd gear, duty free. The Australian firm, Burke, spotted a niche and soon established a strong foothold at the budget end of the market with locally-manufactured clothing. (Under managing director Martin Burke, the company continues to offer a range of affordable wet weather gear, mostly focusing on day sailing needs, but has also recently extended its range to serious offshore gear.)

And then along came Musto. In the mid-1980s Musto's signature red and white gear seemed to be on every boat. The Musto company is English, but the marketing skill and energy of Ian Treleaven in New Zealand propelled the brand to offshore sailing ubiquity in the Southern Hemisphere.

John Sturrock remembers the impact. "The gear was strongly built in coated nylon, with Cordura reinforcement in the seats and knees of the trousers. Musto gained a reputation for durability and was also quick to spot that 'offshore' and 'ocean' grades of the gear could sell side by side, aimed at different levels of use.

"Line 7 had difficulty moving with the times and was still manufacturing in PVC. The company also tended to sell its familiar old lines too cheaply in an attempt to compete with Musto. They eventually retreated from the wet weather market altogether."

New generation

By the time of the 50th Sydney Hobart Yacht Race in 1995, Musto had Henri Lloyd and Helly Hansen

snapping at their heels with their own new generation products. They knew that to maintain dominance they would need to deliver a reliable product that featured the latest breakthrough – breathable cloth.

A company in the UK that specialised in supplying material for outdoor apparel had devised Gore-Tex, and a whole new generation of yachting gear was born. The gold/yellow cloth that signalled the wonder fabric burst onto the scene like sunshine. If you didn't have that Gore-Tex logo on your oilies then you just weren't competitive.

At the same time, Helly Hansen was developing an alternative breathable fabric.

Early versions of breathable wet weather gear were, however, not without their problems. Salt dried onto the exterior surface of a jacket could clog up micropores and stop a jacket from breathing. And a heavy crew member sitting in a puddle of deck water could exert so much compression on the fabric that water would be forced back up through the micropores.

Before long Henri Lloyd joined this ferocious battle for the 'breathable' market. In Australia, competition between the brands was so fierce that local prices dipped below overseas levels. When some competitors in the second half of the 2000–2001 Volvo race switched to a new style of slightly lighter Gill clothing the battle for marketshare broadened even more.

The contemporary trend is for lighter, simpler, more flexible clothing. Separate linings are gone – that function is now built in as the inside layer of the cloth. Jackets are stripped down to what Gill director in Australia, Paul Schultz, describes as no more than a 'racing shell'. Slam clothing from Italy has made quick gains in the high-performance market and features waterproof zippers.

External pockets – not long ago the hallmark of quality gear – are now largely gone, replaced by sleek hand-warmers. Some manufacturers have released styles cut for the female figure and there's now a heightened awareness of specialised uses. The current Gill range is designed in four graduated modes of durability – inshore, coastal, offshore and ocean – and Schultz confirms that they are now "building to a price point".

In fact, while quality is never cheap, competition between brands means that the dollar price of top-end gear has remained virtually static for the past four years. (This has largely been achieved by manufacturing in China, where labour is cheap.)

Consumers are also now protected against exaggerated performance claims by an agreed set of standards. 'Water proofing' is accurately rated by resistance to millimeters of mercury pressure. 'Breathability' is tested in grammes of absorption per 24 hours. You can check this information on the swing tags attached to all new gear.

No wonder they call it 'technical clothing'. ■

FASTNET – THE GENESIS

The Rolex Sydney Hobart Yacht Race, the Bermuda and the Rolex Fastnet races are three classic ocean races in which every serious offshore racing sailor would like to compete. Before the start of this year's race, John Roberson delved into the history of England's great race, the Rolex Fastnet Race



Hurst Narrows with The Needles in the background. PHOTO: Rolex

The Rolex Fastnet Race is the major event on the UK offshore racing calendar today but it started very modestly in 1925. The race was the idea of a young Englishman, Weston Martyr, who had sailed in the previous year's Bermuda Race. He wrote to the English sailing magazine *Yachting Monthly* suggesting a British equivalent.

Describing offshore racing Martyr said: "It is without question the very finest sport a man can possibly engage in, for to play this game at all it is necessary to possess, in the very highest degree, those hallmarks of a true sportsman: skill, courage and endurance."

The magazine editor, Malden Heckstall-Smith, got together with Martyr, and prominent yachtsman Evelyn George Martin – the cruising editor of *Yachting World* – to discuss arranging an ocean race in British waters.

Martyr's correspondence to the magazine had started off a flurry of letters on the subject, and everyone had their own idea of what the course should be but, eventually, it was Martyr's suggestion of a race around the Fastnet Rock, off south-west Ireland, that was accepted.

Of course there were plenty of people who expressed opinions as to why the race should not take place. Committed cruising enthusiasts argued that it was extremely unseamanlike not to shorten sail at night, while one correspondent wrote: "I venture to express a doubt which arises in my mind – are our latitudes suitable for a public ocean race?"

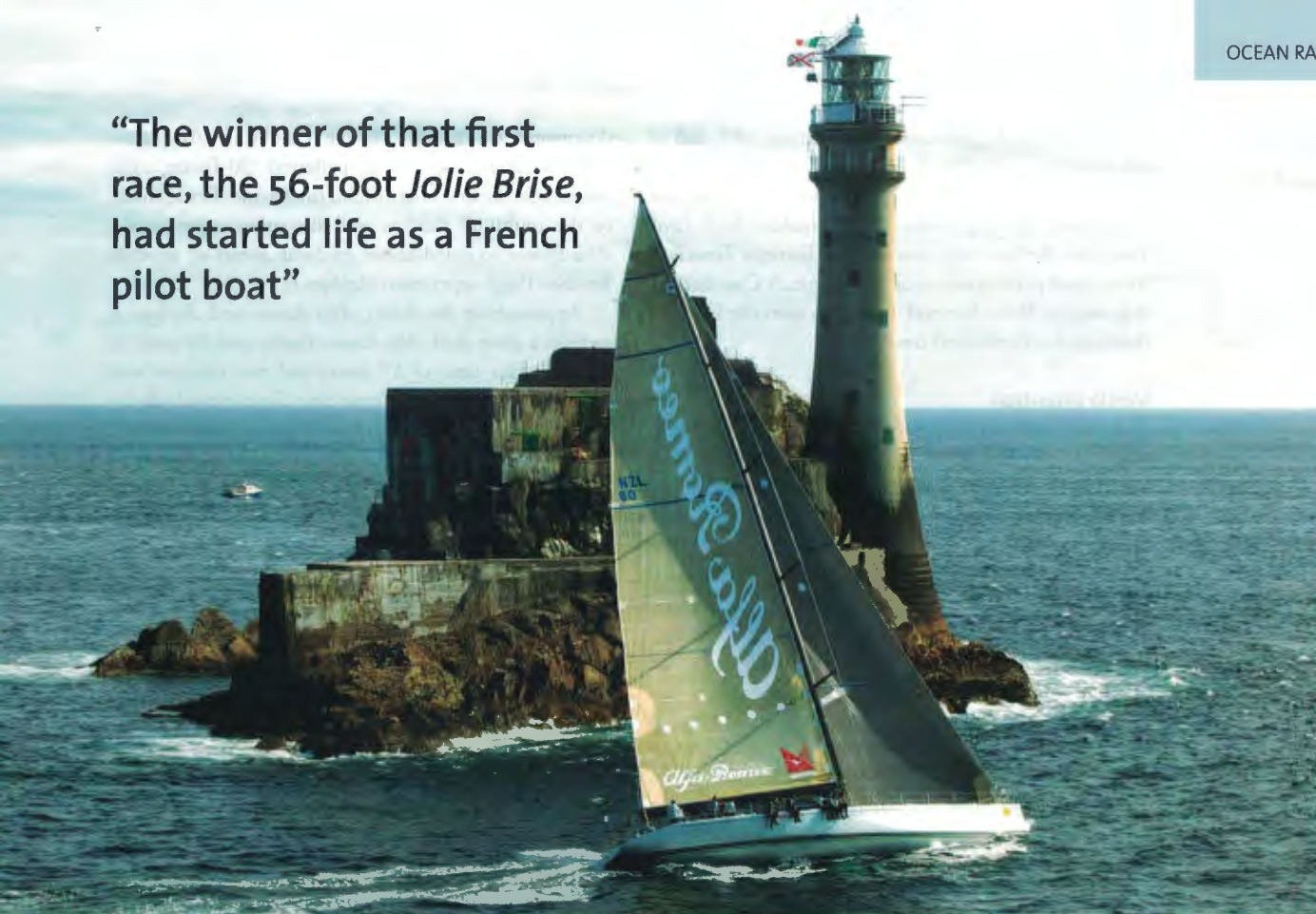
Although sixteen entries were received, only seven boats turned up for the start on 15 August 1925. The race was started off the Royal Victoria Yacht Club in Ryde, which is further east along the Solent shore of the Isle of Wight than Cowes where the races starts now.

The boats that set out on that inaugural race were a far cry from even the cruisiest of boats that were to start in this year's race on 7 August, all but one of them having been built as working craft. The winner of that first race, the 56-foot *Jolie Brise*, had started life as a French pilot boat and was by then owned by George Martin.

At race's end, at a dinner in Plymouth's Royal Western Yacht Club, the organisation now known as the Royal Ocean Racing Club was formed. Unfortunately the crewmembers of the last boat to finish, *Banba IV*, were unable to make the dinner; they were kedged just short of the finishing line, waiting for the tide to turn. Less than half a mile away, they could hear the cheers and celebrations going on in the clubhouse.

The course had taken the fleet around the eastern end of the Isle of Wight, instead of the now standard exit from the Solent at the western end through the Hurst Narrows, and past the Needles. The fleet then rounded the Fastnet Rock to starboard. The Rock is now rounded to port, as is the Bishop Rock off the Scilly Isles. George Martin became the first commodore of the Ocean Racing Club which gained royal patronage in 1931.

“The winner of that first race, the 56-foot *Jolie Brise*, had started life as a French pilot boat”



Alfa Romeo rounding the Fastnet Rock.

PHOTO: Daniel Forster/Rolex

Overseas competition

Martin and *Jolie Brise* went on to win the race twice more, in 1929 and 1930. The race became a biennial event after 1931. Now fully restored, *Jolie Brise* is still sailing on the Solent and won the Tall Ships Race in 2000.

Completing the Fastnet race was for many years the only way of qualifying for membership of the RORC. Although the number of entries in the race did not expand dramatically until the mid 1930s, its status was soon on a par with the Bermuda Race, and it started attracting interest from across the Atlantic.

Overseas competition started early in the history of the Fastnet race. The first US winner was *Nina*, in 1928, and her victory caused almost as much of a controversy as that of the schooner *America* in the Hundred Guineas Cup back in 1851.

Further American success followed in 1931, when Olin Stephens steered *Dorada* to victory in the first of three consecutive wins for him as a skipper, taking the race again with *Dorada* in 1933, and then with *Stormy Weather* in 1935.

In 1947, two years after winning the inaugural Sydney Hobart Yacht Race, Captain John Illingworth became the first skipper to win both races, when he scored the first of two consecutive victories with *Myth of Malham*. In 1957, the Royal Ocean Racing Club held the first

Admiral's Cup, with the Fastnet race to be included as its final event. From then until 1997 the outcome always hung on the result triple points awarded to Admiral's Cup boats competing in this race.

A good team performance in the 605 nautical mile Fastnet race was essential to win the Admiral's Cup, and many a national team carried a respectable points advantage into the Fastnet, only to see the Cup slip from their grasp as the rigors of this classic took their toll. But like the Rolex Sydney Hobart Yacht Race, weekend warriors have always made up the bulk of the Rolex Fastnet fleet.

In 1971 Syd Fischer's first *Ragamuffin* became the first Australian winner of the Fastnet, but sadly this performance could not lift the team above third place in the Admiral's Cup. The next Australian boat to win was John Calvert Jones' *Great News* in 1989. This was, however, not great news for Australian yachting as *Great News* was sailing for the US team and was skippered by the American Tom Blackaller.

The original Deed of Gift of the Admiral's Cup includes the clause, "the Fastnet race shall always be part of the Admiral's Cup series", and it is the only race specified by name. Despite this, the RORC decided to drop the Fastnet from the Admiral's Cup, after interest in the Cup waned.

Since then, however, the mainstream media have had reduced interest in reporting on the race. The situation was, of course, very different in 1979,

the year of the biggest number of entries, 303, and of the worst storm to hit the race. Only 85 of the boats which started made their way around the complete course, and 15 competitors failed to make it back alive. That year the race was won by Ted Turner's *Tenacious*, while good performances in the Admiral's Cup fleet by *Ragamuffin*, *Police Car* and *Impetuous* won the Cup for Australia for the second time.

Media attention

The 1985 Fastnet race attracted special media attention when pop star Simon Le Bon of Duran Duran entered his Whitbread Race maxi *Drum*, skippered by sailing legend Skip Novak. A drama was to unfold when *Drum's* keel fell off on the second day of the race. The boat rolled upside-down, but fortunately all the crew members were rescued.

In 2001, a fleet of 229 yachts started in strong headwinds that soon split the fleet with the leaders, mid fleet and back markers eventually completing the course sailing through very different conditions. Piet Vroon of Holland was the overall winner of that race with the *Lutra 52 Tonnerre de Breskens*. In 2003 a fleet of 245 starters set spinnakers to clear the Solent in moderate

downwind conditions. Neville Crichton's Australian built Reichel-Pugh water-ballasted 90-footer *Alfa Romeo* was the first boat around the Fastnet Rock, ahead of the multihull fleet as well the other super maxis. *Alfa Romeo* rounded about an hour ahead of another Reichel-Pugh super maxi *Zephyrs V*.

Approaching the finish, *Alfa Romeo* and *Zephyrs V* were in a close duel. *Alfa Romeo* finally won by only 10 minutes. Her time of 57 hours and two minutes was four hours outside the fastest time for a monohull, set by *RF Yachting* in 1999.

Go at it again

In a new twist on the pop music's endless appetite for revival, this year Simon Le Bon was planning a reprise of his 1985 flop.

Le Bon had borrowed *Drum* from its current Scottish owner and, with the original crew, planned to sail the race again to celebrate the 20th anniversary of their unfinished race and to raise funds for Britain's Royal National Lifeboat Institution, the charity that operates all the lifeboats around Britain's coast.

Also among the 250 expected entries in this year's race was to be an Australian boat for which this would be the halfway point of an around-the-world epic.

After Alex Whitworth sailed the 2004 Rolex Sydney Hobart Yacht Race in his *Brolga 33 Berrimilla*, he off-loaded all his crew except Peter Crozier, then sailed out of the Derwent, and headed east, rounded the Horn and arrived in England in early June. His plan was to do the Rolex Fastnet, then set off to sail back to Sydney in time for this year's Rolex Sydney Hobart Yacht Race.

The Royal Ocean Racing Club has a quirky attitude to race records. When I asked the racing secretary what the fastest time for the Rolex Fastnet Race was, back came the question: "What category?"

"Well, which boat has sailed the course fastest?"

Again the answer was a question: "Monohull without water ballast, monohull with water ballast, 60ft multihull, Open 60 or Volvo 60?"

"Well, was the 60ft multihull the fastest?" This time the answer was in the affirmative, so we were making progress! "So which boat was that, and what was its time for the course?"

"That was *Fujicolor*, and it averaged 15.08 knots."

"Thank you for that, so how long did it actually take to do the course?"

"Could you email me that question, and I'll get a junior to check the results, but it'll take a lot of research, and we're very busy at the moment."

Well, the calculator on my mobile phone told me that, at an average of 15.08 knots, it must have taken *Fujicolor* just over 40 hours to complete the 605 nautical mile course and, at a average speed of 11.48, the water-ballasted monohull speed record holder *RF Yachting* must have taken a bit under 53 hours. Both records were set in 1999. ■

Berrimilla



UNFINISHED BUSINESS

Why did Alex Whitworth sail halfway around the world to compete in the Rolex Fastnet Race? Before the race, the owner of the *Brolga 33 Berrimilla* said: "It's something that grew. I set out to do the Sydney to Rio race in 1981, and we had to come back because we broke something, so there was unfinished business at Cape Horn, and I did the 1961 Fastnet, which we didn't finish either, so there was unfinished business there, so I suppose I've been thinking about this since 1961."

Arriving in Falmouth in south-west England at the beginning of June, Whitworth and his crew, Peter Crozier, set about tidying up *Berrimilla* and sorting out the surprisingly few breakages that occurred.

"It was an interesting but busy trip," he said. "The HF radio died on us about a month ago; we did a lower shroud, so we had that all braced up. We may need to drop the rudder out and do the bearings, but other than that, basically no damage. It got banged against the wharf rather nastily down in the Falklands."

Recounting their worst experiences of the trip he said with remarkable calm: "We had a roll over – it wasn't quite a complete inversion, just south of New Zealand about 19 January. That was a freak wave; then we had a couple of 80 knot storms just west of Cape Horn, then we went around the Horn in a huge swell and about 30 knots. There were another couple of big storms just north of Montevideo. We got sandwiched between a high pressure system off the coast, and low pressure out at sea and we copped some more 80 knots, and we lost the liferaft."

As soon as they complete the Fastnet Race, Whitworth and Crozier will return to Falmouth where they'll provision the boat ready for the completion of the circumnavigation. Time will be tight to get back for this year's Rolex Sydney Hobart Yacht Race, but if they have time, Whitworth wants to sail around the bottom of Tasmania, so that they will have passed all the great capes of the Southern Ocean, and they will complete their circumnavigation at the Iron Pot.

YA STABILITY RULES



Yachting Australia has introduced rules amendments relating to the stability of yachts and moveable and variable ballast. The new rules came into force on 1 July.

The YA amendments were scheduled to be put forward to the ISAF as the proposed international standards.

The changes in Appendix D relate to stability of yachts and the amended Special Regulations relate to moveable and variable ballast. The new Special Regulations are based on rules set by ISAF.

In light of new developments in yacht design and construction, the Yachting Australia Safety Committee, under the chairmanship of Tony Mooney, incorporated some variations to the ISAF rules.

This followed a lengthy consultation process which included much research and advice from experts: Greg Waters (involved with hydraulics and engineering of canting keels on *Wild Oats*, *Pyewacket* and *Movistar*), Jim Schmicker (Chief Naval Architect Farr Yacht Designs), Don Jones (designer of *Skandia Wild Thing*), Colin Spence (naval architect, now working with Ken

McAlpine in Western Australia, who is involved with America's Cup and Volvo 70 yachts).

Sailors and owners were also consulted, with draft documents and feedback mechanisms made available through the YA website.

