

# offshore

## YACHTING



SKANDIA  
RACE WEEK  
HOT COMPETITION  
IN ALL CLASSES

VOLVO  
SOUTHERN  
STOPOVER  
TEAMS CONVERGE  
ON MELBOURNE

**TRIPLE TREAT**  
ROLEX SYDNEY HOBART  
RECORD BOOKS REWRITTEN  
IN WILD RIDE SOUTH

*Plus:*

SEAMARK - LATEST  
YACHTING NEWS

REVIEW - DUFOUR, HANSE  
AND ISLAND PACKET

OCEAN RACER  
OF THE YEAR

OFFICIAL MAGAZINE OF THE CRUISING YACHT CLUB OF AUSTRALIA

\$6.95 (inc.gst)



Azzura Yachts  
27 Waterway Dr,  
Coomera QLD 4209  
T+61 7 5573 6055  
F+61 7 5573 6149  
info@azzurayachts.com.au  
www.azzurayachts.com.au

**AZZURA**  
YACHTS



## Loki

Azzura Yachts - Reichel Pugh 60 // Photo: Francolini / Azzura Marine

**DON'T DREAM... DISCOVER**

**INCLUDES  
MARINA BERTHS  
UP TO 30M**

**“Airlie  
Beach’s  
most  
luxurious  
development...”**

**LUXURY WATERFRONT VILLAS & APARTMENTS FROM \$1.5M - \$1.8M**

**WHISPER BAY**



**AIRLIE BEACH • AUSTRALIA**

**CALL DAVE ALCOCK 0414 291 039 OR VISIT US AT WHISPERBAY.COM.AU**

# offshore

YACHTING

FEB/MARCH 2006

The first Volvo racer arrives in Melbourne

PHOTOGRAPHY: Andrea Francolini

## ROLEX SYDNEY HOBART REPORT EDITION

### DEPARTMENTS

#### VIEWPOINT

##### 08 AT THE HELM

Commodore Geoff Lavis of the CYCA, Australia's premier ocean racing club

##### 94 DOWN THE RHUMBLINE

Editor at Large Peter Campbell, together with Halvorsen legends Trygve and Magnus, were the Honorary Official Starters for this year's big race

#### SEAMARK

##### 13 YACHT RACING NEWS FROM AROUND AUSTRALIA AND ASIA

### RACING

##### 26 ROLEX SYDNEY HOBART RACE REPORT AND RESULTS

A triple treat of line honours, corrected time and a new race record for *Wild Oats XI* confirmed canting-keel supermaxis have changed the name of the game

##### 42 ROLEX CHALLENGE

The Rolex trophy and level rating series provided tight competition and clues to the top ocean racing performers now and who to watch in coming seasons

##### 46 SKANDIA GEELONG RACE WEEK

The biggest and hottest regatta of summer

##### 52 WORLD RACERS

Melbourne stopover for Volvo Round the World race crews

##### 56 SAVILLS SHORT OCEAN RACING CHAMPS

This annual series hosted by MHYC sets off Sydney's summer of sail

##### 60 PITTWATER COFFS – A STOP / GO AFFAIR

Frustrating breeze makes strategy and sail choice key for Coffs

##### 64 SAILING SOUTH

The traditional post-Hobart race week was dominated by Michael Spies and his crew

##### 68 SYDNEY GOLD COAST PREVIEW

April Fools new start date for Gold Coast classic

##### 70 BIG BOAT CHALLENGE

### REVIEWS

##### 72 DUFOUR 385

##### 76 ISLAND PACKET 485

##### 80 HANSE 400E

### DESTINATION

##### 86 TONGA - THE FRIENDLY ISLANDS

### PROFILE

##### 92 JOHN BENNETTO

The Hobart legend has sailed his last race

##### 97 DIRECTORY

##### 98 CALENDAR



PUBLISHED BI-MONTHLY  
FEB/MARCH 2006

PUBLISHER  
ANTHONY TWIBILL atwibill@npg.com.au

MANAGING EDITOR  
HILLARY BUCKMAN hbuckman@npg.com.au

FEATURES EDITOR  
ADRIAN HERBERT 0407 226 142

EDITOR AT LARGE  
PETER CAMPBELL 0419 385 028

CREATIVE DIRECTOR  
EVELYN ARAVENA earavena@npg.com.au

GRAPHIC DESIGNER  
DIVYA D'SILVA ddsilva@npg.com.au

PRODUCTION CO-ORDINATOR/DESIGNER  
SARAH KING sking@npg.com.au

ADVERTISING AUSTRALIA  
GENERAL ADVERTISING ENQUIRIES TO:  
offshore@npg.com.au

ADVERTISING MANAGER  
WARWICK HEATH 0427 272 704  
wh3@bigpond.com

EDITORIAL CONTRIBUTORS  
BRUCE MAXWELL  
JOHN BORTHWICK  
LISA RATCLIFF  
ROB MUNDLE  
ROB KOTHE  
BARRY TRANTER  
BRUCE MONTGOMERY