The YA noted: "Much of the content is similar to that which applied from 2001–2005, with changes designed to increase the seaworthiness of yachts and the ultimate safety of sailors. The new YA rules contain such depth and sophistication of research that they will be submitted to ISAF as the proposed international standards."

Appendix D and the associated amendments to the Special Regulations can be downloaded from the YA website.

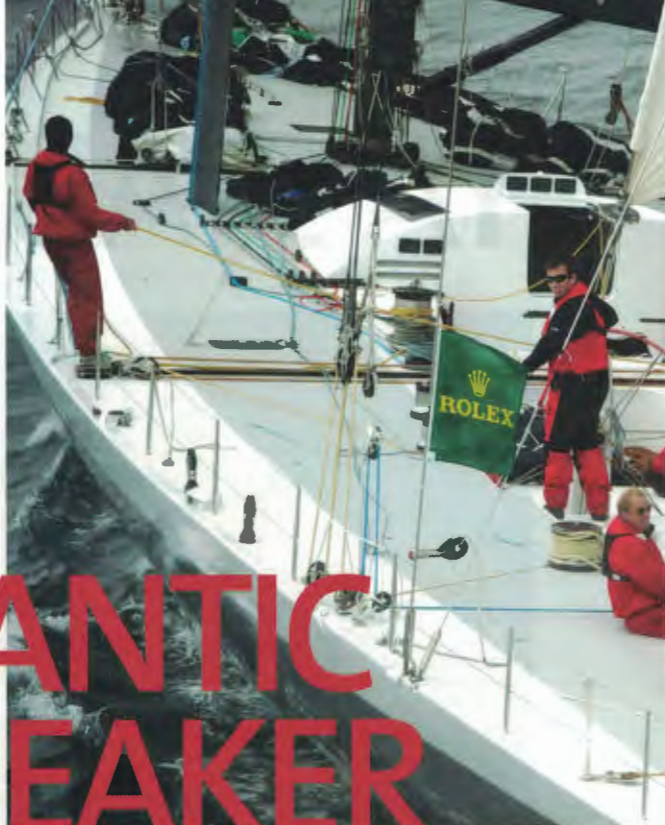
The original Yachting Australia Special Regulations are printed in the Racing Rules of Sailing 2005–2008, available from Boat Books Australia.

The YA drew yacht owners' attention to YA Special Regulation Part 1, 4.10.3 which requires yachts racing in categories 1–7 to carry the current "YA Racing Rules of Sailing". ■

The second canting keel *Wild Oats* sailing in the 2004 Rolex Challenge
PHOTO:
Daniel Forster/Rolex

John Roberson explains why the battle for Line Honours and a new record in the Rolex Trans-Atlantic Challenge race was more equal than it seemed and Barbie McGowan outlines the progress of a very tough race

TRANS-ATLANTIC RECORD BREAKER



As skipper of *Mari-Cha IV* in winning the 2005 Rolex Trans-Atlantic Challenge, Mike 'Moose' Sanderson claimed a place in yachting history. He broke the record of Charlie Barr and the schooner *Atlantic*, a record that had stood for just months short of 100 years.

The ghost of the old Scots skipper must think the Kiwis have got it in for him, with Russell Coutts first taking his record for the number of America's Cup races won and then Sanderson taking his Atlantic race record.

Just as Sanderson knew when and how to push *Mari-Cha IV* in this year's hard race, so Barr chose his time to push the 185ft three-masted schooner *Atlantic* to win the 1905 race. (*Offshore Yachting* April/May 2005.)

Sanderson skippered *Mari-Cha III* for owner Robert Miller and has been involved with the current boat from its concept as well as skippering it in all its major events. Not only is he good at managing and sailing boats, Sanderson knows how to gain and maintain an owner's interest.

He tells the story of how the sleek 140ft craft came about. "Jeff d'Etiveaud and I used to talk about what *Mari-Cha IV* could be. I'd raced around the North Island on a Greg Elliot schooner, a 50-footer called *Primo*, and about two days before I was due to fly out for the 1999 Hobart on *Mari-Cha III* (which sailed as a 'demonstration class'), I went into Greg's office and said: "Thirty-five metres long, wing masts, two metre bow sprit," and we came up with something that looks a lot like this. We just left it lying around in the nav station for the Sydney Hobart Yacht Race.

The design team and the boat they created are as impressive as each other, a combination of innovation, experience, science and practicality.

Sanderson explains: "It all worked really well in fact, the three naval architects being Greg Elliot, who was known for fast small boats to 50ft – Greg's done hundreds of boats from 40 to 55, but they were always known for being slightly radical and very quick, so he brought that. Philippe Briand has a wealth of experience with creating a boat, and then Clay Oliver was the scientist who played a major part. Then Jeff and I brought the sailing aspect to it."

While Jeff d'Etiveaud works full time on the boat, Mike is currently also the skipper of one of ABN Amro's Volvo Ocean Race entries, so skippering *Mari-Cha IV* for the Rolex Trans-Atlantic Challenge was a 'holiday'. He had no problem getting a line-up of the world's most experienced sailors to take their 'holidays' with him. Crewmembers came from the Oracle and Team New Zealand America's Cup teams and from the ABN Amro, *The Pirates of the Caribbean* and *Telefonica* Volvo Ocean race teams.

Although holding the trans-Atlantic passage record for monohulls is still his biggest thrill, breaking this historic race record had special meaning for Sanderson and the whole crew, and the fact that they had a good race against *Maximus* made it better.

"Awesome race," he said with a grin from ear to ear, "obviously a race with so much history; it's not every day you get to break a hundred-year-old record.

"It was much more interesting from the outside than it was from the inside, because *Maximus*, in our opinion, is another solution to the same problem," he said. "Our study in 2002 was a 100ft sloop, 120ft ketch, and 140ft schooner. That's what we see as the upper limit in race boats, so 100ft sloop and 140ft schooner is not like racing a 50-footer against an 80-footer.



Mari-Cha PHOTO: Rolex

“For two totally different things, there’s not that much in it. Of course, when we have our day in the sun, we can put miles on them pretty quickly. “From Land’s End, VMG running, 15 knots, off she goes, in moderate air reaching.

“To race across the Atlantic, we’re still happy that we built the right boat, because otherwise we would have had a two-year-old 100ft sloop, and then *Maximus* would have beaten us, probably. It was great to have them there, it was a great race but, no, we weren’t particularly surprised at how fast *Maximus* was.”

The race had started in light airs, with a windward course, conditions that were much more suitable to a sloop than a schooner, so *Mari-Cha IV* was unable to take full advantage of her armoury of weapons like the canting keel, the water ballast and the new asymmetric daggerboards. Then came the big winds, but still on the nose, so the water ballast got a work-out, but not the daggerboards as using daggerboards when a yacht is dropping off waves is likely to break them.

A broken headboard on the mainsail, and the sail tracks on the main mast, slowed *Mari-Cha IV* for more than a day. It was only in the last couple of days of the crossing that they really got the reaching conditions for which the boat was designed. Once into this mode, they quickly reeled in *Maximus* and overtook her, to cross the first finishing line off the Lizard three-and-a-quarter hours ahead (*Mari-Cha IV*’s time of 9 days 15 hours 55 minutes and 23 seconds compared with *Atlantic*’s time of 12 days 4 hours 1 minute 19 seconds.)

By the time they reached the second finishing line off the Needles, the margin over *Maximus* had opened up to four-and-three-quarter hours.

“It was a great race but, no, we weren’t particularly surprised at how fast *Maximus* was”

The advantage of the two-masted rigs, whether they are ketches or schooners, is in the versatility and variety of sail combinations available as soon as you crack sheets. As Sanderson points out, much of the knowledge about the use of these rigs was gained in the Whitbread Race, when Peter Blake and Grant Dalton re-introduced ketches to the modern era of offshore racing.

“I and two watch captains were on *New Zealand Endeavour*, and then the watch captain off *ABN Amro* was on *La Poste*, so we learned a lot in the maxi ketch days, and lots of the concepts are very similar. The whole five-sail reaching technique got passed down from what they learned in *Steinlager* and *Fisher & Paykel* days. Lots of our staysails are based on stuff that was learned then.”

After the start had been delayed by a day, due to an extremely bad weather forecast for the start area, the Rolex Trans-Atlantic Challenge started on 22 May in very light conditions.

As the boats headed up the eastern seaboard of the US, the feature of the first week was the weather – either too much or too little of it. After the light conditions, a depression moved across the fleet, and two days into the race, stopped off the Nova Scotian coast with forecasts of 30–50 knots north of the storm centre and strong conditions anywhere north of 40 degrees north. Grand Prix Division, leaders *Maximus* and *Mari-Cha IV* were lucky – they headed southeast across the front of the depression into strong south-westerly winds on its eastern side.

Two days into the race, Jef d’Eteveaud, navigating *Mari-Cha IV* reported 40-knot winds and average boatspeed of 24 knots. Meanwhile, Joe Dockery’s 81-foot (24.7m) Grand Prix Division yacht *Carrera* sticking to a more northerly great circle route, was sailing into stiff headwinds. On day four, skipper Simon Davidson reported their retirement due to “catastrophic mainsail failure while beating upwind in 40 knots and very large seas in the Gulf Stream”.

Ironically, on the same day, Captain Pieter Brantjes of the square rigged ship *Stad Amsterdam*, under charter to the Storm Trysail Club, reported their retirement as predominantly calm conditions on their course meant they were running out of time to complete the passage under sail within their charter period.

Conditions took their toll on the leaders, too. On 26 May, the headboard on *Mari-Cha IV*’s mainsail broke along with some of the cars used to attach both the mainsail and similarly sized mizzen sail to the mast. One option was to retire, but instead they turned downwind for 12 hours and sent four crewmen up the



Start of the Rolex Trans-Atlantic Challenge
PHOTO: Carlo Borlenghi/Rollex

masts to fix the problems. They were successful in their repairs, but not before *Maximus* took over the lead. On Peter Harrison's 115-foot ketch *Sojana*, problems took on a more serious nature the following day, when a Tasmanian crewman had his arm pulled into a winch, breaking it in two places. With the crewman requiring immediate surgery, *Sojana* was forced to divert to the nearest port with a landing strip, the French island of Saint-Pierre south of Newfoundland. Twenty-four hours later, *Sojana* rejoined the race but was unable to regain her place at the head of Performance Cruising 1 Division.

Passing Newfoundland represented one of the most hazardous parts of the course. Boats such as *Sojana* and Mike Slade's *Leopard*, which ventured north into the Labrador current, bending clockwise around west and south Newfoundland, found themselves in freezing conditions. Meanwhile others farther to the south had to

deal with the Grand Banks and the unusual conditions of thick fog and strong winds as well as numerous fishing boats. Fortunately there were no incidents and, unlike the 1905 race, no icebergs were spotted.

Out in the open Atlantic, *Mari-Cha IV* regained the lead on 29 May as the crew on *Maximus* dealt with their share of gear problems. After this, however, conditions became more stable and once *Maximus*' problems were sorted out, the two yachts match-raced at high speed towards the English Channel in 25-knot south-westerlies.

Mari-Cha IV crossed the line due south of the Lizard at 10:05:23 on 1 June, making her time for the 2,925-nautical mile course from Ambrose Light 9 days, 15 hours, 55 minutes, and 23 seconds – 2 days, 12 hours, 5 minutes, 56 seconds faster than Atlantic's time in 1905. Finding fair conditions in the English Channel, *Mari-Cha IV* went on to cross the finish line of the Rolex Trans-Atlantic Challenge off the Needles Fairway buoy at the western end of the Isle of Wight at 19:18:37 that evening, setting a new race record time of 10 days 1 hour 8 minutes and 37 seconds. *Maximus* passed the Lizard 3 hours, 13 minutes and 32 seconds after her bigger rival and was 5 hours, 16 minutes and 31 seconds behind at the Needles finish line. However, her consolation prize was a Grand Prix Division win on corrected time under IRC handicap.

Astern, Chris Gongriep's 140-foot (46.3m) *Windrose of Amsterdam*, the yacht in the race most similar to the 1905 *Atlantic*, had taken over the on-the-water lead in the Performance Cruising Division. On 29 May, she recorded her highest-ever day's run of 346 miles, under full sail and code zero foresail. *Windrose* finished at 08:24:12 on 3 June. One of the closest competitions was between *Tiara* and *Drumbeat*. Following *Stad Amsterdam*'s retirement, these two giant yachts became the largest boats left racing.

The fast luxury cruising vessels took different courses across the Atlantic, but ended up match racing up the Channel, to be neck-and-neck approaching the Lizard. In the end, Mark Lloyd's *Drumbeat* won, also taking handicap honours in the Performance Cruising Division, with the best handicap performance in the entire fleet.

The hardest race was for the three Classic Division yachts *Sumurun*, *Nordwind* and *Mariella*. Their race was lengthened considerably as they encountered headwinds in the Atlantic followed by the frustrating calms in the English Channel. Eventually, after 22 days, 3 hours, and 58 minutes at sea, A. Robert Towbin's *Sumurun* took Line Honours in the class and also won on corrected time by just 2 hours, 18 minutes over Hans Albrecht's *Nordwind*.

Despite the length of the race and the arduous conditions, the Rolex Trans-Atlantic Challenge was considered a great success by competitors, and the New York Yacht Club and the Royal Yacht Squadron plan another race within five years. ■

Navigator's story

Australian navigator and well-known sailing speed freak Adrienne Cahalan found herself in unfamiliar luxury competing in the Rolex Trans-Atlantic Challenge.

Cahalan took a break from Volvo Ocean Race preparations with *Brazil 1* to guide the 173-foot *Drumbeat* across the North Atlantic, a stretch of water she knows well.

The boat is a ketch rigged Ed Dubois designed superyacht, built by Alloy Yachts in Auckland and launched in 2002. It was very different from anything Adrienne had crossed the Atlantic in before.

Knowing how nasty the North Atlantic can be, she said of her craft for this trip: "It certainly took the edge off it because it was a pretty tough race. We were hit by rough conditions, particularly in the first week, and then after that, even for the best part of the second week, we had 20 to 30 knots reaching. So, on any kind of performance type boat reaching at 110 degrees true wind angle is pretty unpleasant as well, but in that boat, 360 tonnes, it had a very nice motion."

Luxurious surroundings, including a proper berth rather than a pipecot didn't affect her competitive spirit, though. "Yes, it certainly makes for clearer decisions that's for sure. But it's interesting, because it's no less competitive. The problem with navigating is that you never truly sleep, because you've always got something in the back or your mind about what's changing, and what's happening."

"In fact one of the hardest things, I thought, about navigating on that type of boat, was that you weren't in touch with the deck, because you were sleeping quite a long way down below, in cabins, all that interaction with the deck is, in fact, shut out and I found that quite hard.

"I'm so used to feeling what the boat's doing, and in some respects you sleep better because you have more comfort in the fact that you know what's happening, whereas down there it's a little isolated."

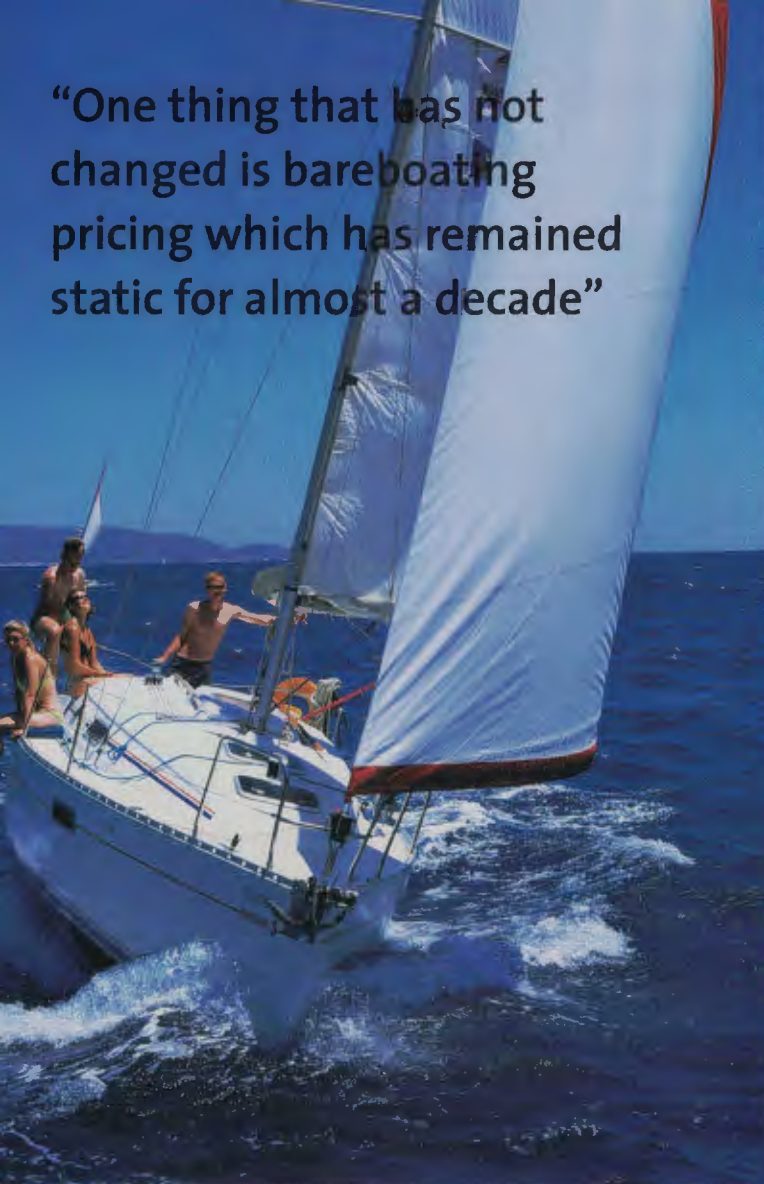
But Cahalan did not miss freeze-dried food that tastes like cardboard. "The catering was fantastic – think it's probably the only race I've put on weight," she said. – John Roberson

With the Mediterranean offering a variety of relatively new charter destinations, it is easy to forget that Greece remains the centre of charter cruising. Brook Felsenthal of Charter World reports



GREECE'S FABLED ISLES

“One thing that has not changed is bareboating pricing which has remained static for almost a decade”



Nowhere in the world is there a charter area as rich in historical and cultural significance as Greece. This applies to boats, navigation and the ways of the sea in history and legend. Indeed, Athens is recognised as the birthplace of democracy.

The magical isles of Greece are at the centre of this archaeological wonderland. Visitors to Greece agree the country's fabled isles are the heart and soul of the Greek experience. And the best way to see these islands with their wide variety of topography and historical significance is from a charter yacht.

There are a number of choices to be made when planning a charter in Greece. From Athens you can access the Saronic Gulf which includes the picturesque islands of Hydra and Spetses (Hydra is sometimes called 'Little England' for its 19th century mansions overlooking the harbour with its battery of naval guns). However, it is usually busy in the season so as a rule the further you get from Athens the better!

The Sporades are north of Athens and known as the Green Islands due to the relatively higher rainfall. The heavily indented coasts of Skiathos and Skopelos offer idyllic sheltered anchorages.

A one-way trip from Athens to Rhodes (around 160 miles downwind) is an excellent itinerary for those who like to sail. You can curve a route through the Cyclades including the renowned party island of Mykonos and stunning Santorini before entering the Dodecanese. Kos is the birthplace of Hippocrates and modern medicine. Besides the statue of Hippocrates, said to date back to the 4th century BC, the temple of Aphrodite and Roman Odeum are extremely interesting attractions.

My favourite area remains the Ionian. Situated on the west coast, some 50 miles below Corfu, the islands of Levkas, Ithaca and Cephalonia offer stunning scenery (*Captain Corelli's Mandolin* was shot here). The Greeks here are warm people who convey a spirit of hospitality and cheer, and definitely know how to have a good time.

Exceptional value

The islands of the Ionian Sea have at various times been occupied by the Romans, Crusaders, Venetians, French and British. Thus they tend to be more culturally diverse and distinctive from one another than Greece's other



island groups. A great harbourside town is never more than a good hour sail away.

For charterers the choice keeps getting larger. Bareboats now extend to the new Jeanneau Sun Odyssey 54 Deck Saloon complete with air conditioning and 220-volt power. Also relatively new to Greece are a range of fast planning motor cruisers. Carver 35s and Bavaria 37s are capable of 20 knots and offer an alternative to sailing.

The crewed charter industry has traditionally been a closed shop with Greek ownership of vessels restricting the range. This year, as part of EU concessions, the Mediterranean's finest crewed charter vessels are converging on Greece. Crewed charter vessels have grown in size and quality in recent years. The largest charter yacht in Greece is the three-masted 175ft *Pan Orama* complete with a grand piano in the main saloon.

More realistic is the CNB built *Marina II*, a 64ft sloop which blends the talents of naval architect Bruce Farr and design studio Pininfarina at just \$400 per person per day, based on eight sharing with three crew. Vessels such as this offer exceptional value and represent one of the fastest growing sectors of the charter industry.

Opening page, left and above: Good sailing and wonderful destinations make the various Greek islands groups ideal cruising waters PHOTOS: Brook Felsenthal

For the racing enthusiast, a number of regattas are now available. The Cyclades Cup is held in early May with passage racing from Lavrion to Kea, Kithnos, Serifos, Syros and Paros. The Blue Cup held in the Saronic Gulf early November has its 25th anniversary this year with average participation of 300 sailors per year. Even the weather has seemed to change in recent seasons with autumn months of October and November producing pleasant cruising conditions although southern Greece is best for this period.

One thing that has not changed for almost a decade is bareboating pricing. It is still possible to charter a 40ft (2004 model) European yacht for \$100 per day, so only \$100 per person, based on six sharing.

Charter World offers a variety of packages from \$3,490 per person including return air travel with Singapore Airlines and 14 nights aboard a vessel. For further details on the wide range of charter options, call Charter World 1800 335039 or email charter@charterworld.com.au. ■

COMMON SENSE CRUISER

The Halberg-Rassy 43 combines the best of traditional and modern ideas to create a practical and comfortable craft that seems to strain at the mooring for some real cruising, writes Barry Tranter

Scandinavians tend to have a lot of commonsense. I don't know why this is so, but they go about life in a practical way. Many years ago, the then-boss of Volvo Penta explained to me that the Volvo group's R&D budget was roughly equal to that of the entire country of Australia. Then he realised that what he had said could be taken to be condescending, unfitting for a visitor, and he looked uncomfortable. Scandinavians tend to be both clever and self-effacing.

As is the Scandinavian way, Swedish yacht builders Halberg-Rassy do not follow fashion unless it is worth following. German Frers is their house designer and Frers and HR walk a fine line between the modern and the traditional. For example, the hull of the HR 43 features a rudder hung on a partial skeg, connected to a rudder post of stainless steel bar (instead of the usual tube). The prop shaft runs through a full-length skeg for support and for prop protection.

The hull moulding includes a raised gunwale for foot support and general safety, running the full-length of the deck and across the stern. There is a brass-capped rubbing strake down each side of the topsides and – my favourite detail – copper-lined drains to conduct water from the deck down to the waterline where it runs into the sea. This avoids those horrible vertical stains that etch into the topsides every time it rains, or even if there is a heavy dew, and which have to be polished out, usually by lying on the deck and hanging upside-down.

All this sound and very nautical engineering is wrapped in a modern/traditional hull with lovely lines, testimony to the fact that German Frers can certainly draw a nice profile. Yachting history will surely recognise Frers as one of the all-time great artists of yacht design.



The layout of the 43 places the owner's cabin aft with an ensuite bathroom. The secondary cabin is in the bow, a long space with a big bathroom the size of which is presumably to cater for the crew.

If you are to have a cabin in the stern with reasonable headroom, you must have a centre cockpit. On the 43 the centre cockpit is not really in the centre; it is well aft and sits low in the boat and feels like an aft cockpit. This arrangement demands a walkway (a stoopway if you're pushing 6ft in height) between the aft cabin and the saloon. This passage houses the nav station, the freezer and storage areas. The engine is mounted under the cockpit, accessible through a door in the walkway.

You can judge a cruising boat by its galley. The HR43's galley is close to perfect; it is adjacent to the companionway (fresh air for the cook); it is arranged in a tight U-shape (support for the cook), and there is a stainless steel grabrail in front of the stove (even more support for the cook).

The 43's interior layout comes in a couple of options. In the stern cabin the queen-sized double bed is offset to starboard and you can choose to have a single berth to port, presumably as a sea berth. In the saloon you can have two lounge chairs on the starboard side, opposite the dinette, or you can have a single berth

“Sound – and very nautical – engineering is wrapped in a modern/traditional hull with lovely lines”



with a leecloth. You can also specify a less-curvaceous dinette seat to provide another single berth, with a leecloth, of course.

Craftmanship

Down below aboard the HR 43 is a nice place to be – wood-trimmed interiors are comforting, cossetting, and the interior of this boat is more ‘gentleman’s club’ than ‘modern apartment’. The trim is in mahogany, stained lighter than usual, and the detailing shows superb craftsmanship.

The cockpit on the HR 43 is also a pleasant place to be. The wheel is to the aft of the cockpit area and the occupants of the cockpit are protected by a windscreen with a centre panel that can be opened if you need breeze. A folding bimini keeps off the sun and rain; the company is now adopting solid tops as they reckon owners never fold away the soft bimini, so it may as well be rigid.

Our test boat had the optional in-mast furling system, electrically-operated in this case but the spec sheet shows that a manual system is also available. You can also have a conventional setup where the main stows on the boom.

At the start of our test, Windcraft’s Peter Hrones took the 43 off the dock with judicious use of the

bow thruster and the 55hp Volvo Penta (later models have a 75hp as standard). He pressed the appropriate button on the console and the main drew itself out of the mast and along the boom. He unfurled the headsail manually but later rolled it away using the single electric winch on the cockpit coaming. You can specify two or even three electric winches if you want to handle both headsail and main furling.

We had a good breeze for our sail, 15–18 knots we reckoned, maybe a bit more in the gusts. Upwind, as the gusts started to demand more helm to keep the boat on course, we dropped the mainsheet car a few inches down the traveller and the HR 43 almost steered herself. This was under full sail in a weight of breeze in which a conventional cruiser would have long ago needed a bit of sail area to be furled away. It seemed to me that the HR 43 had great directional stability. Single-handing should be easy, as all winches are within reach of the helm position.

The list of details on a boat like this is too long to go into. The list of options is similarly lengthy, but Peter Hrones pointed out that almost all can be factory-fitted. Local additions are usually confined to a radio and chart plotter.

Although in concept the HR 43 is conservative (but only because conservative is practical and appropriate),

The Halberg-Rassy 43 showed great directional stability in a weight of breeze

PHOTOS:
Barry Tranter



With the wheel positioned well aft, the cockpit is a great place for relaxing

HALLBERG-RASSY 43

LOA	13.57m
LWL	11.75m
Beam	4.08m
Draught	2.00m
Displacement	12.7t
Lead keel	4.75t
Sail area (with jib)	93.95sq m
Engine (test boat):	Volvo Penta 55hp
Water tanks (s/s):	6600 approx.
Diesel tanks (s/s):	4000 approx.
Builder:	Hallberg-Rassy, Ellos, Sweden.
Website:	www.hallberg-rassy.com

Price: With 75hp auxiliary, \$829,000. A boat optioned with furling mainsail, autopilot, bow thruster, Alcantara upholstery, MPS package, electric winches, electric operated toilet, armchair layout, sheets and duvets, soft furnishings, freezer, 12v fans etc, is \$895,000.



The U-shaped galley is close to perfect in design

the specifications include the modern technology that make it easy to sail. This is a seamanlike boat with seamanlike vital statistics – 12.7 tonnes on a waterline length of 11.75m, with 4.75 tonnes of that weight in the lead keel that draws two metres and the lower edge of which terminates in a sort of flared bulb to keep the centre of gravity low.

The HR 43 clearly demonstrated that it would handle itself well in all conditions on the open sea, and that the occupants would be as comfortable as possible whatever the conditions. It would however also be perfectly suitable as a day- or weekend-sailer, such is the scope of the modern yacht. To use it exclusively that way would be a waste, though, like forking out the money for a new diesel Range Rover and using it to take the kids to school instead of heading for the Kimberley.

But no one would do that. Would they? ■

For more information, contact Australian agent Windcraft, Bayview Anchorage, Suite 5, 1714 Pittwater Rd, Bayview, NSW 2104. Phone: (02) 9979 1709.

GUIDING NEEDLE

COMPASS: A STORY OF EXPLORATION
AND INNOVATION BY ALAN GURNEY
W.W. NORTON & COMPANY
BOAT BOOKS \$37.95

REVIEW BY ADRIAN HERBERT

The prologue to this book tells an eerie tale that will send shivers down the spine of many a yachtsman. The year is 1998 and a new and very expensive yacht is setting off on her sailing trials.

The navigation station with its screens, keyboards, dials and flickering digital numbers was a monument to defence industries and James Bond movies. The yacht's position could be found on a screen, a course set and the command punched into the self-steering mechanism.

On deck, when needed, the helmsman steered by an electrically powered fluxgate compass powered, along with all the other gadgetry, by electricity from a vast array of batteries.

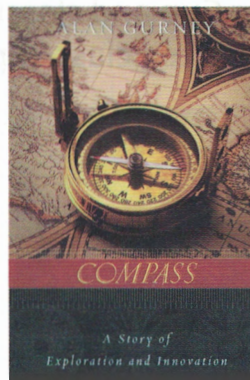
On the first night at sea, a moonless, starless night, cloud covered and black as pitch, all the electronic gadgetry failed due to a defective switchboard. Screens went blank. Digital read-outs faded. The fluxgate compass, losing its life-giving electrical pulse, metaphorically rolled up its eyes and died.

The helmsman suddenly realised that his only sense of direction came from the wind. Lighthouses and buoys, blinking their signs, were all below the horizon. No stars or moon glittered in the heavens to act as celestial beacons. His only point of reference had been reduced to the wind blowing on his right cheek. With all on board praying that the wind stayed directionally stable, the boat was put about. With the wind now blowing on the helmsman's left cheek and with a torch shone anxiously on a scrap of fabric tied and fluttering on a shroud, the blinkered thoroughbred, under reduced sail, sailed back on what it was hoped was a reciprocal course.

Early that morning the cloud cleared and the Pole Star, with a welcome glitter, showed them north, followed by the sun lifting itself above the eastern horizon. Later that day, with the aid of binoculars and a crewmember familiar with the waters, the yacht returned to the marina.

This experience, author Alan Gurney points out, was one that took those yachtsmen back to when men navigated across the seas without the use of even the most basic marine compass. He then takes the reader back to 23 October, 1707 and the loss of four British Royal Navy ships on shoals off the Scilly Isles, the worst shipwreck disaster ever suffered by the Royal Navy.

That disaster, the author explains, was largely the fault of the inaccuracy of the standard compasses then



carried by Royal Navy ships. Magnetic variation was still not understood and the navigating officers aboard the wrecked ships had made no allowance for local variation in calculating their positions.

Gurney then goes into the precise navigating procedures that had failed those seamen with an understanding that could only have come from an intimate knowledge of sailing and sailing craft. It was at that point that I thought the author's name was familiar and re-checked the notes on the dustcover. There, Gurney was described as a "retired yacht designer". For those who don't know, I have to add that among many impressive designs, British-born Gurney designed the fast and beautiful US maxi ketch *Windward Passage* which some will remember visiting the CYCA back in the 1970s.

Gurney's story moves forward 260 years but stays in the same waters. It was off the Scilly Isles in the 1960s that the oil tanker *Torrey Canyon* became the second largest vessel ever to be lost at sea, causing devastating oil pollution that I well remember witnessing on the Brittany Coast. Yes, this was another case of compass failure, this time of a gyro-compass linked to an automatic steering system!

From there, Gurney takes us right back to some of the earliest references to magnetic lodestones, the natural predecessors of compass needles, and their use for navigation.

Chinese texts from the late eleventh century refer to lodestones being used to magnetise needles which then pointed to the south. The first definite mention of a marine compass comes from Chinese literature of the twelfth century.

Gurney tells a fascinating story that weaves in and out of many familiar tales of navigation and exploration, each of which he presents from a new viewpoint. For example, the voyages of Mathew Flinders are explored in some depth in relation to important research by which he produced a tome known as *The Book of Bearings*.

Along the way, Gurney never fails to fill in all the nautical details that are annoyingly so often left out of many accounts of exploration and discovery.

This is a delightful book. By the time I had reached its final pages, I had a new appreciation of the simple wonder of that magnetised needle, and of its place as just one tool of navigation. ■

INTERSTATE REVIVAL

Melbourne's summer of sail in 2006 will see the revival of the well-known Forster Cup and classic interstate competition in the famous 21-foot restricted class, reports Peter Campbell



Tassie Too, the most successful of all Forster Cup winners

The Forster Cup is largely unknown by today's generation. Only a relatively few now elderly Australians remember the grandeur of Australia's first State of Origin annual national yachting carnival.

The Forster Cup was established in 1922 by Australia's then Governor General, Lord Forster, and key figures in Australian yachting, as a means to engender 'interstate' fellowship. The Cup was truly a State of Origin competition, a 'blue riband' carnival of sailing.

A keen yachtsman, Lord Forster served as Commodore of the Royal Sydney Yacht Squadron and as Commodore of the Royal Yacht Club of Victoria. As Governor General, in 1921 he presented the Forster Cup for interstate competition in the newly introduced 21-foot restricted class.

Today, half a century since the last Forster Cup was sailed in 1955, Melbourne yachtsman Tony Siddons and other Forster Cup devotees plan to once again bring the Forster Cup to life with the vision of re-establishing for yachting a true 'headline' sporting carnival to take its place alongside other great sporting institutions such as the Melbourne Cup.

Partly because of the vice-regal support and participation, the Cup became increasingly popular through the 1920s and 1930s and many new yachts were built to the restricted rules, attracting many famous yachtsmen.

On Port Phillip and Melbourne's Victoria Harbour next February, for the first time in half a century, this important aspect of our rich Australian sporting and maritime cultural heritage will once again come to life, thanks to the enthusiasm of Tony Siddons.

Siddons has not only restored one of the most successful of the 21-footers, *Tassie Too*, to again represent Tasmania, but has also bought the restored *Nautilus* from a Victorian owner to sail as a New South Wales challenger. Victoria will be represented by *1820*, owned by Chris Cooke and Tony Siddons, with Olympic gold medallist Tom King already nominated as the helmsman.

Tassie Too was the most successful of all Forster Cup winners. Tasmanian Neall Batt sailed *Tassie Too* to six Forster Cup wins over a 23-year period.

Another former Olympic sailor, Chris Pratt, will bring *Gynea* across from Adelaide while in Perth John Fitzhardinge jnr is building *Nerana II*, a replica of the 21-footer that won the last Forster Cup carnival.

The new Forster Cup carnival has been planned as a prestigious centrepiece of local yachting events being organised around the around-the-world Volvo Ocean Race Melbourne stopover in January–February 2000. It will bring together many of Australia's finest Olympic and world champion sailors and also add to the alfresco atmosphere planned for the Waterfront City, Victoria Harbour precinct at that time.

The 2006 Forster Cup Carnival will open with a twilight Celebrity Match Race and Celebrity Party on Thursday, 2 February with further racing on the Friday, Saturday and Sunday.

Dimensions

The lightweight, decked centreboard 21-foot restricted class yachts were 21-feet long on the waterline, but they had also specified dimensions of overall length (25ft), beam (max. 8ft, min. 7ft), depth (1ft 8in. at heel) and were restricted to a sail area of 375 square feet (later increased to 450 square feet), and a crew of six. The rig was, and continued to be, a high peak gaff on wooden spars.

The inaugural contest for the Forster Cup was sailed on Sydney Harbour over three races, on 7, 8 and 9 February, 1921 – which means that the planned revival series will be 83 years almost to the day since the first carnival.

Gumleaf (J.Alderton) was the winner of that first Cup carnival, finishing first in two of three races. Lord Forster's own boat, *Corella*, collided with A.F.Albert's *Boomerang* on the second day, putting both boats out of the race.

Tony Siddons, together with an ex-Forster Cup 'bailer boy', John Wigan, has located *Gumleaf*, the inaugural winner of the Forster Cup, on a mooring in Pittwater. Contact has been made with the current owner and Siddons and Wigan hope to form a group of interested NSW people to restore the 21-footer to its original condition and be part of the Forster Cup carnival festivities.

Anyone interested in the renovation should contact Siddons on 0414 697 129 or email at the following: sgp@siddonsgilbert.com.au ■

FOCUS ON FILL

A research program in the US suggests that some current ideas on sail construction could need rethinking, writes Adrian Herbert



A sail built by the SmartSail method PHOTO: Courtesy Quantum Sail Design Group

For more than a decade, construction of laminated sails has been largely based on the idea that there is a single primary load path in a sail and stretch resistance should be concentrated along this path.

But what if that idea is flawed? A recent detailed computer analysis suggests it might be. The analysis concludes better sails can be constructed by also paying attention to reducing stretch in the minimum load direction. That is quite revolutionary thinking but has very practical applications with modern materials.