CONTRIBUTING PHOTOGRAPHERS  
ANDREA FRANCOLINI 0415 873 034

SUBSCRIPTIONS  
ONE YEAR (SIX ISSUES) A\$39.95 inc gst  
SARAH DAVEY sdavey@npg.com.au  
+61 2 9566 1777

ACCOUNTS  
HELEN KROL hkrol@npg.com.au

PRINTED IN AUSTRALIA BY  
SOS PRINT GROUP

DISTRIBUTORS  
GORDON & GOTCH



The National Publishing Group Pty Ltd  
Suite 67, The Lower Deck, Jones Bay Wharf, 26 Pirrama Road  
Pyrmont Point NSW 2009 Australia  
Tel: +61 2 9566 1777 Fax: +61 2 9566 1333 Email: npg@npg.com.au  
Website: www.npg.com.au ABN 21 050 535 754

Welcome to the first edition of *Offshore Yachting* for 2006 and our first as publishers of this iconic, ocean racing magazine. Whilst much will be familiar, you will notice a fresh new design and editorial approach in keeping with the heritage of *Offshore Yachting* blended with *OCEAN* - our specialist marine publication focusing on the luxury marine scene. And you will continue to see changes in the issues ahead as we expand the editorial content, readership and scope of the magazine.

This issue is the annual special edition highlighting the blue water classic that is the *Rolex Sydney Hobart Yacht Race*. And what a special race it was with a triple treat of a line honours win, corrected time win and a new race record being achieved by *Wild Oats XI*. Whilst the success of the latest, carbon fibre, canting-keel super maxi has changed forever the big end of the race to Hobart, closer examination shows that prudent tactics, course selection and favourable winds had a fair, if not equal, part to play in the historic win. Although wind and sea conditions increased considerably for the smaller and slower yachts in the fleet, the 2005 race was generally considered an enjoyable, but always challenging affair with few great dramas at sea.

Our *Offshore Yachting* Features Editor Adrian Herbert together with Rolex Sydney Hobart Media Director Bruce Montgomery from Hobart have compiled a comprehensive report on the race south. All the results in each division are of course published in full, together with some sensational race photography.

We also cover a host of other summer racing from around the country including the Rolex Trophy and Level rating series, Skandia Geelong Race Week, the Volvo 70 World Racers and the Melbourne stopover, Savills Short Ocean Racing Championships, the Pittwater-Coffs classic, Sailing South Week in Tasmania and a preview to the new scheduling of the upcoming Sydney-Gold Coast race.

The issue also features many pages of news in *Seamark*, a Destination Tonga special feature, and reviews on three very different yachts new to the market.

*Offshore Yachting* Editor-at-Large Peter Campbell farewells John Bennetto, an old salt and Sydney Hobart legend who has sailed his last race, as well as recounting his latest tales and experiences in his regular column *Down the Rhumbline*.

We hope you enjoy this issue and as new publishers of *Offshore Yachting* we wholeheartedly encourage your feedback, suggestions on new feature ideas and editorial and photographic contributions, so that we can continue to improve your read.

Yours in yachting,

Anthony Twibill  
PUBLISHER

Hillary Buckman  
MANAGING EDITOR



Winning innovation.  
Outstanding value.



### G-PILOT 3380

#### Winner - Best electronics, Amsterdam 2005.

Navman's innovative new colour autopilot is a world first and was recently awarded the prestigious DAME award across all marine electronics for 2005.

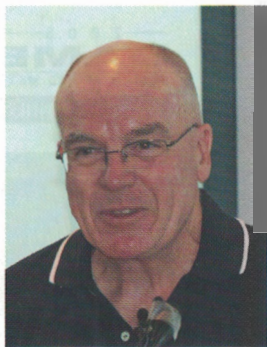
- The high resolution colour screen delivers full course information in all lighting conditions.
- The control dial and animated graphical displays make using the G-Pilot 3380 effortless.
- Expect precise vessel control with the included rate gyro, while SmartCraft™ and Navbus interfaces make the autopilot fully system compatible.

Navman Australia Pty Limited

Ph: (02) 9879 9000 Fax: (02) 9879 9001  
e-mail: sales@navman.com.au

- CHARTPLOTTERS
- FISHFINDERS
- INSTRUMENTS
- AUTOPILOTS
- COMMUNICATIONS
- UEL MANAGEMENT

[www.navman.com.au](http://www.navman.com.au)



# AT THE helm

GEOFF LAVIS, COMMODORE, CRUISING YACHT CLUB OF AUSTRALIA

Welcome to a new year and a new publisher for Offshore Magazine. We are very pleased to now be associated with NPG and trust that you will notice subtle changes in this first edition. CYCA member, Anthony Twibill, the publisher/CEO of NPG, in conjunction with the magazine's managing editor, Hillary Buckman, plan to introduce more changes over time to improve the content, appearance and readability of the magazine. Anthony and his team are approaching this task with great enthusiasm and faith in the magazine and we look forward to a long and mutually successful association with them.

Last year's Rolex Sydney Hobart was a resounding success for the Club. The event attracted unprecedented media interest and it was not really hard to see why. The fleet of 85 was absolute top quality from the 30 metre maxis through to the 30 footers.

Most would be aware that we had four maximum length maxis compete in this race – it is worth comparing this to the fact that the Rolex Maxi World's held in Sardinia last year had two maximum length maxis competing. This in itself is recognition of the significance of the Rolex Sydney Hobart. But the true underlying heart of this iconic event is in the balance of the fleet: the 70, 60, 50, 40 and 30 footers. The owners and crews that battle it out in the middle and back of the fleet, both first timers and those who come back year after year.

Boats like Anthony Paterson's Mumm 30, *Tow Truck*, a first time in this race for both the boat and the skipper. He took on the challenges of Bass Strait and the race in what can only be described as a very small boat. At the other end of the spectrum, the guys on *Phillip's Foote Witchdoctor* sailed the boat in its 25<sup>th</sup> Sydney Hobart Yacht Race, equalling the record set by *Mark Twain*. I'm sure they will be back later this year to claim the record for themselves. Who could forget the Herculean effort of Alex Whitworth and Peter Crozier who sailed their Brolga

33, *Berrimilla*, literally right around the world to compete in this event? And you can only admire the determination of David Kent from Canberra in his yacht *Gillawa*, which battled on to finish the race on the 2nd of January. I was also told of virtual match racing conditions between *Heaven Can Wait* and *Yendys* across Bass Strait. In fact there were many epic battles throughout the various divisions in the fleet. My heartiest congratulations to all divisional winners and place getters, and in fact to all those who competed!

## THE TRUE UNDERLYING HEART OF THIS ICONIC EVENT IS IN THE BALANCE OF THE FLEET: THE 70, 60, 50, 40 AND 30 FOOTERS

My congratulations also go to Bob Oatley's *Wild Oats XI* which created history by not only taking line honours and breaking the race record for variable ballasted boats but also winning the Tattersall's Cup as overall winner on IRC – a unique achievement! Whilst this record has been broken, it is important to remember that the "other" record for fastest conventionally ballasted boats remains intact. This is held by George Snow's magnificent *Brindabella*, set in 1999.

Towards the end of last year, with the obvious declining health of our most

seasoned campaigner, John Bennetto, who holds the record of 44 Sydney Hobarts, it was decided, in association with the Royal Yacht Club of Tasmania, to ask the Tasmanian Government to strike a medallion to recognise the achievement of competing in 40 Sydney Hobarts. They kindly agreed to do this and the medallions were presented to those who had achieved this significant milestone at the prizegiving ceremony at the RYCT on New Year's Day. Sadly, John Bennetto's medallion was awarded posthumously and was collected by Tony Nicholas, the skipper of John's last boat, *Quest*, which competed in the 2005 Rolex Sydney Hobart. Others to receive medallions were Richard "Sighty" Hammond (40), the first to reach the 40 Hobart milestone, Lou Abrahams (43), Tony Cable (42), and Bernie Case (40). Bernie sailed on *Wild Rose* with his son

Rob, who was doing his 21<sup>st</sup> race, a family total of 61 races in the 61<sup>st</sup> running of the race! We also had four sailors reach the 25 year milestone and

receive their 25 year medallions (also kindly provided by the Tasmanian Government): Tony Hearder; Ed Psaltis; Bruce Taylor and Hugh O'Neill. A most significant achievement by all these seasoned sailors!

As a Club, we are very proud to be associated with Rolex SA. They are not only sponsors of this race and the Rolex Trophy, but in effect sponsors and significant supporters of our Club. We are indeed privileged to have their invaluable support at least until the year 2010. It was mentioned at the prizegiving, and bears repeating here, that



that a large proportion of the Rolex Sydney Hobart fleet now have individual corporate sponsorship. Without that sponsorship, many owners would not be able to afford to maintain their boats in the condition they do, and to enter this great bluewater race. On behalf of the CYCA I would like to recognise and thank those sponsors for their support of those boats and the owners in this magnificent sport of ours – sailing!

I would also like to recognise the support given to the event by the Royal Yacht Club of Tasmania. I think it would be fair to say that relations between the two Clubs have never been stronger. In particular, our dealings with Commodore Marion Cooper, Immediate Past Commodore Robert “Biddy” Badenach and their new general manager, Robert Devine, have at all times been cooperative with the joint intention of making this event as successful as possible for all involved. A new initiative this year was the establishment of the Rolex Hospitality Tent. Whilst it could not be declared a financial success for the Clubs, we achieved our initial aim of establishing this facility. It is a much needed facility on Constitution Dock both for crews arriving at all hours and for those waiting for boats to arrive. We have taken note of some of the shortfalls and I am confident that we will do it even better next year and that the Rolex Hospitality Tent will become a well established institution in Hobart.