Nuts & bolts

The reasoning takes some explaining but, in short, it is all to do with the varying directions and forces of load and consequent deformation of sail shape from the designed shape and what the researchers call the loadpath sail's ability to regain that shape. Even more simply, the analysis questions the concept of building to a particular aerofoil shape because a sail has to adapt to constantly changing load patterns.

The analysis:

Sail Aero Structures: Studying Primary Load Paths and Distortion was carried out at the GLM

Wind Tunnel, University of Maryland, US, by Robert Ranzenbach and Zhenlong Xu.

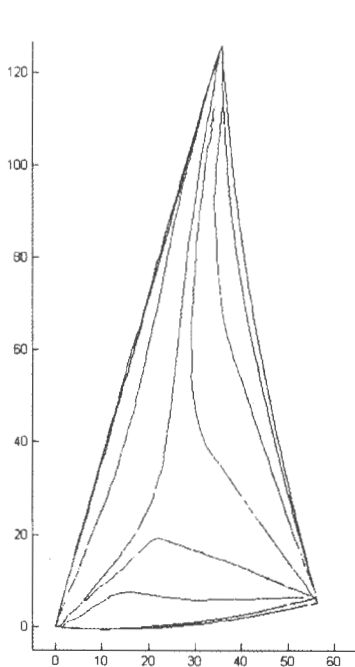
Ranzenbach is linked with the international Quantum Sail Design Group. Quantum, not surprisingly, has started advertising its use of the SmartSail modelling tool produced by the research. So maybe it is all nothing more than a sailmaking group's attempt to convince buyers they are ahead of the pack.

No doubt the test will be whether other sailmakers now follow their approach. But whether it is a breakthrough or not, the research – outlined in a paper presented at the Chesapeake Sailing Yacht Symposium at Annapolis, Maryland, in March – is worth reviewing.

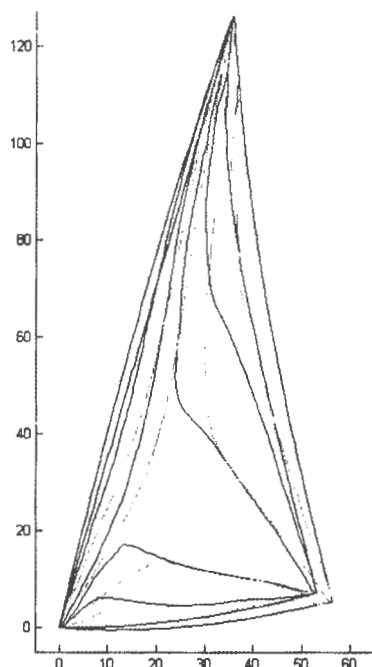
The basis

The findings were based on a computer simulation of the performance of working sails for a 1990s Nelson-Marek designed 30-foot MORC racing yacht and focus on overlapping genoas. The paper noted, with a touch of understatement, that the researchers' conclusions were "surprising and somewhat counter intuitive".

It stated: "The results reveal how sail shape retention is a strong function not only of the load carrying capacity



**Figure 1 Primary Loadpath:
Nominal & Lead Aft**



**Figure 2 Primary Loadpath:
Variability: Upwind vs Close Reaching**

in the maximum principal stress direction but also in the minimum principal direction for the materials types typical of modern laminated composite sails.

“Extensive use of the tool [the computer modelling process] to determine an optimal structural approach has resulted in the development of a novel method known as SmartSail [yes, the term is already in Quantum’s advertising copy] which consists of a multi-axis fibre matrix whose material properties are shown to enhance sail shape retention over a range of windspeeds because of their robust resistance to off-threadline loads.

“Because the sail designer’s prescribed material property distribution remains static for an individual sail but the primary loadpaths vary, it is critically important that a sail membrane demonstrates a robust capacity to absorb loads in directions that are not perfectly aligned with the prescribed local direction of maximum modulus [stretch resistance]. If this is not achieved, the resulting low strain uniformity can yield poor sail shapes and hence reduced aerodynamic performance.”

The SmartSail structural approach, which relies upon a multi-axis fibre matrix to maximise the level of iso-strain (equal distribution of strain over a wide range of conditions) within the membrane, was shown to be superior in these regards to a conventional loadpath sail with less balanced properties.

“Response to loads of modern laminated composite sail materials is often not in keeping with conventional wisdom”

Sail shape simulation

The study used a number of well-accepted computer modelling methods to simulate sail shapes, construction

methods and forces exerted on sails. These included finite element analysis (FEA) of the sail structure and computational fluid dynamics (CFD) modelling of the aerodynamic field to compute the actual flying shape of the sail under aerodynamic load. It also took into account a wide range of additional factors such as the influence of the luff grooves of spars and headstay foils, loads on sheets halyards and the like, plus the heeling moment of the boat.

The strengths of the materials used to make modern laminated composite sails vary in all directions. For the purpose of the analysis, however, this was simplified to assume variations in only four directions and that the warp (horizontal) direction of the material was much stronger than the fill (90-degree) direction.

The researchers noted that improvement to stretch resistance in the fill direction had a dramatic impact in the stretch resistance of the material over the entire range of directions even at angles only a few degrees off the true warp direction. For example, the stretch resistance of conventional material was found to be only about 60 per cent as resistant to stretch at six degrees whereas the enhanced material retained nearly 85 per cent maximum stretch resistance. At the 22 degree and 45 degree directions the improvement of the enhanced balance was even greater.

The research defined a primary loadpath as “a curve whose tangent at any point is in the direction of the local maximum stress” and noted: “The local stress magnitude changes continuously along the length of the primary loadpath.”

The researchers drew primary loadpaths from each of the three corners of a sail to easily visualise the direction of the maximum principal stress throughout the sail membrane.

Effects on the flying shape of the sail and stresses within the membrane were then studied as a function of varying trim between “nominal” and “lead aft” (by moving the trim lead aft by four inches and trimming the sheet by three inches), in both cases for upwind sailing in 12 knots of true windspeed. This proved that the primary loadpath for a sail varied depending on trim.

Next, impact on flying shape and stresses within the sail membrane were studied in varying sailing conditions: upwind and close reaching, both in 16 knots true windspeed. The trim of the sail was changed for reaching by moving the lead forward six inches and easing the sheet by eight inches.

The primary loadpaths for the two different sailing conditions are shown in Figures 1 & 2. Note how the primary loadpaths shift forward in the sail and greatly change shape, i.e. the local maximum stress direction throughout the sail changes significantly. This demonstrates that the primary loadpath for a sail is dependent upon the sailing conditions.

In another study, two overlapping jibs, one utilising SmartSail structure and the other utilising a generic loadpath structure were analysed at two different

windspeeds, 12 knots and 16 knots. The mainsails were identical in each case.

The researchers commented: “Even though the two genoas share the same design shape, it is instructive to observe how the flying shape of the two sails differed because of the different structural approaches and how they react to increasing windspeed.

“The material properties of each sail vary over the entire surface and obviously are not identical. To provide the most enlightening comparison, the loadpath sail’s structure was specified to have equivalent modulus, i.e. resistance to stretch, as the SmartSail in whatever direction was prescribed by the designer as being the local maximum principal for some particular load case, but the off-threadline properties were not equivalent because of the improved multi-axial fibre nature of the SmartSail structure.

Conclusions from the study were:

- The camber distribution of the SmartSail was aerodynamically superior and varied less than the loadpath sail as windspeed increased.
- The vertical distribution of sail shape was flatter and tighter to the rig using SmartSail than loadpath.
- SmartSail was easier to trim than loadpath.
- Improved flying shape and shape retention of the SmartSail meant better boat performance.

Smart sailing

Explaining the advantages of the SailSmart design approach, the paper stated: “Loadpath sails attempt to align their primary threadlines along a single set of pre-supposed primary loadpaths for a particular condition to address the stress within the membrane. Even if one could accurately compute these paths for a given condition, it has already been demonstrated that primary loadpaths shift because of changes to trim, windspeed and sailing angle.

Since the material properties remain static but the loads vary, this begs the question: What are the consequences when the maximum principal stress is no longer aligned with the threadline of the sail material and, secondly, what is the impact of minimum principal stresses acting along the perpendicular direction? The same questions apply to the multi-axis fibre matrix of the SmartSail structure.”

While strain occurs to some degree in every direction, the magnitude of resulting strain in the direction of maximum and minimum principal stress, distortion (that results in poor sail shape retention) can occur whenever the strain in either of these two directions varies too wildly or if the ratio between them at any given point is large.

“The growth in strain when loads are applied in the off-threadline direction is larger for a conventional loadpath sail than the SmartSail.

“It may seem strange that adding fibres in the direction perpendicular to the maximum principal stress can actually reduce strain in directions near, but

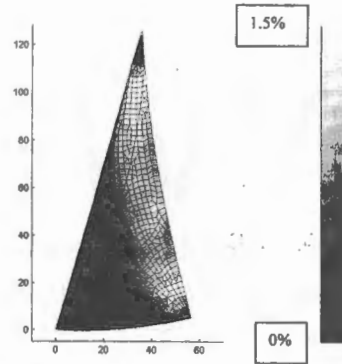


Figure 3
Loadpath: Strain Delta (Max-Min)

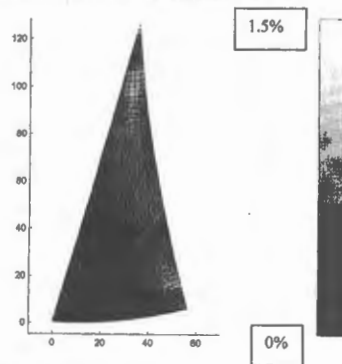


Figure 4
SmartSail: Strain Delta (Max-Min)

not perfectly aligned with, the direction of maximum modulus.

“This is a good example of the necessity to expand one’s detailed knowledge of the structural dynamics of flexible membranes constructed of modern day laminated composite sail materials, as their response to loads is often not in keeping with conventional wisdom.

“All of these results demonstrate that the SmartSail has superior strain uniformity, but what are the consequences of this attribute? Consider the midspan where the loadpath sail is shown to stretch more in the maximum principal direction and shrink more in the minimum direction (note the large delta shown in Figure 3). The consequence of this strain distribution results in a rounding of the camber shape near the leech, which worsens the sail shape (see Figure 4) and the aerodynamic performance. Distortion, as every sailor knows, is bad for sail shape and performance.”

The study concluded: “With the ability of proprietary sail manufacturing methods available in the present marketplace to place fibre in nearly any direction and at continuously varying density comes the responsibility to do so intelligently.

How to optimise sail structures to account for primary loadpath variability and the particular properties of orthotropic sail materials will be a significant challenge for modern designers. The ability to accurately predict the structural response of sails under varying conditions and trim using high fidelity FSI simulations that are fully integrated with a sailmaker’s design program will provide significant advantage to those attempting to address this challenge.” ■

HEAVY WEATHER

Ask a number of experienced offshore sailors how they deal with heavy weather and you'll get some very different answers. That was the case at a recent CYCA Cruising Division seminar. But as the experts got down to details it also became clear that they agreed on major principles. Adrian Herbert reports

David Adams has sailed in two BOC Challenge around-the-world races and 10 Sydney Hobart Yacht Races. A master mariner, he was safety consultant for the last Veninde Globe race.

Adams' approach to dealing with heavy weather can be described very literally as 'hands on'.

Sailing solo in his two BOC races, Adams spent long hours at the wheel even in the worst conditions of the Southern Ocean. He says he never expected to leave the helm for more than half an hour at a time and often averaged no more than four hours sleep in 24 hours.

That is how he expects to sail any boat in heavy weather. Adams believes in leaving nothing to chance. He expects to steer a boat down the back of each wave, easing downwind a touch before the trough, then heading up and picking the way over the next crest.

'Kanga' Birtles, who was a fellow competitor with Adams in the 1990 BOC Challenge, has a very different attitude. Birtles doesn't believe in spending a lot of time on deck fighting the conditions in heavy weather, as long as he is confident about his boat's ability to survive. He maintains that getting safely through heavy weather is often more about keeping well rested and well fed rather than steering the boat.

Assuming a boat is well found, sail is reduced for the conditions and there is plenty of searoom, Birtles believes the best place for a solo sailor in heavy weather is down below, strapped in a bunk with a good book. In all but the worst conditions the boat should be able to lie a hull, he says.

“Adams believes in leaving nothing to chance. He expects to steer a boat down the back of each wave”

Sean Langman is the owner skipper of *AAPT* which started life as an around-the world racing Open 60 before Langman morphed it into its current ocean racing skiff form. He has sailed in 16 Sydney Hobart Yacht Races and many other offshore events.

Langman's preferred option is to change down sails but maintain a proper balance in the sailplan and keep the boat moving as fast as is safe. That way, he argues, it should be possible to steer the boat to avoid the worst of the waves and to reduce pressure on the rig.

Of course his comments are based on sailing with a crew rather than solo – in his case most likely with a small group of very experienced sailors. And *AAPT* is, of course, a boat which was designed to sail fast rather than to be easily handled in heavy weather.

The heavily pre-bent shape of the mast makes it particularly hard to reef the mainsail and maintain adequate drive, he says.

This debate hasn't changed very much over the years, only the detail as it applies to boat designs and equipment. In his book *Offshore*, published in 1949, the initiator of the Sydney Hobart Yacht Race, Captain John Illingworth, wrote of heavy weather steering: “One finds in books erudite instructions about watching the seas and easing her over the extra big ones, and so on; sometimes to luff a little, sometimes to bear away a shade and so forth. In general, I am not at all impressed with the necessity of this, nor for the advisability of it from a racing point of view. If she is anything like a good boat, and is properly canvassed for the weather, she will find her way up and over and down the other side of the biggest seas perfectly happily.

“The helmsman's time in general is better spent in keeping the boat sailing steadily and at her best speed, with the minimum of helm, rather than trying clever dodges to ease her over the seas. If you doubt this, think of the gale conditions in driving rain at night. It will then be virtually impossible to judge the oncoming seas, but your boat does not need eyes; if you have trimmed her sails reasonably, she will get right on with the job.

“There is one partial exception to this rule which is with heavy quartering seas which look especially like breaking on board. I think it is worth occasionally, if you happen to see an especially ominous one, putting the helm up and bringing her more or less stern on to it. But here again, the thing is not necessarily as it appears; and when a dark night falls, then all the wave crests look all about equally large and white and vaguely foam capped. Once again you have to leave it largely to the boat.”

Langman draws some of the differing ideas together rather neatly when he recounts an early offshore experience sailing with Birtles.

They were trying to make their way to windward in heavy conditions in the Tasman Sea. Birtles wanted to lay a hull, get down below and wait for conditions to



LEFT: *Whisper* in the Rolex Trans-Atlantic Challenge PHOTO: Billy Black/Rolex RIGHT: Nick Moloney steering *Skandia* PHOTO: Offshore Challenges

improve. Langman wanted to keep sailing. They reached a compromise. Langman would take the first watch and keep the boat clawing to windward while Birtles would go below and rest. Before he disappeared, Birtles gave Langman the end of a line and said: "If you need me, pull on this."

Langman was relishing the opportunity to sail the boat solo. Time flew by as he battled to gain precious distance to windward but as he tired he thought more about the increased leeway under the reefed-down rig. He knew that most of the distance he was gaining was just as quickly being lost.

Eventually coldness and exhaustion persuaded him to tug on the line leading down below. There was no response. After a while later he tried again; still no response.

He decided he would have to rest, hove to and went below. There he found Birtles dozing comfortably in his bunk. The line, he noticed, had been made fast to the mast step.

By the time he had roused Birtles, Langman realised there was no pressing need for either of them to be on deck. So, instead of steering, Birtles volunteered to work out how much ground Langman had gained them. A quick calculation using average heading, average boat speed, elapsed time and then allowing for estimated leeway revealed the long exhausting watch had put them about 12 nautical miles closer to their objective than if they had simply lain a hull!

But, of course, so much depends on the precise circumstances. On that occasion, Birtles was presumably confident he was well clear of shipping lanes.

Sailing solo

Adams has had a long career in the merchant marine and knows very well that the time it takes for a dot on the horizon, or a flickering light at night, to transform itself into a ship bearing down is about 30 minutes. He is just as aware that it is unlikely the crew of a big ship will spot a small yacht. Consequently, 30 minutes is the maximum amount of time he feels comfortable to be away from the helm when sailing solo.

Adams, Birtles and Langman agree that boat preparation is one of the keys in handling heavy weather. Adams recalls that when he first took over *Innkeeper*, the 60-foot Kel Steinman design he sailed

in the 1990 BOC Challenge, he made sure he tested the boat's performance in heavy conditions. He quickly discovered *Innkeeper* was incredibly heavy on the helm in strong conditions. Investigation showed that the aluminium hull was twisting so much that the top and bottom rudder shaft bearings were pulling in opposite directions. The problem was solved by stiffening the hull in that area.

Getting into strife

Langman notes that the two occasions when he found himself in trouble in heavy weather were when he had least expected problems and had not prepared adequately. The first occasion was cruising a bare-boat charter yacht in the Whitsundays with his wife soon after he was married. His wife had then been an inexperienced sailor.

The charter company had radioed a warning to charterers that conditions were likely to be rough in the main passages and offshore. Langman did not expect the conditions to be particularly challenging as he headed out toward Border Island. Before long, however, he found the boat was overpowered; only then did he discover that it was not very well set up for quick reefing by a solo sailor. Then visibility closed out. Langman concedes that it was with some relief that he reached the shelter of Nara inlet.

On another occasion, Langman made a snap decision to solo-sail his family's 1932 vintage Ranger class yacht back to Sydney Harbour from Barrenjoey at night. The breeze got up and he found himself battling to make port. Eventually he had to drop all sail and motor in. It was, he says, his worst night at sea.

Those incidents also illustrate the point that it is usually the land that wrecks boats not the sea. Langman says maintaining adequate sea room to bear away from the weather is another key point in managing heavy weather. Birtles also stressed the same point.

Despite his aversion to pointless bashing to windward, Birtles agrees that not all boats are suitable for laying a hull or heaving to and even those that are may need a careful hand on the tiller to keep out of trouble in exceptionally bad conditions. In such conditions, gale force winds will be pushing waves along faster than the speed of the hull, he says, and the danger of being caught by a breaking wave crashing down on the stern

from high above will be very real. Going forward at half the speed of the waves will halve the apparent gradient of the waves, he says.

Adams gives a good example. Sailing the 50-foot Scott Jutson designed *True Blue* in the Southern Ocean in his second BOC Challenge he was sailing in 60 foot seas in 60 knots of breeze. Down to bare poles, *True Blue* was still doing 15 knots and Adams had to steer for 48 hours straight. But despite his preference for staying on the helm, he agrees with Birtles that fatigue and sleep deprivation are the biggest problems for solo sailors.