All this would not be possible without the assistance of our volunteers both in Sydney and in Hobart. As usual, they are the unheralded backbone of the behind the scenes logistical support for the race, without which we simply could not run this event. To name just a few: our Race Committee led by Tim Cox; our Emergency Management Team led by John Brooks; Colin and Denise Wilson who for many years have represented the Club in Eden; our Radio Relay Team led by David Kellett; Gail Bearman and all the other volunteers in Sydney; Alistair Douglas and the team in the Radio

Room at the RYCT and all the volunteers at the Liaison Centre at Constitution Dock. I would also like to thank John Winning for his generous donation, the use of his magnificent motor yacht *JBW* for our radio relay team. David Kellett and his colleagues have certainly been spoilt over the past few years with the use of Greg Poche’s superyacht *Eclipse*, Harcourt Gough’s magnificent *Four Seasons* and now the luxurious *JBW*.

The Club’s web site, and in particular the Yacht Tracker page rightly received significant praise from visitors to the site in Australia and around the world. The linking of this facility with “Google Earth” was simply fantastic. I would like to recognise and thank Immediate Past Commodore Martin James for his unrelenting and tireless pursuit of excellence in this site. Without any doubt at all the Club’s Yacht Tracker system is a world leader by a large margin and the envy of many significant yacht clubs around the world.

We also noted an improvement in the telecast of the event by our new broadcast partner, Channel 7, particularly in the lead-up to the race. They remain supportive and enthusiastic about the event and we will continue to work together to further enhance the coverage.

I would also like to recognise the efforts put in by the staff of our Club. During the lead-up to the race, the pressures put on everybody in all areas of the Club are quite intense and everybody is required to go that extra bit to ensure that all goes smoothly. I thank them all for the dedication to their task.

The race is over but we do not rest on our laurels. Already debriefing is taking place in all aspects of the race as we try to do it better again this year. Significantly, at around the publishing date of this magazine, we will be having a Boat Owner’s (and interested parties) Forum to discuss the way forward on the many issues confronting the race and the sport. I wish you all good health and happy sailing in 2006.



**CRUISING YACHT CLUB OF AUSTRALIA**

New Beach Road  
Darling Point NSW 2027  
Tel (612) 9363 9731  
Fax (612) 9363 9745  
Email: [cyca@cyca.com.au](mailto:cyca@cyca.com.au)  
Website: [www.cyca.com.au](http://www.cyca.com.au)  
CEO: Mark Woolf

**FLAG OFFICERS & DIRECTORS**

Commodore: Geoff Lavis  
Vice Commodore: Matt Allen  
Rear Commodores: Alan Green  
& Roger Hickman  
Treasurer: Graham Swan  
Directors: Michael Cranitch,  
Les Goodridge, Garry Linacre,  
Rod Skellet, John Walton, Chris Wise.

**CHAIRMAN, CLUB COMMITTEES**

**AUDIT, PLANNING & RISK COMMITTEE**

Vice Commodore Matt Allen

**SAILING COMMITTEE**

Rear Commodore Roger Hickman

**ROLEX SYDNEY HOBART YACHT**

**RACE PLANNING COMMITTEE**

Commodore Geoff Lavis

**MARINA & SITE COMMITTEE**

Director Garry Linacre

**MEMBER SERVICES COMMITTEE**

Director Michael Cranitch

**TRAINING & DEVELOPMENT COMMITTEE**

Vice Commodore Matt Allen

**ARCHIVES COMMITTEE**

Director Rod Skellet

**CRUISING COMMITTEE**

Rear Commodore Alan Green

# CYCA

THE CRUISING YACHT CLUB OF AUSTRALIA  
ANNOUNCED THE WINNERS OF ITS PRESTIGIOUS  
ANNUAL OCEAN RACER OF THE YEAR AWARDS AT THE  
ROLEX SKIPPERS COCKTAIL IN DECEMBER.

## *names ocean racer award winners*

The CYCA's Ocean Racer of the Year Awards, traditionally made in the final week before the Rolex Sydney Hobart Yacht Race, recognise outstanding performances in and contributions to ocean racing over the preceding 12 months. For the second year in succession, the major Ocean Racer of the Year Award went to Sydney yachtsman Matt Allen, while the Ocean Racing Veteran of the Year was Alex Whitworth, who returned to Sydney only that morning to complete an epic voyage to Britain and back in his little yacht *Berrimilla*.

In selecting the winners of the four categories of the Ocean Racer of the Year, the CYCA judging panel assessed results in major offshore races around the Australian seaboard, including the Rolex Sydney Hobart Race, the Maria Island Race in Tasmania, the Adelaide to Port Lincoln, Sydney Mooloolaba, Sydney Gold Coast, Brisbane to Gladstone and the big regattas in Hobart, Geelong, Airlie Beach and Hamilton Island.

The panel chose Matt Allen in recognition of his success with his Farr 52 *Ichi Ban*. He sailed the boat into third place in last year's Rolex Sydney Hobart Yacht Race and went on to win the CYCA's Blue Water Pointscore. Matt, Vice Commodore of the CYCA, also sailed *Ichi Ban* into third place in the IRC Division of Sailing South Race Week in Hobart before returning to Sydney for the Mooloolaba Race to clinch the Blue Water Pointscore. He has since sold *Ichi Ban*.

In addition to his ocean racing, Matt played a key role in organising the 2005 Rolex Farr 40 One Design World Championship hosted by the CYCA last March. He also competed in his Farr 40, also named *Ichi Ban*, winning the first two races against an international fleet.

Other finalists for the Ocean Racer Award, which traditionally goes to yacht owners and/or skippers, were Michael Spies, owner/skipper of the Beneteau 44.7, then called *First National Real Estate*, Steven David, owner/skipper of the Reichel/Pugh 60 *Wild Joe* and Anthony Paterson, owner/skipper of the Mumm 30 *Tow Truck*.

Alex Whitworth sailed into Sydney Harbour at the helm of his Brolga 33 *Berrimilla* the morning of the Rolex Skippers' Cocktail Party for the first time since he was part of the 116 boat fleet in the 2004 60th Rolex Sydney Hobart Race. Shortly after finishing the race to Hobart last year he and crewman Peter Crozier set sail for the UK, sailing around Cape Horn to the Falkland Islands then across the South and North Atlantic. They then competed in the Rolex Fastnet Race placing 11th overall and second in their division.

Sailing off into the Atlantic again, they headed back to Australia, this time rounding the Cape of Good Hope to reach Hobart and then Sydney to race in the 2005 Rolex Sydney Hobart. While they were at sea the Royal Ocean Racing Club, which conducts the Fastnet Race, awarded *Berrimilla* and its crew its annual Seamanship Award.

Lake Macquarie yachtsman Brett Filby was named the Ocean Racing Crewperson of the Year. Brett is the navigator and a key crewmember of Anthony Paterson's Mumm 30 *Tow Truck*, which earlier this year won the Sydney Mooloolaba Yacht Race for the second time. *Tow Truck* was one of the smallest boats in the 2005 Rolex Sydney Hobart Race.

"Brett and I have been sailing together on various boats over the past 15 years, including contesting the 2200 nautical mile Pacific Cup Race from San Francisco to Hawaii," said skipper Paterson. "He is a very solid sailor in ocean racing – I would depend my life on Brett."

Ocean Racing Rookie of the Year for 2005 was Geelong yachtsman Tony Fowler who is campaigning for the first season his own yacht *Ocean Skins*, an Inglis 14m sloop. So far he has sailed *Ocean Skins* in the 2005 Sydney Gold Coast, Gold Coast Mackay and Melbourne to Stanley Races. **Peter Campbell**



R-L: Matt Allen Ocean Racer of the Year, Brett Filby Ocean Racing Crewperson



L-R: Alex Whitworth, Tony Fowler, Matt Allen and Brett Filby



True mobile broadband



Laptop modem

 **Cruising Yacht Club of Australia**  
Official Wireless Connectivity Partner

**www.iBurst.com.au**

\*Service available in coverage areas only

# Download Downwind at 1Mbps

iBurst is a revolutionary mobile broadband service that allows you to take your internet access with you wherever\* and whenever you need it, on land and on water. Simply plug in the iBurst laptop modem and enjoy broadband that's fast, secure and truly mobile. With the iBurst laptop modem there's no need for power cords or wires, providing ultimate online freedom for people on the move, whether it's at home, in the office or when sailing the high seas.

Sydney

Melbourne

Canberra

Brisbane

Gold Coast



Contact one of our Broadband Consultants for more information.  
burstsales@commander.com

**1300 558 808**

www.commander.com

**COMMANDER.**



Commander is a registered trademark of Commander Australia Limited ACN 052 894 343  
iBurst™ by Aspyr.com™



# Elegant Performance



315    342    370    400    430    **461**    531    630

New/2006

New/2006

Built in epoxy | Design by Judel / Vrolijk & Co

Sydney / Windcraft Australia  
Ph. (02) 99 79 17 09  
peter@windcraft.com.au

[www.hanseyachts.com](http://www.hanseyachts.com)

**Hanse** 

## ADAMS TO DIRECT GLOBAL RACE

Sir Robin Knox-Johnston's Clipper Ventures has appointed Australian single-handed sailor David Adams as race director for the VELUX 5 Oceans event. Clipper Ventures describes the race as the oldest, most established and continuously run single-handed round the world yacht race. The race will start from Bilbao, Spain in October 2006, and will make landfall in Australia and the US. Adams of Melbourne is no stranger to round the world races and the VELUX 5 Oceans. He competed twice in the BOC Challenge solo around the world yacht race (now the VELUX 5 Oceans), was co-race director for The Race and safety consultant for the Vendee Globe. In 1995, he won Class 2 of the BOC Challenge aboard True Blue, slashing 10 days off the then record.