Birtles, who is probably as well respected as a boat builder as a sailor, is concerned that many modern cruising boats are not designed to cope with very heavy conditions and believes the situation will get worse if current generation racing boats get recycled as cruising boats. He argues that canting keel boats will prove particularly unsatisfactory for cruising not only because they are more complicated to sail but also because of their deep draughts.

Cruising, he says, more often than not is synonymous with sailing in shallow waters and cruising sailors often want to seek shelter in shallow anchorages.

Langman raises a couple of very important points about rigs. He says his experience as a rigger has made him wonder about the practicality of the inner forestays favoured by many cruising sailors as they split up the fore-triangle for ease of sail handling.

He suggests an inner forestay should be removable and only rigged for sailing. He says he has found that inner forestays flop to and fro on moorings so much that they are often fatigued and ready to fail as soon as soon as any strain is put on them. In addition, he advises ensuring that the deck fastening point of an inner forestay is adequately linked through to the keel to take strain.

Langman also questions the practicality of the Dacron storm headsails carried on many modern offshore racers. When the crew of *AAPT* changed down to a Dacron storm headsail in heavy conditions in the last Rolex Sydney Hobart Yacht Race they found that that it stretched so much that the heeling force was actually greater than if they had kept up a larger Kevlar headsail, he says.

Returning to those points of different techniques for different boats and when it is safe to lie a-hull or heave-to and when a boat should be steered through the worst, it is worth referring back to the English cruising sailor Eric Hiscock's words in *Cruising Under Sail* first published in 1950.

"In heaving-to, as when under way, each yacht will be found to have her own peculiarities, and one can only discover by experiment what combination and trim of sails, and what amount of hem suit her best.

"Some lie-to best without a headsail and under the close reefed mainsail or the trysail only. Yachts with a good length of keel generally lie-to quietly, looking after themselves and giving their crews a rest in comparative

comfort; others, mostly small craft of easily driven type, will not lie-to well in a strong wind, but persist in forging ahead too fast. If a yacht cannot be made to lie-to quietly, but ranges about so much that one moment she is beam on to the wind and the next moment has her mainsail a-shake, either she is not a suitable type for heaving-to or the wind and sea are too much for her.

"With the wind up to Force 9 (a severe gale of about 45 knots) it is probable that the time has come to lie a-hull, i.e. stripped of all sail. Here again, different craft behave differently but I believe that with the helm lashed down the majority will lie beam-on or quarter-on to the wind and make a little headway and a great deal of leeway.

"The leeway creates a slick – a smooth patch, such as is caused by oil – to windward, and this has remarkable protective qualities, the crests of advancing seas being reduced on meeting it.

"Presumably a shoal draft yacht, by drifting faster to leeward, will leave a more effective slick than one of deep draught. If, however, the yacht makes much headway, as may happen with a fast racing type, or one with more windage forward than aft, the slick will be left away on the weather quarter and will then not offer proper protection.

"It is possible that a yacht might lie a-hull in a Force 10 wind (around 50 knots) but this is a storm, and if it persists for any length of time conditions will become very grave and, in my opinion, the only safe course then will be to run before it under bare poles. In that end-on position the hull offers the smallest target to the elements, and as there is headway, the rudder is not subjected to unnatural strains ...

"But running calls for a strong and alert helmsman, for in the conditions now under discussion it is imperative that the yacht be kept exactly stern on to each overtaking sea, otherwise the risk of her broaching-to will be greatly increased."

Some sailors, racing sailors in particular, will talk about 'out-running' bad weather. There certainly can be advantages in continuing to sail fast as strong winds build, particularly if you can sail in the direction you want to go while maintaining sea room. But, as Birtles pointed out, weather systems generally move much faster than boats so you can't expect to keep out of big seas indefinitely.

Sailing fast downwind will, however, reduce apparent wind speed which will allow you to keep bigger sails up longer plus – as already noted – it will reduce the wave gradient and making steering easier. Sailing fast in strong breezes does, however, require a high level of skill so reducing sail early may be prudent for many of us even aboard a fast boat.

Heavy weather skills require practise so take advantage of opportunities to sail in moderately heavy weather. As Birtles said at the conclusion of the CYCA seminar: "Heavy weather sailing is something you just have to go out and do." ■

"Birtles doesn't believe in spending a lot of time on deck fighting the conditions"

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International Paints has reintroduced its Goldspar varnish as Goldspar Original as a result of past users requesting the product.

The company says it was more than happy to meet demand by providing the product again in 250ml/500ml one-litre and two-litre cans.

Also recently launched is a new version of International's Schooner varnish called 'Schooner Tropical'. The new product has been specifically formulated for tropical conditions and has additional ultra-violet stabilisers to ensure it lasts longer.

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EPIRB FOR NEW SYSTEM

Pains Wessex has released a new EPIRB in direct response to the phase out of the detection of the 121.5MHz frequency by the Cospas-Sarsat satellite system in February 2009. The new RES-Q-SAT RB6 406 MHz EPIRB will emit a unique digital signal on the 406MHz international distress frequencies.

Managing director of Pains Wessex Mark Baker says the new 406MHz technology allows identification to be transmitted with the signal so rescue co-ordinators can determine who is in trouble. Purchasers must register their EPIRB with the Australian Maritime Search Agency (AMSA). Call: (03) 9885 0444.



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For further details contact: cableport@zoelife.au or visit: www.zoelife.nu/cableport



EXCLUSIVE FASHION EVENING



Sydney's top-end luxury fashion destination, The MLC Centre, will roll out the red carpet for select guests for an exclusive

VIP shopping evening, presented in association with *Harper's BAZAAR* and 42 BELOW Vodka, on Wednesday, 7 September.

Offshore Yachting readers are invited to this special occasion. Join Alison Veness-McGourty, editor of *Harper's BAZAAR*, as she highlights the latest world trends in fashion, accessories and jewellery, while models showcase some of the most sought-after international labels including Gucci, Cartier, Salvatore Ferragamo, Jigsaw, Georg Jensen and many more from the MLC Centre's exquisite boutiques. Guests will enjoy generous VIP shopping offers extended by all retailers for the one night only, enjoy exotic 42 BELOW Vodka cocktails, premium wines from the Upper Hunter Valley and delicious canapés throughout the evening. Places are strictly limited. To receive your entree card, call 02 8272 4503. RSVP by 19 August. Entry by Entree Card only. Event date: Wednesday, 7 September, 6pm-8.30pm, MLC Centre, Castlereagh St, Sydney.

'ROYALS' RETAIN ASSOCIATION CUP

The Royal Yacht Club of Victoria has retained Victorian yachting's oldest and most prestigious interclub event on Port Phillip, the VYR Association Perpetual Challenge Cup, for the ninth season in a row.

With only two points between the 'Royals' and Sandringham Yacht Club after four races sailed over a weekend, the outcome hinged on a port and starboard protest between the Sandringham boat *Revenge* and the RYCV's *Surprise*.

The protest was, however, dismissed and the 'Royals' ended up with 15 points after four races, with their arch-rivals from across the bay, Sandringham Yacht Club, on 17 points. In third place on 32 points was the Royal Brighton Yacht Club.

The Association Cup is decided on team results with each club nominating three yachts for each of four handicap divisions, IRC A and B and AMS A and B, a total of 12 boats comprising a club team.

Sailed in sometimes strong winds, this year's event was the closest in years, with the RYCV and Sandringham tied on points after the first day of racing and only two points between the teams at the end of day two.

Sandringham team boat, *XLR8*, a *Reichel/Pugh* 14.2 with canting keel, skippered by Graeme Troon, won the race to keep the Sandringham team in contention.

In the final race, however, the 'Royals' boats, *Xtreme* (Alan Clark), *Chutzpah* (Bruce Taylor) and *Toecutter* (Robert Hick) took the top three placings in IRC Division A while *Top Gun* (Mike Peters) and *Surprise* (John Klestadt) placed first and second in IRC Division B for the Royal Yacht Club of Victoria.

Under AMS handicaps, Peter Dusting's *Valiant 7* continued its success for the 'Royals' with two more wins in Division A, while Sandringham's *Revenge*



Empara PHOTO: Tony Spencer

(G. Mather) won Division B heat three and Simon Le Peyre's *Vapour Trail*, also from Sandringham won heat four.

Top scoring boat in IRC Division A was Graeme Troon's *XLR8* representing Sandringham Yacht Club, with placings of 2-1-1-4.

The 12 yachts that represented the Royal Yacht Club of Victoria in the winning team were: IRC Division A – *Toecutter* (Robert Hick), *Chutzpah* (Bruce Taylor), *Elektra* (Mike Hiatt); IRC Division B – *Surprise* (John Klestadt), *Top Gun* (Max Peters), *Empara* (P.Abrahams); AMS Division A – *Wake* (Athol Lidgett), *Valiant 7* (Peter Dusting), *Hick Up* (D.Ellis); AMS Division B – *Speculation* (D.Lithgow), *Western Morning* (J.Brenan), *Footloose* (J.Robb). – Peter Campbell

LITTLE BETWEEN AC TEAMS

The Louis Vuitton Act 5 lead-up to the 2007 America's Cup, sailed in Valencia in June, showed there was little between the teams. Sweden's *Victory Challenge* appeared to have won the regatta on the water, but a race jury decision issued several hours after racing disqualified them from the fourth race and sent them tumbling from top spot. The next boat on the leaderboard, *Luna Rossa Challenge*, consequently became the winner of Act 5.

The protest was a technical one after the measurer found an unusual amount of water in the bilge of SWE 63 during a routine inspection after the fourth race. This set in motion a chain of events that saw the race committee obliged to protest the Swedes for the

infringement of ACC Class Rule 36.12. The Jury, after receiving a report from the measurement committee detailing the rule infringement in the protest hearing, was left with no recourse but to disqualify *Victory Challenge* from the race.

The results left *Luna Rossa Challenge* and the holders *Alinghi* on equal points at the top of the table, but the Italians won the tie-break by virtue of having the best result in an individual race (a win in race four).

Victory Challenge tumbled from first to sixth with the disqualification. *Victory Challenge* was to sail on home waters off Malmö-Skäne in Louis Vuitton Acts 6 and 7 beginning on 25 August.

– America's Cup Press Office

KEEL BATTLE BEGINS

An intense battle between canting keel and conventional keel yachts is expected at the Hahn Premium Hamilton Island Race Week.

Australia's largest offshore yachting regatta, to be held 20-27 August, was expected to attract a record fleet and to show the form of a number of new 'glamour' yachts including Neville Crichton's Reichel-Pugh designed 98ft canting keel super maxi *Alfa Romeo* and Stephen Ainsworth's conventional keel Reichel-Pugh 60 *Loki*. With more than two months to the start of the regatta, 114 entries had been received and that number was expected to increase to 170 by the time the regatta began.

Ainsworth followed the canting keel versus conventional keel debate closely before deciding on the style of his boat and is convinced that canting keels are not necessarily superior, taking into consideration the rating penalty incurred.

His racer-cruiser is slightly heavier and wider than one of its main competitors, *Wild Joe*, Steven David's canting keel Reichel-Pugh 60 (originally the first canting keel *Wild Oats*).

"I deliberately decided not to go with a canting keel, because the mechanism which operates it intrudes into the cabin thereby reducing the internal space, and I also didn't want the maintenance and reliability issues," said Ainsworth. "I also expect the boat to rate well on IRC handicap at Hamilton Island Race Week and in

this year's Rolex Sydney Hobart Yacht Race due to the fact we won't be penalised for carrying performance enhancing features like a canting keel."

Hamilton Island Race Week Regatta Director Warwick Hoban will also be monitoring the performances of the two keel types with interest. "There's a slight handicap premium for a canting keel and there has been lots of discussion about whether the speed advantages are worth the rating cost. With the mix of keel types in this year's fleet, we should see clearly if the canting keel really is the way to go," he said.

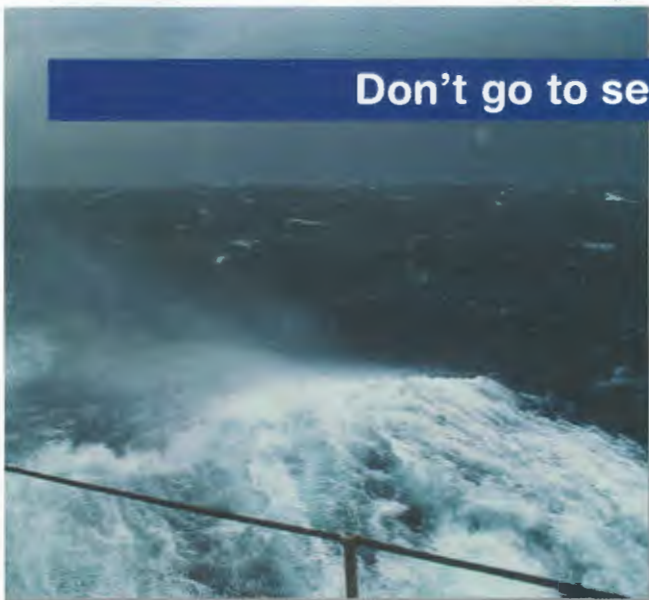
The new *Loki* has two heads and a proper galley plus many other cruising features, but the crew will still be pushing the boat hard at Hamilton Island Race Week.

Loki was built at Azzura Yachts on the Queensland Gold Coast with extensive use of carbon fibre and other high-tech materials.

Features include a custom Carbon Tech mast, lightweight PBO standing rigging, retractable prop and shaft, a bowsprit, halyard locks and hydraulic controls. Sails are from the North loft in Sydney. Core crewmembers from Ainsworth's previous *Loki*, a Swan 48, will include Tony Kirby, Michael Bellingham and Adam Barnes. But Hoban says: "This boat will be a different animal. In some ways it will be easier to sail than the Swan, because of the swept back rig, but there will be a few tricky bits to test the crew.

- Lisa Ratcliff and Peter Campbell

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BG Spirit arrives at Boston

GLOBAL CHALLENGE LEG TO AUSSIE

BG SPIRIT, skippered by Australian Andy Forbes, won leg five of the Global Challenge by an unusually large margin of 243 nautical miles. *BG SPIRIT* drifted across the finish line in Boston, US well ahead of seven other competitors which had all been within 20 miles most of the way across the Atlantic from Cape Town. Closing on Boston, *BG SPIRIT* made the brave decision to stick with their lonely position to the east of the fleet as high-pressure approached.

As most of the fleet was engulfed by the high-pressure cell and stopped dead in their tracks, *BG SPIRIT* skirted the high and used the consistent breeze from the southwest to build a lead.

This broke the 1989 record of *Future Shock*. *Konica Minolta* now holds both the Auckland to Noumea and the Auckland to Suva record. A strong south-westerly air stream that battered New Zealand for the start of the June race provided a turbo start for the race and carried *Konica Minolta* over halfway to Fiji. After that, the boat had a quick run through the transition into the south-easterly trade winds. On the first night out, the boat hit a record speed of 34 knots.

"I think we averaged about 13-and-a-half or 14 knots," said navigator Ross Field. "We had one real blow during the first night, 45 knots of breeze and we did a wild broach blowing out the fractional spinnaker. After that it settled back to 18-25 knots from the south west."

— Royal Akarana Yacht Club

The Ocean Racing Club of Victoria is to hold a Melbourne to Vanuatu race next year. The 1,850 nautical mile race will start at Portsea in Port Phillip on Sunday, 2 July and finish at Port Vila. ORCV Commodore Angus Fletcher said: "There has been a demand for some time for an intermediate distance ocean race out of Victoria. Although sailing in Bass Strait is testing for all competitors, none of our existing races are longer than 500 nautical miles and this event is a great opportunity for sailors to prove themselves over a longer distance." The 2006 race will be open to yachts which meet Category 1 requirements, sailing in fully crewed, double-handed, IRC or Performance Handicap divisions. An early entry came from Peter Coleman and Iain Gartley for their canting-keel Hick 39 *Just a Minor Hick Up*.

— Media Services

SMALL BOAT CHALLENGE

Many of the glamour boats to contest the Hahn Premium Hamilton Island regatta were expected to first meet in the Hog's Breath Race Week conducted by the Airlie Beach based Whitsunday Sailing Club.

Traditionally, racing is not quite as serious in this event, scheduled for 11-18 August this year, but that is not to say that competition will be any less intense. The real difference is that crews know they have a second regatta to prove themselves.

The short course fleet racing should be particularly interesting in this regatta as it will bring together a trio of high performance Mumm 30 class sloops *Immigrant* (Jeff Paul) from Gladstone, *London Calling* (Stuart Bancroft, Sydney) and Tasmanian skipper Steve Harrison's *Oedipus Complex*. This trio of smaller one-design class yachts, of a design noted for speed in moderate to fresh two-sail reaching and spinnaker sailing winds, cannot be ruled out from winning the major trophy against what is expected to be the strongest ever Hog's Breath Race Week fleet.

— Ian Grant

AUCKLAND SUVA RACE RECORD SMASHED

Super maxi *Konica Minolta* wiped well over a day from the Auckland to Suva race record in this year's event.

Stewart Thwaites' 30-metre Bakewell-White flier set an elapsed time of 3 days, 10 hours, 47 minutes and 40 seconds.

'AMATEUR' LORD HOWE ISLAND RACE

The organising authority for this year's Gosford-Lord Howe Island yacht race has confirmed it will favour entries from boats campaigned in the traditional Corinthian spirit.

The move comes in response to the difficulty faced each year by the Race Committee in allocating the limited number of moorings at Lord Howe for deep-draft yachts. The new priority system is outlined in the Notice of Race but will only apply if more yachts enter than can be assigned appropriate moorings at the island.

Race Director for Gosford Sailing Club, David Slingsby, explained that the committee's decision to make a distinction between 'amateur' and commercially operated boats was based on "the unique nature of the event".

The NoR and entry form are available from: www.gosfordsailingclub.com.au, or from the Gosford Sailing Club, PO Box 187, Gosford NSW 2250; phone (02) 432 572 16.

RED OF THE MOMENT

“The trend of the very moment is shiraz viognier”

Keeping up with the Davy Joneses can be a tricky task when it comes to the latest and greatest ‘it’ wines writes Ben Canaider

Just when you thought you could sit back and relax while confidently pouring your new best friends glasses of merlot, you find out that merlot is nowadays considered girlot. Cool-climate shiraz is apparently the new kid on the block. At least for a little while.