Adams, 51, qualified as a captain in the merchant navy before becoming a professional yachtsman. He has logged more than 200,000 miles competing in some of the world's great ocean races. He was awarded Australian Yachtsman of the Year in 1995-96. In 2000-2001 he was based in Paris as co-Race Director (with Denis Horeau) of The Race, a non-stop round the world race in giant catamarans. In 2004-05 he was southern ocean safety consultant for the Vendée Globe non-stop solo round the world race, which was won by Frenchman Vincent Riou.

---

## AUDI SYDNEY HARBOUR REGATTA

Attracting Audi as a naming sponsor has given a strong boost to Middle Harbour Yacht Club's new major regatta. Now to be known as the Audi Sydney Harbour Regatta, the event is to be held March 4-5, the first week end of Sydney Harbour Week. The Audi Sydney Harbour Regatta offers an Audi vehicle as the major prize with outstanding perpetual trophies for each class winner, individually designed and handcrafted by award winning artist John Woulfe. The event is expected to attract more than 200 boats. Racing will be conducted on six course areas on Sydney Harbour and offshore with racing open to: IRC Maxi, IRC Sports 30, PHS Yachts (several divisions), JOG, Etchells, Yngling, Dragon, J24, Sydney 38 OD, Cavalier 28 yachts and Sydney 32 OD.

The Sydney 38 One Design class will also compete for their Australian Championship on the Manly circle.

Participating Clubs will be the Middle Harbour Yacht Club (organising body), Cruising Yacht Club of Australia, Sydney Amateur Sailing Club, Royal Sydney Yacht Squadron, Royal Australian Navy Sailing Association, Royal Prince Edward Yacht Club, Royal Prince Alfred Yacht Club and Manly Yacht Club.

At the launch of the event last September, Audi Australia's Managing Director, Joerg Hofmann said (pictured below with MHYC Commodore Ian Box). "The opportunity for Audi to become involved with a new sailing project in Australia is of clear interest to us. Around the world the Audi brand has had a long-standing involvement with the sport of sailing, particularly in Europe, as the fundamental principles of sailing are a direct match with Audi's core value, the philosophy of pursuing progress through the use of advanced technology. The major lead-up social event to the regatta will be a fundraising dinner to be held at the Museum of Contemporary Art on the 18th February, 2006. The dinner will raise funds for the National Breast Cancer Foundation.





### MAXIMUS TO RE-EMERGE

One disappointment of the 2005 Rolex Sydney Hobart Race was that the New Zealand super maxi canting keeler *Maximus* was not a competitor. Charles StClair Brown and Bill Buckley's *Maximus* broke the 100-year-old unlimited monohull trans-Atlantic race record in the Rolex Trans-Atlantic race earlier in the year and was scheduled to make a tilt for the Hobart race record. Unfortunately *Maximus*, designed by Clay Oliver and Greg Elliott, was dismantled in the Maxi Yacht Rolex Cup in Sardinia late in the European racing season. St Clair Brown and Buckley had planned to ship *Maximus* back to New Zealand, repair the mast, replace damaged sails and then sail to Sydney but the logistics simply didn't prove practical. They decided to keep the 100-foot sloop in Europe over the northern winter instead.

A new mast section was to be made at Southern Spars in Auckland, flown to Europe where it was to be "spliced" and "glued" into the remaining section of the mast at the Carbomax Spar factory in Genova on the Mediterranean. As "Offshore" went to press, St Clair Brown and Buckley were still considering their program for 2006. The British Virgin Island and Rolex Caribbean Circuit and the 100th anniversary Newport Bermuda race were seen as plus events in the Mediterranean.

That means a now eagerly awaited meeting with the Australian canting keel super maxis *Alfa Romeo* and *Wild Oats XI* should eventuate this year, in the Mediterranean in the Rolex Maxi Worlds if not before.

The owners of the Australian boats, Neville Crichton and Bob Oatley have both said they expect to take part in the Rolex Maxi Worlds.

NEWS

### MCCONAGHY TO BUILD IN CHINA

Newport, Sydney, yacht builders McConaghy Boats and China's JinLi Composites, have announced a joint venture partnership to build boats in China. McConaghy International will build large, custom-designed, composite ocean racing yachts for the world market. John McConaghy will continue to operate his Sydney business.

McConaghy International production will be based at a new facility JinLi has established just outside Hong Kong. Management and staff from McConaghy will coordinate and manage building procedures while JinLi will carry out the high tech composite production procedures.

McConaghy Boats has been a leader in high technology composite construction for more than 30 years starting with building skiffs including 18 footers. The company graduated to

produce some of the world's largest composite ocean racing hulls including the latest generation canting keelers *Morning Glory*, *Alfa Romeo* and *Wild Oats XI*. JinLi was established by sailing enthusiast Francis Wu in the late 1980s and since then has grown from being one of the world's largest suppliers of high-tech sailboard equipment to a company creating a widely diversified range of sophisticated composite products, including motorized paragliders, award winning bicycles, snowboards, kite boards and more recently composite panels for high performance motor vehicles and race cars. Well-known sailboarder and supermaxi sailor Anders Bringdal became a partner in JinLi two years ago.