Then that looks a bit passé, too. Pinot Noir seems to be ‘pinot now’ but then the music starts again and everyone is up from their deck chairs dashing around and drinking rosé. The music stops and we find ourselves once more behind the trend. And the trend of the very moment is shiraz viognier. This wine is so cool that most people won’t understand you when you say it; they will think you are drunk, again: “shiraz vee-on-yah ...”

We all understand the shiraz bit. We know about that sort of red wine only too well. It is Australia’s most popular red. The viognier bit refers to a white grape variety found in shiraz’s traditional homeland: the Rhone Valley in France. For centuries it has co-habitated with shiraz, being picked with the red grapes and crushed and fermented in unison. It wasn’t a deliberate policy but an age-old one. But the little bit of white grape material in the shiraz did a wonderful thing for the finished red wine. It gave it a certain lift and aromaticity. It gave the shiraz a woman’s touch, if you like. Suddenly inside your glass was not just a shed and a beer fridge, but also a vase full of fresh flowers and a throw-rug.

Viognier smells and tastes of apricots and violets and orange peel. It’s a textural, slippery wine that a number of Australian winemakers have been making as a stand-alone white wine. How successful that has been is still a \$64 dollar question. (That’s what many of them cost ...) A lot of it was at first pretty syrupy and oaky. Some more recent examples from cooler wine growing regions have more mineral acidity. They taste more like viognier than tricked-up chardonnay.

But it has been viognier’s backseat, almost silent partnership with shiraz that has caught the wine-tragics’ attention. Often the viognier component is seemingly insignificant: 5 per cent or maybe 10 per cent. Indeed, those sorts of percentages don’t even need to be on a bottle’s label (anything under 15 per cent doesn’t have to be mentioned under wine bottle label regulations).



When cheap sauvignon blanc has 10 per cent of riesling added to perk up the acidity a little, no one writes that on the label, but with viognier in shiraz it is a very different story – it’s the selling point. Here are a few that have achieved that clever balance.

Zonte’s Footstep: This shiragnier, as it could be called, comes from Langhorne Creek in south-eastern South Australia. It’s from a single vineyard – albeit quite an enormous one. Made with international markets in mind, this wine has a good if cult following locally. Its calling card is its fresh, bracing acidity and clean finish. There’s not too much weight with this one, which makes it a good style for effortless but nonetheless rewarding drinking. The 2003 is about \$18. And it has a screwcap to prevent the risk of cork taint.

Yering Station: From the coolish Yarra Valley in Victoria this example has the heightened aromas of viognier coming to the fore, but in a suitably subtle way. Plenty of apricotty muskiness and quite smooth and graceful shiraz fruit across your tongue. The 2003 is now out in the market – \$24. If it were nothing but Yarra Valley shiraz this would still be a bargain. Drink it over the next two years.

Terra Felix: The second label of Tallarook, this wine comes from the Upper Goulburn, in central Victoria. It’s affordable, it’s screw-capped, and it is fantastically textural, earthy, and floral. The viognier blend here really brings this shiraz to the party. Drink lots of this wine and with regular frequency. Only \$15. ■

• Ben Canaider is Drinks Editor for the ABC’s delicious magazine. His next book, *The Perfect Glass of Wine*, is to be published by Random House Australia shortly.



DOING THE PIPI DANCE

Hugh Fitzhardinge discovers the joys of motion in the ocean, collecting tasty morsels on the way

Many years ago I saw a very weird thing while on a holiday on the NSW North Coast. All these people on a stretch of white beach sand were doing a sort of standstill hip twist dance while the incoming tide washed over their feet. They were stationary and didn't move but their feet progressively got deeper into the sand. I found out later that this motion in the ocean was called the 'pipi dance'.

The next day I participated myself and to my astonishment collected a lot of pipis. The reason you do this dance is because pipis live only a few centimetres beneath the surface. They burrow into the sand with a muscular foot and stay there. The 'pipi dance' brings them to the surface and then you just put a bucket next to your feet and *voilà!*

The pipi comes from the bi-valve family which includes mussels, scallops and cockles but it is a smaller, more rounded shell with a sweet flavour. While the Italians and Greeks love their vongole in a clam chowder or with spaghetti, so too the Asians love their pipis. Unfortunately many Australians are still missing out on this little delicacy as it is still primarily seen as just great bait, particularly for whiting and bream.

Unfortunately, yachties will not be able to get any pipis from off their boats but they are one of the most common molluscs found on Sydney's beaches. I didn't know they could taste so good until I had it them at a Chinese restaurant steamed in a delicious XO sauce. I've since found out that the pipi is prized by many cultures for eating. Their flesh is extremely sweet and succulent and makes an excellent chowder or seafood appetiser.

Aborigines have always loved pipis and they are also one of the favourite foods of Maoris as well. The Sydney seafood markets sell the majority of their pipis off the auction floors to the Asian markets. Pipis are available all year round but from different areas and price is very much determined by availability. They can start anywhere from \$7/kg to \$13/kg. If you don't want to use them straight away, it is best to keep pipis in a damp, clean hessian bag. They can be kept stored in a cool place for up to five days. Remember not to store pipis in the fridge because they will die.

To glean more information on the pipi I rang my old mate Ying at Ying's Seafood in Sydney and he divulged



a secret. He goes through about 80kg of the suckers a week. He reckons the best way to cook pipis is to put them in cold water in the wok and increase the heat. As they cook they will gradually open. You will never get better tasting pipis than cooked the Chinese way. However, here's a recipe that you can cook yourself at home or on a boat. It should make a great appetiser. ■

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

PIPI IN OYSTER SAUCE

Ingredients

500g pipis (cleaned)
3 tbsp oyster sauce
splash of olive oil
1 clove garlic, crushed
1 knob ginger (size of thumb), grated

Directions

Heat oil in wok – cook garlic and ginger until golden brown. Add pipis, wait for most shells to open. Pour in the oyster sauce and cook until sauce thickens. Should take approximately 10 minutes.

NEWS FROM ALL PORTS



The lead-up to the next America's Cup is already well underway with the regattas in Europe this summer.

PAYNE FOR AC HALL OF FAME

Yacht designer Alan Payne is to be inducted in the Rolex America's Cup Hall of Fame in October. Payne, who died in 1995, is one of three legends of America's Cup sailing selected as 2005 inductees.

Payne's international fame resulted primarily from his two impressive America's Cup 12 metre challengers *Gretel* and *Gretel II* but he was also an important figure in the development of the Cruising Yacht Club of Australia, the Sydney Hobart Yacht Race and ocean racing in Australia in general.

Alan Payne was a foundation member of the CYCA and sailed aboard *Horizon* in the first Sydney Hobart Yacht Race in 1945. He sailed in several more Hobart races but his developing career as a yacht designer soon restricted him to sailing in shorter races.

Payne designed the 35-foot *Nocturne* (J. Robert Bull) which took Line Honours in the race in 1952 – and is the smallest yacht ever to have taken Line Honours – and the 62ft *Solo* (Vic Meyer) which took Line Honours in 1958 and 1959. Then in 1962 *Solo* was the Overall Winner.

From the lines of *Solo*, Payne developed the around-35ft Tasman Seabird class, one of which, *Cherana*, was the overall winner of the Sydney Hobart Yacht Race in 1959. With *Solo* taking Line Honours that year, this

made Payne the designer of both major winners in that race. A now vintage Tasman Seabird, *Pagan* (Peter Kerr), took second place in this year's Brisbane Gladstone race.

Since 1997 the CYCA has presented the Alan Payne Trophy to the designer of the overall winner of the Rolex Sydney Hobart Yacht Race.

The other legends of America's Cup sailing to be inducted this year are George 'Fritz' Jewett Jr. of San Francisco, and Jack Sutphen of San Diego.

Jewett was an influential executive of US syndicates from 1974 until 2000. He was involved in four Stars & Stripes campaigns, from 1987 until 1995. Then in 2000 he was chairman of the America One Challenge syndicate on behalf of the St. Francis Yacht Club.

Sutphen began his America's Cup sailing career with *Weatherly* in 1958. When Conner formed the Freedom Syndicate for the 1980 Cup, he selected Sutphen to skipper his trial horse.

In that role, Sutphen played a significant role in that year's successful defence. He was also a member of Conner's team for the defeat by *Australia II* in 1983, and in regaining the Cup in Australia in 1987. The inductees will be honoured at the 13th annual Rolex America's Cup Hall of induction ceremony to be held on Friday, 14 October 2005 at the St. Francis Yacht Club, San Francisco.

MACKAY MARINA SHIPYARD

Mackay Marina Shipyard has been extensively upgraded only two years after being opened.

The shipyard offers a wide range of facilities including travel-lifts, underwater camera and three purpose built boat restoration sheds.

The sheds offer environmentally controlled, spray-painting, general maintenance and vessel restoration – including major refits and overhauls – and wet and dry abrasive blasting.

Thirty-six individual, secure hardstand positions offer dry storage for vessels in galvanised steel cradles locally designed to withstand cyclonic conditions.

Marina Shipyard manager Steve Sammes says the shipyard is “more than a repair facility; it’s a total ‘one stop shop’ for major refits as well as annual maintenance”.

State-of-the-art environmental protection has been included in the upgrading of the facility.

This involves capture and treatment of all wastewater and pollutants. All contaminants, including stormwater run-off, are contained in underground holding tanks. Waste oil is collected and recycled.



SYDNEY YACHTS TAKE ON WORLD

Sydney 32s and Sydney 36s, built by Sydney Yachts, have attracted the interest of Japanese sailors with IRC racing gaining momentum in Japanese waters. Interest in both designs has resulted in orders from Japan.

Meanwhile, two new Sydney 39CRs were expected to compete in Europe this northern summer in Skandia Cowes Week, the Rolex Fastnet Race, Les Voiles de Saint-Tropez and the Rolex Middle Sea Race.

Three new Sydney 47CRs are expected to be on the water for the new summer sailing season, proving the popularity of these cruiser-racers.

But some of the boats should perhaps be considered more racer-cruisers. One yacht has been fitted out with only racing in mind, another has been fitted with a pole for an asymmetric spinnaker, and only the third has been fitted out primarily with luxurious cruising in mind.

RSYS MEMBERS HELP RESTORATION

Remember Sir Francis Chichester and *Gipsy Moth IV*, the yacht he sailed solo around the world in 1966–1967? Chichester stopped over in Sydney where the Royal Sydney Yacht Squadron hosted him in 1967.

The famous flier and yachtsman has long passed on but, as previously reported in *Offshore Yachting* magazine, *Gipsy Moth IV* is scheduled to sail around the world once more. This has been made possible by a five-month refit at Gosport in England following *Yachting Monthly* magazine’s two-year campaign to save the yacht, raising funds from around the world.

Among the supporters of that refit were 30 members of the RSYS who donated the yacht’s new feathering aluminium bronze propeller made in Sydney by Hydralign, a company previously owned by well-known ocean racing yachtsman Jack Cristoffersen.

The 53ft ketch has been refitted at Camper & Nicholson’s yard where she was built in 1966 for her solo epic around-the-world voyage.

Members of the UK Sailing Academy, which now owns the yacht, have worked with Camper & Nicholson’s on the refit. The re-launched *Gipsy Moth IV* was scheduled to make an appearance at Cowes Week and then to set sail from Plymouth on 25 September on the first leg of her around-the-world voyage with the Blue Water Rally, heading to Gibraltar, the Canaries, and Antigua, in the West Indies, before transiting the Panama Canal and crossing the Pacific to Sydney.

By the time Sir Francis Chichester and *Gipsy Moth IV* reached Sydney he had sailed 13,500 nautical miles across the open oceans. The yacht had suffered some damage and had proven difficult to sail downwind. A major change made during a Sydney overhaul was the addition of some deadwood to the after part of the keel. – **Scuttlebutt/Peter Campbell**

ORCV RACE START REVIEW

The Ocean Racing Club of Victoria has reviewed its policy on starting races in heavy weather. The review followed comments from participants after last summer's Melbourne to Hobart and Melbourne to Launceston races. The joint start for the races was postponed because of unsuitable conditions but the races were still sailed in heavy weather.

Commodore Angus Fletcher reported in the ORCV newsletter that the committee had unanimously concluded that its procedures for dealing with such situations were appropriate and should remain.

The ORCV's longstanding policy has been that race starts will be postponed if a storm warning is current for an area relevant to the race, or if Port Phillip Heads have been closed to commercial shipping.

In all other situations, races will go ahead as scheduled unless the Race Director has valid reason to consider that conditions are likely to deteriorate significantly during the period of the race, or that there are other specific factors which may make it unsafe to proceed. In such cases, the Race Director must consult with the available Flag Officers to determine the appropriate course of action.

The reasons behind this policy have been:

- Well-designed and constructed yachts fully equipped to Category 1 or 2 should be able to reliably and safely handle gale force conditions on a routine basis. These conditions are by no means uncommon in Bass Strait and Tasmanian waters, and will certainly be encountered by all yachts that regularly sail offshore, whereas storm force conditions are quite rare.
- The ability to competently handle fresh conditions is an essential component of any offshore sailor's skill set. Racing in company with other boats and with extensive monitoring and emergency response arrangements in place is clearly the best possible environment in which to develop and hone these skills.
- Many boats that may not be particularly competitive in light to moderate conditions and flat seas come into their own when it blows.

As these are generally the more sea-worthy and better offshore prepared boats, it would be unreasonable to deny them the chance to prove their abilities in tough conditions.

- Similarly, crews who have done the hard yards and developed the ability to confidently handle such conditions should not be denied the opportunity to profit from that ability on the race course.
- The window available for most races is extremely limited due to time constraints on participants, meaning that, in general, a postponement of even twenty-four hours effectively constitutes abandonment.

The exceptions are the Christmas races which could remain viable with postponement of up to perhaps forty-eight hours.

Fletcher noted, however, that the debate raised points which needed to be considered:

- A significant number of boats and crews less 'hardcore' offshore racers. These may include boats that do most of their racing on the bays and as a consequence may be equipped with sails and gear less suited to sustained heavy offshore conditions, or crewmembers who are more used to cruising.
- In most races there will always be a group of first-timers or less experienced offshore campaigners who, while keen to get out among it, are still very much feeling their way. "It has become apparent that both of these groups need to be better catered for in our race planning and management and we will therefore be introducing two initiatives.

First and in relation to both groups, we will in future place greater emphasis on two options that are available to competitors, but perhaps not generally recognised:

To elect to start late, or, having started, to elect to take temporary shelter and resume racing when conditions abate, rather than take an early decision to retire.

"Both of these options give crews who wish to sail the course under more favourable conditions than those prevailing at the scheduled start time the opportunity to do so while still enjoying the coverage and support resulting from participation in an

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Geronimo powerfully surges forth in her successful around Australia record bid. PHOTO: Andrea Francolini

organised event,” Commodore Fletcher writes. “Boats taking up either of these options are of course unlikely to feature at the top of the results table but will still be able to record a finish. That outcome is certainly much more satisfying than going home with a DNC or DNF.

“We will be revising race sailing instructions to make sure that the availability of these options is clear and to specify the procedures to be followed by boats who decide

to make use of them. Additionally ... we propose to put in place a mentoring system to assist these less experienced crews to ensure that their preparation is as complete as possible. Under this system, at the time of review of race entries, boats that may benefit from some guidance will be identified and one of our more experienced regular participants will be assigned to make contact and offer their advice and assistance.”

FUNDING FOR MACKAY RACE

The Mackay Yacht Club has received a funding boost from the Queensland Government for its running of the Southport Mackay yacht race.

The race receives funding under the Queensland Events Regional Development Program and is supported by sponsorship from Telstra Countrywide.

The 530 nautical mile Category 2 race was first run by the club in 2003 to ‘fill the gap’ between the well-established Sydney Gold Coast Race and the Hogs’ Breath and Hamilton Island Race Weeks. The event includes PHS, IRC divisions and a cruising division.

Ludde Ingvall’s previous 80-foot *Nicorette* set a Line Honours record of just over 42 hours in the inaugural race.

Last year’s Line Honours winner was Andrew Short’s Volvo 60 *Andrew Short Marine* which completed the course in a little over 68 hours.

Mackay skipper Bob Thomas sailed a Farr 40, *AFR Midnight Rambler* to overall wins in both PHS and IRC Divisions last year.

With the additional funding, this year the Mackay Yacht Club was to hold a Festival of Sail in association with the conclusion of the race.

The race was to be started, in association with the Southport Yacht Club, off the Southport Seaway on Friday August 5. – **Georgie Brown**

UK-HALSEY: SYNERGY REIGNS

UK Sailmakers and Halsey-Lidgard Sailmakers, two organisations sharing an identical commitment to sailmaking excellence, customer service and great product performance, have merged to become UK-Halsey.

More than 50 lofts in 20 countries will now deliver their combined advantages, including UK’s laminated loadpath technologies (Tape-Drive and UK Ultra construction), dominance in PHRF and among production racer-cruisers, plus Halsey’s expertise in mega-yachts and multihulls (from PlayStation and other RTW racers to Caribbean charter cats).