# New Wireless Solutions. Control with freedom.

## Affordable control

The **S100** gives you basic, on-board wireless control of any SeaTalk autopilot.



## Easy to use

Lightweight and compact, the **SmartController** is a breeze to use, thanks to its clear display and intuitive controls. Additional handsets let crew members share the information.



Typical SmartController screen information

You buy a boat because you love freedom. So why tie yourself to the helm and the instrument panel? **Raymarine's** handheld wireless units let you stay in total control from anywhere on the boat.

The **SmartController** is compatible with any **SeaTalk** system, so you can check the data from your instruments instantly - **course, depth, wind-speed** and so on. And, if you've got an autopilot fitted, you can even change course or check for cross-track error, with just the touch of a button. Leaving you to enjoy the freedom that made you want a boat in the first place.

| Radar | Navigation Aids | Instruments | Fishfinders | **Autopilots** | Communications | Software | Systems |

**RAYTALK AUSTRALIA**  
36/176 South Creek Road  
Dee Why NSW 2099, Australia  
Telephone 61 (02) 9981 9500  
Toll free 1800 029 948  
Facsimile 61 (02) 9981 9555  
Email raytalk@oceantalk.com.au

**OCEANTALK ASIA Pte Ltd**  
1 Maritime Square, #09-35  
Harbour Front Centre (World Trade Centre)  
Singapore 099253  
Telephone (65) 6270 8105  
Facsimile (65) 6270 5105  
Email sales@oceantalk.com.sg

Please send me information on the new Wireless Controls.



NAME \_\_\_\_\_  
ADDRESS \_\_\_\_\_  
TEL. \_\_\_\_\_ BOAT SIZE \_\_\_\_\_ TYPE \_\_\_\_\_

RAYTALK OCEANLOGY

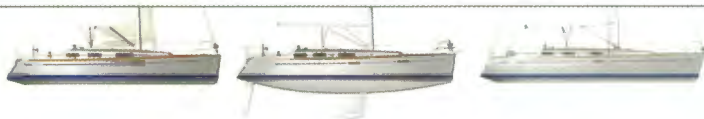
[www.oceantalk.com](http://www.oceantalk.com)

# Dufour 385

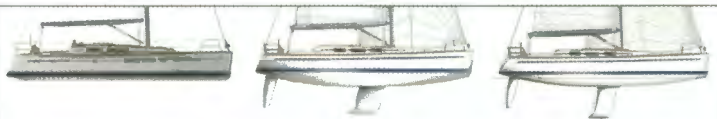
Striking deck design > Exceptional ergonomic layout



## DUFOUR YACHTS LA ROCHELLE



Dufour Cruising Range – 325, 365, 385, 455 Grande Large



Dufour Performance Range – 34, 40, 44

**Victoria – Melbourne**  
(03) 9397 3842 [pacyacht@bigpond.net.au](mailto:pacyacht@bigpond.net.au)

**Newcastle – Newcastle Cruising Yacht Club**  
(02) 4962 5288 [newcastle@pacificyachting.com.au](mailto:newcastle@pacificyachting.com.au)

**PACIFIC**  
yachting

[www.pacificyachting.com.au](http://www.pacificyachting.com.au)





## CREW RESCUED

The crew of the Sydney 38 *Savcor* were rescued after the yacht capsized on their return after the Rolex Sydney Hobart race. The five crew were rescued soon after daylight on January 4. The yacht was about 60 nautical miles south-east of Gabo Island. The crew had been part of a Swedish and Finnish race crew which had sailed the boat to fifth place in Division C of the race. The yacht, formerly named *Obsession*, had been chartered from Getaway Sailing of Sydney. The crew said they had been battling 40-50 knot gales and six metre high seas when they were capsized overnight. The boat quickly righted itself but the crew remained in difficulties and put out an SOS. The crew members – skipper Peter Westertund, Juha Vorvenniemi, Mikael Strand, Goran Antila and Mikaela Ahlback were rescued by the Eden-based NSW police vessel *Fearless*. They were taken to Eden suffering from minor injuries, exhaustion, sea sickness, and hypothermia. Police Sergeant James Hinkley praised the crew for staying with the yacht after the capsize, a decision which he said may have saved their lives. In an operation organised by the Australian Maritime Safety Authority, the bulk cement carrier, *Goliath*, was called on to stand by the yacht. The ship was then used as a shield to protect the yacht from the worst of the wind and waves as the rescue was put into effect. The crew of *Fearless* instructed the sailors to launch and board a liferaft and allow it to trail behind the yacht. The sailors were then rescued from the liferaft.