The UK-Halsey website is worth visiting for the latest animated Rules Quiz or news, sail tips, loft locations and sail quotes: <http://www.ukhalsey.com>

OFFSHORE RACING CALENDAR

MAJOR AUSTRALIAN AND INTERNATIONAL OFFSHORE AND INSHORE EVENTS FOR 2005

AUSTRALIAN

AUGUST

- 5 Southport Mackay Race MYC/CYCA
 6-7 Club Marine NSW Youth Match Racing Championships
 11-18 Hog's Breath Race Week WSC
 20-27 Hamilton Island Race Week HIYC

SEPTEMBER

- 4 Schools NSW Youth Match Racing Championships
 10 Lion Island Race SASC
 16 Starlight Foundation Regatta
 22-25 Line 7 Australian Women's Match Racing Championships
 24 Short Ocean and Ocean Pointscores CYCA/RSYS
 (All OPS boats to race as Div 1 SOPS)
 25 Monica Geddes Memorial Trophy
 Sydney Harbour Islands Race

OCTOBER

- 1 Short Ocean Race MHYC
 5 St Arnou Twilight Race 1
 7 Bird Island Race & Short Haul Night Race
 8 Lion Island Race
 12 St Arnou Twilight Race 2
 14-16 Farr 40 One Design Regatta - Port Stephens
 17 Mount Gay Twilight Series Race 1
 19 St Arnou Twilight Race 3
 21 Flinders Island Race
 22 Port Hacking Race & Short Haul Ocean Race
 24 Mount Gay Twilight Series Race 2
 26 St Arnou Twilight Series Race 4
 28-30 Rhodes Waterside Farr 40 Regatta (RPAYC)
 29 Gosford Lord Howe Island Race GSC
 31 Mount Gay Twilight Series Race 3

INTERNATIONAL

AUGUST

- 5-13 Star Europeans, Varberg, Sweden
 7 Rolex Fastnet Race
 13-20 Eight Metre worlds Toronto
 16-21 Star North Americans, Marina del Rey
 20-21 Irish Open Etchells Championship, Dublin
 23-29 Rolex Swan American Regatta, Newport RI
 24-04 Sept Louis Vuitton Acts 6&7 Malmo, Sweden
 27-29 Etchells European Championships, Dublin
 28-3 Sept Half Ton Classic Cup, St Malo, France

SEPTEMBER

- 1-11 Etchells Worlds, San Francisco
 4-10 Rolex Maxi Yacht Cup, Porto Cervo Sardinia
 13-17 Rolex Week of the Straits, Porto Cervo, Sardinia
 15-18 St Francis Big Boat Series, San Francisco
 20-24 TP52 MedCup Porto Roptundo
 28-09 Oct Louis Vuitton Acts 8&9, Trapani, Sicily

OCTOBER

- 15-23 King Edward VIII Gold Cup, Bermuda
 21-23 China Coast Regatta, Hong Kong
 22 Rolex Middle Sea Race
 26 Hong Kong Hainan Race

NOVEMBER

- 5 Volvo Ocean Race 'in port' Vigo, Spain
 12 Volvo Ocean Race Leg 1 Vigo, Spain -
 Cape Town, South Africa

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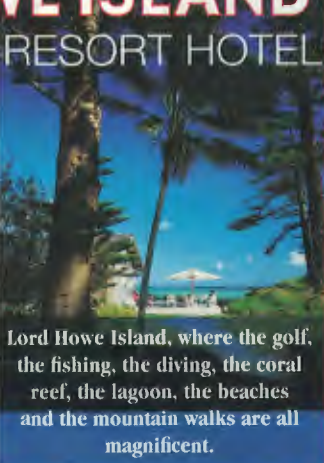
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LAST THOUGHT

A stiff southerly helps turn a spinnaker set error into an expensive mistake during the CYCA Sydney BMW Winter Series. PHOTO: Andrea Francolini

ONSHORE



MEMBERS NEWSLETTER

THE NEWSLETTER OF THE CRUISING YACHT CLUB OF AUSTRALIA

AUGUST 2005

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THE CYCA'S X FACTOR

The success of the CYCA's youth sailors has been dominated recently by the likes of its match racing guns but behind the headlines, the young women of the Youth Sailing Academy are making a move into international competition.

Tneal Kawalla, a 21-year-old university student from Albion Park in Wollongong, joined twin sisters and 49-year CYCA members Pat and Joyce Warn at the Yngling Women's World Championship in Mondsee, Austria, in July.

The 75-year-old Warn sisters purchased their first Yngling in 1974 and haven't missed a World Championship since 1979 when they competed in the Open Worlds before switching to the Women's Worlds in 2002 when the Yngling became an Olympic class and a separate competition was created. They are two of only four Life Members of the International Yngling Association and are Royal Sydney Yacht Squadron Life Members.

Tneal began sailing as the mainsheet hand with the Warn sisters or "the girls", as she and most others call them, in 2001 and had contested three Sail Melbourne's and two World Championships prior to the Worlds in Austria last month.

"She does all our lay lines and discusses tactics with us," says Joyce, who still works part time with a firm of consulting engineers and, along with her twin sister, assists the Royal Sydney Yacht Squadron with its on-water race management.

Tneal, who has been with the YSA since 2001 and was part of the CYCA team which finished 2nd in the Harken Women's International Regatta last year, has the greatest respect for her "third set of grandparents".

She says weight rather than the age difference of more than 50 years is more of an issue. "We weigh about 25kg less than



PAT AND JOYCE WARN WITH TNEAL KAWALLA (FRONT) COMPETED IN THIS YEAR'S YNGLING WORLDS HELD IN AUSTRIA. PHOTO: JEFF CROW, SPORT LIBRARY AT SAIL MELBOURNE 2005.

everyone else. However, in the light airs we do really well. 'The girls' still have the knowledge to be right up the front," Kawalla says.

Another CYCA member, Jean-Claude Strong, who is in her 50s and only began racing in 2003 as a crewmember on board triple World Champion Neville Wittey's Yngling, campaigned her own Yngling in her maiden international regatta at last month's Women's Worlds.

'JC' also nominated to train a YSA graduate for her campaign, namely Kylie Mara who sailed with the YSA in 2003 and 2004 and was mainsheet hand in the CYCA women's team which came 4th in the Australian Women's Match Racing Championship last year.

Also conducted in July was the 29er World Championship where the CYCA's flag was flown by two of the rising stars of the Academy. Contesting her first 29er event after recording success in the Sabot class, Hannah Nattrass was the skipper at the 29er Worlds

in San Francisco while Tom Woods, the father of one of the YSA's current Advanced Squad members, swung on the trapeze.

Jacqui Bonnitcha, whose recent successes include 2nd in last year's CYCA Bavaria International Youth Match Racing Regatta and 3rd in the Governor's Cup and 2nd in this year's Harken International, teamed up with the current JJ Giltinan International 18-foot skiff winning skipper Euan McNicol at the 29er Worlds as skipper before continuing on to Turkey where she will contest the World University Games this month.

One of only two female Australian representatives selected to sail an Olympic 470 class boat in the World University Games, which is considered by some to be the next event in status after the Olympic and Commonwealth Games, Bonnitcha has a unique opportunity to represent her country, her university and her home Club.

— Lisa Ratcliff

20+ YEAR MEMBERS DINNER A HUGE SUCCESS



TOP (LEFT TO RIGHT): PAMELA BRINSMEAD WITH BOB AND EVE ROSS. BOTTOM LEFT: GEORGE SNOW'S WIFE SABRINA WITH CYCA PAST COMMODORE JOHN MESSENGER AT THE 20-YEAR MEMBERS DINNER. BOTTOM RIGHT: SUE AND BILL BAILEY.

Towards the end of June, 120 20+ year members and friends were thoroughly entertained by a "brilliantly organised function with just the right balance of enjoyable live music, outrageous lies, faulty memories and an excellent speech by the very witty George Snow, telling everyone (amongst a lot of other snippets) that cruising in yachts was his ideal pastime," reported attendee Peter Cox.

"The superb food and attentive service was a credit to the Club and its current management. Anyone who missed out on the night would be smart if they booked in for the next one right away – it'll be a sell-out," Cox added.

Commodore Martin James supported these positive comments and said it was great to see members catching up, some obviously after extended periods, in such a friendly atmosphere.

"The guest speaker was excellent as was the attendance. It was great to see so many 20+ year members as well as seven previous Club Commodores attending the function," Commodore James said.

"There was also tremendous interest in the footage we showed of the 1945 and 1960–1969 Caltex Sydney Hobart Races, so much that now we have digitised most of our archive material, we might need to consider making this historical footage available to members at a reasonable price if we are able.

"On the night, I was reminded of the foresight of past Commodore David Kellett AM in particular who I understand suggested this function should become an annual event on the CYCA calendar. I think that he and any others responsible for its establishment should be congratulated," the Commodore added.

MEMBERS' BADGE DRAW

(TPL 04/12247)

The Members' Badge Draw is a great night to meet up with your fellow members in the Coaster's Retreat. Being present also gives you a chance to win the jackpot. Why not book into the Blue Water Grille for a delicious meal following the completion of the draw!

GOLD SPONSORS

- Andrew Short Marine
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- Riviera Sales Sydney
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SILVER SPONSORS

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BRONZE SPONSORS

- Kookaburra Challenge
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CYCA CRUISING NEWS

As George Snow said in his witty talk at the 20+ Year Members' Dinner, cruising is a fun way to enjoy sailing. Acknowledged as the original inspiration that led to the foundation of the CYCA more than 60 years ago, cruising in all forms can be enjoyed by members and is becoming more integrated into the Club's sailing events.

We welcome the Cruising Committee's status on the present Board after many years of pursuing separate development and we look forward to working with the new Board to enhance the profile of cruising activities for the greater good of all members.

This new Committee status will have a significant benefit for all boat owners, not just 'cruisers'. CYCA Cruising has also requested representation on the Sailing Committee to ensure cruising interests can be taken into account when organising sailing events, and to reintroduce the profile that cruising of all kinds should have in this Club.

Already the various Notices of Race and the Sailing Instructions have established a Cruising Division in many of the CYCA's major races. The Club wants to have many more cruising boats enter the Club's major offshore events – please look at the Club's website under 'Sailing' so you don't miss out.

YACHTING NSW'S COMBINED CRUISING CLUBS EVENT TO BE HELD AT CYCA

To everyone who has enjoyed messing about in a boat, whether it was close to a Harbour beach or some beautiful place a long way away, the CYCA invites you to a get-together commencing at 1:00pm on Saturday, September 17 so you can meet lots of other cruising people for a fun day just to talk sailing. There'll be plenty of sailors from yacht clubs from everywhere up and down the coast so you can wrangle the whole afternoon about the boating

things you really feel strongly about. Or maybe you'd like to have a beautiful barbeque and talk with fun people who love sailing just like you do?

All of the above is a long way of saying that the 2005 Yachting NSW Combined Clubs Event will be held at the CYCA and the Club's Flag Officers and management are keen to make sure that you and all your sailing friends have a great time.

To make sure it's a happy day for everyone, the Club invites anyone interested in cruising or sailing to come along. You and your partner and friends are invited to come by road or by water. To help the boat visitors, the Club has arranged that anyone who lets them know beforehand can berth their boat at the Club free for the night. For the land travellers, access to the Club is easy by bus, car, taxi, or train – they all stop reasonably near or right outside the Clubhouse.

Now, a special message to catering managers, you can bring your own food to cook at the outside barbecues, then eat at the outside tables, or you can buy great value meals inside the Clubhouse at the Bistro and sit down in a special area set aside in the licensed section for the Cruising visitors. If the weather turns and it's raining or blowing oysters off the rocks, Club management has organised a covered area upstairs in the Clubhouse for everyone to use.

Even better, if you ever get tired of chatting about the sailing you've done or want to do, there'll be plenty of sailing videos showing for extra entertainment.

You can be sure of one thing above all, Club management is working hard to make sure this function is fun for everyone who attends, so anyone not there will be sorry to have missed out.

Overall, we believe the fellowship generated by the whole day will make this a special event to come back to each year when other Clubs will have their respective turn to hold the event.

– Peter Cox

INTERNATIONAL PAINTS LAUNCHES MICRON 66

CYCA sponsor International Paints, which provides financial and product support to the CYCA's start boat *Offshore* and supplies product to antifoul the Youth Sailing Academy's Elliott 6s, has made a breakthrough in antifouling technology with



the replacement of the TBT SPC (tributyl-tin self-polishing copolymer) with Micron 66, which contains no TBT.

As the surface of Micron 66 is constantly renewed by a chemical reaction, it continuously smoothes to an exceptionally low friction finish that minimises drag and maximises fuel efficiency and speed.

Micron 66 has already taken out a number of industry awards including being named the 'Blue ribbon antifoul' after 54 bottom paints were tested as part of the annual USA Power Boat Reports and Practical Sailors paint testing exercise.

THE STARLIGHT SAILING CHALLENGE SETS SAIL AGAIN!



FRIDAY, 16 SEPTEMBER AT THE CYCA

Please mark this date in your diary. We would love your yacht to be involved in 2005. To register your interest please contact Pino Foti or Lauren Fraser, Starlight Children's Foundation on 02 9437 4311 or by email: pfoti@starlight.org.au or lfraser@starlight.org.au



FROM THE YOUTH SAILING ACADEMY



STRONG BREEZES BRING RSYS YOUTH TEAMS A WIN IN INTER-CLUB CHALLENGE

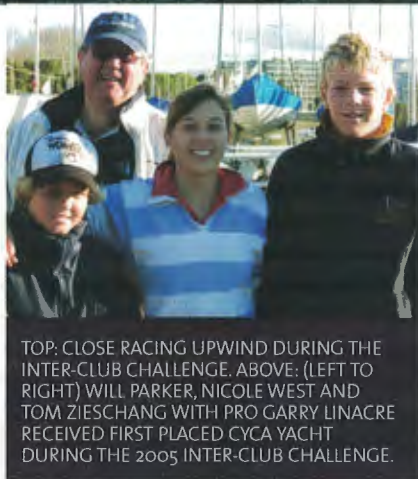
Strengthening and shifty northerly winds provided spectacular close racing in the annual Inter-Club Challenge conducted by the CYCA aboard the Elliott 6s. Eight teams contested the regatta and all of the 12- to 17-year-old sailors demonstrated a high level of teamwork in the challenging short course races.

The winning boat, *Musto*, was raced by CYCA sailors Will Parker, Nicole West, Lucinda Whitty and Thomas Zieschang who campaigned consistently to win two of the five short course races.

However, with two teams from each Club drawn for the overall trophy, it was RSYS's two teams finishing in equal second place overall that delivered them the Inter-Club Challenge trophy. Ed Quarterly, Jess Pollard, Kate Reddy and Jess Bodor racing *Camp Eden* and Xander Wheen, Matt Perini, Laurence Milne and Simon Wubber racing *Lansa* convincingly won the teams' trophy on 36 points over the CYCA's total of 49.

CYCA coach Susan Ghent commented, "It was pleasing to see the level of competition and improvement of the CYCA sailors who started their training on the Elliotts in May this year.

"Four coaches were on course during the racing to provide feedback between races and this made for a great learning experience for these developing young sailors from both Clubs."



TOP: CLOSE RACING UPWIND DURING THE INTER-CLUB CHALLENGE. ABOVE: (LEFT TO RIGHT) WILL PARKER, NICOLE WEST AND TOM ZIESCHANG WITH PRO GARRY LINACRE RECEIVED FIRST PLACED CYCA YACHT DURING THE 2005 INTER-CLUB CHALLENGE.

NSW Institute of Sport coach Craig Ferris was able to find time between on-water coaching commitments for some talent spotting. It was great to see the support of our top coaches as they work to develop a better understanding and foundation for the growth of NSW sailing.

At the presentation barbeque back at the CYCA, the RSYS sailors were presented with the perpetual shield by Garry Linacre.

Sailors, spectators and officials were bubbling with enthusiasm following a thrilling day of racing and all are looking forward to the next event.

CLOSE RACING IN NAVIONICS MATCH RACING REGATTA

At the completion of the CYCA's Navionics Match Racing Regatta sailed over Saturday, July 18 and 25, the top three skippers, Jacqui

Bonnitcha, Jamie Woods and Seve Jarvin, finished within one point of each other while 4th, 5th and 6th places had to be decided on a count back after Evan Walker, Mark Langford and Tom Barker all finished on equal points.

Regatta organiser Jenni Bonnitcha said: "It is pleasing to see the high standard of all competitors which is a direct result of the CYCA's intense youth training programs."

Racing among the youth sailors was extremely close and competitive with the benefits of experience showing in the crew work of Robert Bell (mainsheet for Woods), Sam Newton (bowman for Bonnitcha) and Seve Jarvin who was skippering his own boat.

Jarvin, Bell and Newton have already won the NSW State and Australian Youth Match Racing titles twice and rather than defending their titles in 2005, all three will return overseas in August to compete on the European Match Racing Grade 1 circuit.

Until then the three boys are sharing their years of match racing experience by assisting other CYCA Youth Sailing Academy sailors hone their skills. The results of the Navionics regatta show that it is a significant advantage for any team to have one of these talented sailors in their crew.

The first day of racing was conducted in Rushcutters Bay in oscillating westerly winter breezes which provided ideal conditions for close competition. Boats had sufficient breeze to fight hard for control at the start however late and carefully calculated



CLUB MARINE COVERING MUSTO DOWNWIND DURING THE NAVIONICS REGATTA.

QUIET LITTLE DRINK

EDEN



FROM THE YOUTH SAILING ACADEMY

decisions on which end of the line to start and how close to cover on the course were essential for success. Those who separated from their opponents paid dearly in the varying winds.

Racing started early, but as the wind began to die in the early afternoon the Race Committee and coaches had little hesitation in returning to shore for a detailed debrief. With the assistance of international umpire, David Tallis and chief umpire, Andrew Baglin, the sailors gained valuable feedback on tactical decisions and incidents on the course.

The regatta was completed the following Saturday in very unsettled conditions. Principal race officer Robin Foote abandoned races and swung the course on a number of occasions in the morning in an attempt to get the first flight away.

Following a slow 170-degree wind rotation, the start boat was required to move across the harbour to Double Bay before racing could recommence. The first round robin was completed in a shifting westerly that continued to turn south until it completely faded. The lack of wind meant the second round robin was not finalised and the results had to be based on round robin 1.

Lansa, with the strong crew work of Sam Newton (bow) and Tneal Kawalla (mainsheet), won by a point. However, the improvement in skills of all crews was exemplified by Jonathan Whitty and his team who found their form to win all their races on the second day of competition.

- 1st Lansa** – Jacqui Bonnitcha
- 2nd Musto** – Jamie Woods
- 3rd Camp Eden** – Seve Jarvin
- 4th Triple M** – Mark Langford
- 5th Bavaria Yachts** – Evan Walker
- 6th Club Marine** – Tom Barker
- 7th Toli** – Will Critharis
- 8th Sandy Bay Surf Co** – Jonathan Whitty.

YOUTH SAILORS ABOARD FOR 20TH SYDNEY GOLD COAST YACHT RACE

The Youth Sailing Academy is again supporting yachting at the CYCA with large numbers of YSA sailors crewing in the recent BMW Sydney Winter Series.

A number of these sailors also managed to free themselves from study to take the opportunity to race in the 20th Sydney Gold Coast Yacht Race.

James Francis from the Advanced Squad was onboard the newly renovated *Abracadabra*, this race being their "first preparation for the Melbourne to Osaka race in 2007", according to James.

Ed Christian (who is currently training in the Advanced Squad and assisting with coaching the university group), James Christian (umpire for CYCA match racing as a state umpire and graduated from our Advanced Squad in 2004) and Luke McClean (grandson of past Commodore Les McClean) raced aboard Sean Langman's *AAPT*.

Allan Jackson again joined the Sailors with disABILITIES crew. SWD has been a long term supporter of the YSA and offshore racing in general and for the Sydney Gold Coast Yacht Race they campaigned their Lyons 52 *NRMA Insurance*. Allan joined the YSA's Intermediate Squad in 2003 and now in 2005 is showing exceptional skill in all crewing positions in our Advanced Squad while also actively helming an NS14.

Wulf Wilkins sails with CYCA Director Geoff Lavis on *UBS Wild Thing*. Wulf is a versatile sailor and a very sought after Bowman. He recently competed in a Sydney 38 Match Racing regatta at RPAYC, crewing for CYCA skipper Geoff Bonus aboard his 38 *Calibre* which finished 2nd overall. After this regatta, Wulf commented, "The additional experience on the helm and main that I have gained with the YSA has been of great importance as I am able to understand what the helmsperson expects from me when working on the bow.

"In the regatta it was of great benefit that Ben Lamb and I sailed together intensively at the CYCA YSA. Using the skills we had acquired meant that we were able to work together very efficiently with Ben doing the tactics and me on the bow. This was invaluable during the pre-starts as I was able to anticipate what Ben wanted to do with manoeuvring the boat."

Andrew Joyce, who was a member of the YSA Squad in 2003 and 2004 and now assists with umpiring, joined David Beak to race

his Beneteau 40.7. Andrew was the winning navigator in the 2003 Rolex Sydney Hobart Yacht Race on board *First National*.

YSA YOUTH SAILORS AROUND THE GLOBE

YSA sailors Jamie Woods and Iain Jensen, Will Critharis and Seve Jarvin, Jacqui Bonnitcha and Euan McNicol and Hannah Nattrass (with Jamie's Dad), Byron White and Byron's brother (past YSA sailor) travelled to San Francisco to compete in the 29er World Championship in July. Most of the sailors travelled in late June for a warm-up regatta at the US Nationals followed by the Worlds which were contested in San Francisco Bay at the St Francis Yacht Club in early July.

Elyce Finney travelled to Wales in July to compete in the UK Nationals in her Laser 4.7 before going on to Rhode Island in the US for the Laser World Championship. Elyce has shown her talent in our Intermediate Squad which trained over winter and has proven to be a keen young sailor who is very interested in advancing her knowledge.

The CYCA was also represented at the July ISAF World Youth Championship by Evan Walker and Kyle Langford. This pair sailed for the CYCA in the Hobie 16 spi class (with spinnaker) at the Australian Youth Championship in January and were selected for the 2005 Australian Youth Team.

They travelled to Busan in South Korea for the ISAF World Youth Championships in July where sailing took place between the East China Sea and the Sea of Japan, an area renowned for its strong wind and current. Evan and Kyle trained hard for this event, sailing several times a week in the Advanced Squad over winter and also in their Hobie 16.

They were lucky enough to be coached by NSWIS coach Craig Ferris who spotted the boys' potential and has been working them ever since, sometimes in challenging conditions offshore. Ferris sees the ISAF Youth Worlds as a huge launching pad for the boys in their sailing as many past Youth Team sailors have gone from there on to successful Olympic and international sailing campaigns.

Erin Cameron, who has been working for Yachting Australia for the past five and a half years, is going overseas this year where she will be onboard a Swan 45 for Skandia Cowes

Week in early August. She expects to be in a very competitive team managed by a former UK America's Cup skipper. For anyone visiting the Mediterranean in late July or early August keep an eye open for Erin 'swanning' about. She expects to be back in Australia for the Hahn Premium Hamilton Island Race Week in August and the Line 7 Australian Women's Match Racing Championship hosted by the CYCA in September.

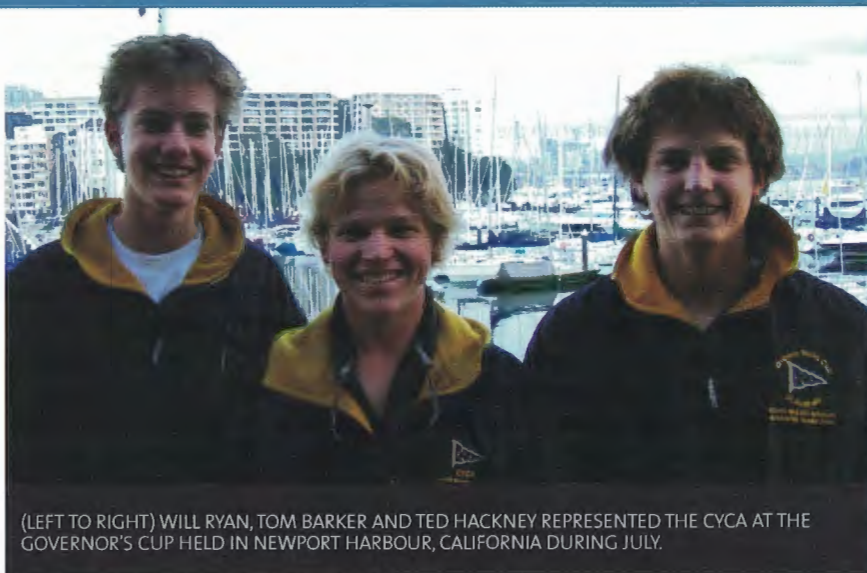
Tneal Kawalla travelled to the Yngling Worlds in Austria in July to crew for long time CYCA members Pat and Joyce Warn (see cover story).

JARVIN'S WORLD RANKING CONTINUES TO CLIMB

With the release of the ISAF Open Match Racing rankings in June, Seve Jarvin has lifted his ranking to 23rd in the world. This is the highest ranking achieved by a CYCA sailor. The 19-year-old is now the 3rd ranked Australian behind Peter Gilmour who is ranked No 1 in the world and the 4th ranked James Spithill. YSA Match Racing regattas such as the Navionics and the All Marine regattas are a great starting point to help YSA sailors to build rankings and to increase their match racing knowledge.

Jarvin, with his Youth Sailing Academy team of Robert Bell and Sam Newton, is returning to Europe this month with an invitation to compete in the Grade 1 Internationaux de France de Match Racing – Manu Minard. On the back of their result (missing the semi-finals on a 4 way count back for 2nd place) in the Albaria Cento Cup in Sicily, the boys are fired up to show the European sailors what they are really capable of achieving.

Immediately following the regatta in France the team will be joined by YSA sailor Mark Langford for The International Match Race Challenge as part of Skandia Cowes Youth Week. Langford, who sailed bow for Jarvin in their successful Bavaria International Youth Match Racing in 2004 is himself a talented skipper. Ranked as one of the top Laser Radial sailors in Australia at present, he is training with the NSWIS squad through coach Eric Stibbe to represent Australia at the World Championship in Brazil in December.



(LEFT TO RIGHT) WILL RYAN, TOM BARKER AND TED HACKNEY REPRESENTED THE CYCA AT THE GOVERNOR'S CUP HELD IN NEWPORT HARBOUR, CALIFORNIA DURING JULY.

CYCA AT THE GOVERNOR'S CUP

The YSA again fielded a strong under-20 youth team for the Governor's Cup which was held at Newport Harbour, California from July 18–23.

Following on from the success of last year's team of Jacqui Bonnitcha, Tom Clout and Sam Newton, the CYCA was again accepted for this prestigious match racing event.

CYCA Youth Sailing Academy coach and manager Jenni Bonnitcha, who accompanied the sailors, again selected a strong team, all of whom have been members of the Youth Academy for a number of years.

The team comprised skipper Tom Barker with Will Ryan on mainsheet and Ted Hackney on bow.

These sailors showed great commitment to training hard for this world class event.

In previous years YSA sailors have made an excellent impression with the event organisers and have achieved some fantastic results including winning in 2003 and placing 3rd in 2004 as well as collecting the best sportsmanship award last year.

Each year the YSA sends a different team to this regatta which gives all sailors an opportunity to strive for selection.

On return the sailors bring back a broader knowledge of skills and are encouraged to share their experiences with others. This makes YSA sailors overall a very strong group of talented yachties.

ROSE BAY MARINA – NEW SPONSOR FOR THE YSA

The YSA is delighted to announce a new Elliott 6 sponsor – Rose Bay Marina. Rose Bay Marina invites CYCA members to come and inspect their facilities. The marina can accommodate vessels on both berths and moorings. A seven-day tender service is available to the mooring clientele. A full range of marina facilities, including slipway, marine engineers, shipwrights and fuel services are also available. Rose Bay Marina is home to the Pier Restaurant and Marina Kiosk Cafe.

ROSE BAY MARINA

INTERMEDIATE SQUAD

The Youth Sailing Academy's Intermediate Squad had its last day of winter training on Sunday, June 26. This year's group was made up of 32 talented young sailors from various classes and during the six-week course the sailors fine-tuned their boat handling skills and teamwork on the Youth Academy's fleet of Elliott 6s.

It was great to see the sailors making new friends and learning new skills. They all became excellent on-board communicators and became adept at setting up for the different conditions each week.

During their training they had the chance to show off their new skills at the Interclub Regatta conducted by the CYCA. The sailors enjoyed the short course fleet racing and all

performed brilliantly, in particular regatta winners Will Parker, Nicole West, Lucinda Whitty and Tom Zieschang from the YSA.

The coaches were pleased with the efforts of all the sailors and the success of the course. We are looking at running a Summer Train On Squad in the evenings during the week to continue the rate of learning and to keep in contact with these sailors over the summer season.

We also run school holiday courses that many of these sailors will be involved in.

These courses are great fun for the sailors and participants make lots of new friends while increasing their knowledge of sailing and polishing their skills.

If you are interested in joining our YSA squads or taking part in one of our school holiday courses, you can find information on the CYCA website under 'Youth' or contact Jenni Bonnitcha or Susan Ghent at the CYCA.

– Susan Ghent

UPCOMING COURSES

19–25 YEAR OLDS – UNIVERSITY SEMESTER II

Friday afternoons at the CYCA has become 'University Day'. This started modestly a number of years ago when the YSA offered Sydney Uni students the opportunity to learn to sail on Sydney Harbour.

This 19–25 age group consists of keen and motivated learners who take full opportunity of all the CYCA has to offer, both on the water and on the deck afterwards. They are a constant source of twilight and BMW Sydney Winter Series crews and potential new members for the Club.

The courses run during University semesters with the next course commencing on August 19 and running for 12 weeks. The cost of the course is \$240 – great value and great fun.

INTRODUCTORY/INTERMEDIATE SEPTEMBER COURSE: SEPTEMBER 27–30

Book now as this is always the most popular course and fills up quickly. Available to 12–18 year olds, the course covers basic to racing skills in a fun program aboard our Elliott 6s. Book now at CYCA reception or email: jenni.bonnitcha@cyca.com.au

Jenni Bonnitcha
Manager YSA

CYCA LIFE MEMBERSHIP FOR TONY CABLE

At the annual July AGM, well-known member and the Club's de facto historian Tony Cable became the CYCA's 26th Life Member in 60 years of operation.

A 41-year member, Tony joined the CYCA in 1964 at 21, having already competed in three Sydney Hobarts, and now his name sits on top (or near to it) of the leader board which he helped instigate to honour those who have started in 25 or more Sydney Hobart Yacht Races.

As he approached the 40 race milestone in 2003, he was quoted as saying that he would be "the first bloke from the lower deck to come through the ruck", the others in the '40 Club' being either famous navigators or skippers.

In amongst Tony's 41 Sydney Hobart Yacht Races are some notable results including the rare double of a first overall and Line Honours win on *Sovereign*, a second on handicap on *Gretel*, a third on Don Mickleborough's *Southerly* and a fourth on *Taurus II*.

As co-founder of the Quiet Little Drink in Hobart in 1969 and subsequently the annual QLD Cocktail Party at the CYCA, Tony has presided over the raising of considerable funds that have gone to support many charitable causes and included a 12-year sponsorship of one of the Youth Sailing Academy's training yachts.

Tony also served on the Board for 11 years from 1975–1986 and various Committees for over 30 of his 41 years of membership and is still actively involved in voluntary Club affairs through the Q.L.D. and Archives Committee.

As Chairman of the Publications Committee from 1975–1986 he was an early writer for *Offshore Yachting* magazine and was responsible for many of the 90 issues of the much read newsletter, as well as the Sydney Hobart programs from 1976–1986.

"Tony is a died-in-the-wool ocean racer who has devoted much of his life to pursuing



TONY CABLE NEWLY ELECTED LIFE MEMBER OF THE CYCA.
PHOTO: IAN MAINSBRIDGE

the Club's interest," noted David Colfelt who seconded Bob Brenac's nomination of Tony Cable for Life Membership.

"He has an encyclopaedic knowledge of Australian ocean racing and has become the de facto Club historian, fielding numerous general enquiries year after year. He has also served as the Club's liaison to the National Maritime Museum which led to the 50th anniversary Sydney Hobart Yacht Race 'Hell on High Water' exhibition which was on display in 1994.

"Tony has put in hours upon hours over the years in various projects including the production of posters, acquisition of paintings, Rotary talks, the documenting and labelling of trophies, and more. In summary, Tony has contributed a great deal in deed and in spirit to the CYCA," Colfelt added.

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.

CALENDAR

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

AUGUST 2005

THURSDAY 4	6:30pm	Members' Badge Draw
FRIDAY 5		Southport to Mackay Race (MYC/CYCA)
SATURDAY 6		Club Marine NSW Youth Match Racing Championship
SUNDAY 7		Club Marine NSW Youth Match Racing Championship
THURSDAY 11	6:30pm	Hogs Breath Race Week (WSC) Members' Badge Draw
THURSDAY 18	6:30pm	Members' Badge Draw
SATURDAY 20-27		Hahn Premium Hamilton Island Race Week (HIYC)
THURSDAY 25	6:30pm	Members' Badge Draw

SEPTEMBER 2005

THURSDAY 1	6:30pm	Members' Badge Draw
SUNDAY 4		Schools NSW Youth Match Racing Championship
THURSDAY 8	6:30pm	Members' Badge Draw
SATURDAY 10		Lion Island Race (SASC)
THURSDAY 15	6:30pm	Members' Badge Draw
FRIDAY 16		Starlight Foundation Regatta
SATURDAY 17		Combined Clubs Cruising Weekend
THURSDAY 22	6:30pm	Members' Badge Draw
THURSDAY 22-25		Line 7 Australian Womens Match Racing Championship
SATURDAY 24		Short Ocean Pointscore
SUNDAY 25		10th Monica Geddes Memorial Trophy Race & Season Opening Day
THURSDAY 29	6:30pm	Members' Badge Draw Pacific Sailing School Coastal Navigation Course commences

PACIFIC SAILING SCHOOL THEORY COURSES 2005

C9 - YA COASTAL NAVIGATION

Presented by ex-Navy Navigation Instructor/yachtsman and YA examiner Greg Stewart. Course is held over eight Thursday evenings from 6pm and finishes with a practical session in the final week
2/2005 Starts Thursday 29 September

C12 - MARINE RADIO

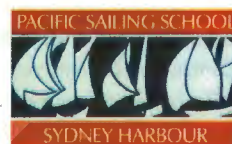
Update your knowledge of Digital Select calling and all the recent changes over three Thursday evenings to obtain your MROCP license (6pm-9pm).
1/2005 Starts Thursday 28 July

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 Saturday 23 and 30 July

5% DISCOUNT FOR CYCA MEMBERS.

FOR MORE INFORMATION OR TO BOOK YOUR PLACE, CALL PACIFIC SAILING SCHOOL 9326 2399



MANAGEMENT

CEO
Assistant to CEO
Accountant
Sailing Manager

Mark Woolf
Christina Del Conte
Nina McKinnon
Justine Kirkjian

Youth Sailing Academy Manager
Operations Supervisor
Communications Manager

Jenni Bonnitche
Andrew Payne
Lisa Ratcliff

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

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– Susan Ghent

UPCOMING COURSES

19–25 YEAR OLDS – UNIVERSITY SEMESTER II

Friday afternoons at the CYCA has become 'University Day'. This started modestly a number of years ago when the YSA offered Sydney Uni students the opportunity to learn to sail on Sydney Harbour.

This 19–25 age group consists of keen and motivated learners who take full opportunity of all the CYCA has to offer, both on the water and on the deck afterwards. They are a constant source of twilight and BMW Sydney Winter Series crews and potential new members for the Club.

The courses run during University semesters with the next course commencing on August 19 and running for 12 weeks. The cost of the course is \$240 – great value and great fun.

INTRODUCTORY/INTERMEDIATE SEPTEMBER COURSE: SEPTEMBER 27–30

Book now as this is always the most popular course and fills up quickly. Available to 12–18 year olds, the course covers basic to racing skills in a fun program aboard our Elliott 65. Book now at CYCA reception or email: jenni.bonnitcha@cyca.com.au

Jenni Bonnitcha
Manager YSA

CYCA LIFE MEMBERSHIP FOR TONY CABLE

At the annual July AGM, well-known member and the Club's de facto historian Tony Cable became the CYCA's 26th Life Member in 60 years of operation.

A 41-year member, Tony joined the CYCA in 1964 at 21, having already competed in three Sydney Hobarts, and now his name sits on top (or near to it) of the leader board which he helped instigate to honour those who have started in 25 or more Sydney Hobart Yacht Races.

As he approached the 40 race milestone in 2003, he was quoted as saying that he would be "the first bloke from the lower deck to come through the ruck", the others in the '40 Club' being either famous navigators or skippers.

In amongst Tony's 41 Sydney Hobart Yacht Races are some notable results including the rare double of a first overall and Line Honours win on *Sovereign*, a second on handicap on *Gretel*, a third on Don Mickleborough's *Southerly* and a fourth on *Taurus II*.

As co-founder of the Quiet Little Drink in Hobart in 1969 and subsequently the annual QLD Cocktail Party at the CYCA, Tony has presided over the raising of considerable funds that have gone to support many charitable causes and included a 12-year sponsorship of one of the Youth Sailing Academy's training yachts.

Tony also served on the Board for 11 years from 1975–1986 and various Committees for over 30 of his 41 years of membership and is still actively involved in voluntary Club affairs through the Q.L.D. and Archives Committee.

As Chairman of the Publications Committee from 1975–1986 he was an early writer for *Offshore Yachting* magazine and was responsible for many of the 90 issues of the much read newsletter, as well as the Sydney Hobart programs from 1976–1986.

"Tony is a died-in-the-wool ocean racer who has devoted much of his life to pursuing



TONY CABLE NEWLY ELECTED LIFE MEMBER OF THE CYCA.
PHOTO: IAN MAINSBRIDGE

the Club's interest," noted David Colfelt who seconded Bob Brenac's nomination of Tony Cable for Life Membership.

"He has an encyclopaedic knowledge of Australian ocean racing and has become the de facto Club historian, fielding numerous general enquiries year after year. He has also served as the Club's liaison to the National Maritime Museum which led to the 50th anniversary Sydney Hobart Yacht Race 'Hell on High Water' exhibition which was on display in 1994.

"Tony has put in hours upon hours over the years in various projects including the production of posters, acquisition of paintings, Rotary talks, the documenting and labelling of trophies, and more. In summary, Tony has contributed a great deal in deed and in spirit to the CYCA," Colfelt added.

RACING RULES OF SAILING 2005–2008

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