After being put ashore in Eden, Mikaela Ahlback, 22, was asked whether she had been scared during the 13 hours the boat had been in trouble. She said she had not had time to be scared. But asked whether she would sail in Australian waters again, she replied emphatically “Never.” Chief executive of Getaway Sailing Andrew Lygo said the *Savcor* crew were all experienced and had completed disaster training, including how to deal with hypothermia, before taking part in the Rolex Sydney Hobart Race.

He said it was unclear exactly what had happened but fatigue had probably been a factor in the yacht getting into difficulties. “I think (it was) a cumulation of extreme tiredness and fatigue ... remembering that these people have just come back from the Sydney to Hobart, had a two-day rest in Hobart, and then got straight back into the action to return the boat to Sydney.” Australian Maritime Safety Organisation spokesman Greg Smith said the yacht’s motor had remained operational after it got into difficulties but at the time of the rescue it did not appear to be operating at normal power. Mr Lygo said it was hoped to locate the yacht and retrieve it but this was not achieved. Ten days after the rescue, a sighting of the yacht was reported by the crew of a bulk carrier. It was not sighted again so was unlikely to be recovered.

## ‘LOCAL’ OPEN 60

Ocean World, a new Australian designed Open 60 for Spaniard Unai Basurko was recently launched in Sydney.

The Andy Dovell-designed boat was built by Kanga Birtles’ Jarkan Yachtbuilders. Basurko planned to sail the boat back to his base in Bilbao, Spain, the start and finish city for the Velux 5 Oceans Race (formerly the Around Alone event). Basurko planned to undertake the voyage in two stages: to Panama accompanied by Gonzalo Tercero then a solo Atlantic crossing – his fifth – to Bilbao. The Velux 5-Oceans race starts from Bilbao on October 22.

## CRICHTON’S SWING AT CRITICS

Neville Crichton, the owner of super maxi *Alfa Romeo*, has defended canting keel boats against claims that they are unsafe in a letter to the sailing website [scuttlebutteurope.com](http://scuttlebutteurope.com). In January he wrote: “The past few weeks have seen considerable space given to the belief in some quarters that canting keels are, in some way, inherently unreliable and prone to failure.

“The facts simply do not bear this belief out. *Alfa Romeo* has now completed more than 6,500 nautical miles in a wide variety of weather and sailing conditions, including three Tasman crossings, the Rolex Sydney to Hobart race, close quarters racing in Sydney and Hamilton Island and all without a single failure of the canting keel.

“Most recently this including a crossing with a delivery crew from Hobart to Auckland in five and a half days, with heavy weather and speeds of up to 35 knots. Nor is reliability restricted to *Alfa Romeo*. Both *Pyewacket* and *Morning Glory* have been sailing reliably for more than three years and, of course, *Wild Oats* performed - unfortunately for me - impeccably in the race to Hobart!

“The issue is not whether canting keels have an inherent problem, as some people seem to believe. It is much more basic. It comes back to the quality of the design, the construction and the integration of the canting keel into the design of the yacht as a whole, as well as how the yacht is sailed.

“Just about anything on a yacht will fail if it is poorly designed, poorly constructed and the yacht sailed badly! Equally, every new form of technology that has been developed – not just in yachting – has failures in its development stages. “What is required is not a witch hunt against canting keels, but a careful analysis of the quality design and construction that has made *Alfa Romeo* and others both reliable and quick, as well as making our sport even more exciting for sailors and spectators alike.”

STEAMART



### MCARTHUR TOP WOMAN AGAIN

Asia is the focus for Ellen McArthur's next series of challenges. After a port in Cowes, her 78ft B&Q was to be shipped to Japan. From Japan at the end of March McArthur and a crew plan to establish race records between major Asian cities. She plans to sail to five Chinese ports including Hong Kong and, diplomatically challenging, one in Taiwan and then on to Singapore. McArthur hopes to be back in Singapore around mid-May. This venture represents a huge logistical and diplomatic challenge before B&Q even sets sail for China. McArthur and her crew will then be venturing out into new territory for a record breaking multihull. The plan is to establish a number of new crewed records which can then be challenged by other crews, filling an Asian gap in the market (for sponsors in particular) for professional sailing challenges.

## international

### DENMARK TO HOST FARR 40 WORLDS

The Royal Danish Yacht Club is to host next year's Rolex Farr 40 Worlds. The Farr 40 Class Association announced the club had won the battle to host the 2007 series; it had been up against clubs in Athens, Porto Cervo, Sardinia, Palma de Majorca in Spain and St. Tropez in France. The Sports Foundation Denmark (Ildrætsfonden Danmark) actively assisted the Royal Danish Yacht Club in winning the event. Racing will take place on Oresund, just off Malmö, waters on which America's Cup fleet races were held last European summer. The Royal Danish Yacht Club expects yachts from Australia, the US, Italy, Greece, France, England, Holland, Germany, Finland, Norway, Sweden as well as local competitors, no doubt including Prince Frederick of Denmark who proved himself a more than competent helmsman in the 2005 Worlds in Sydney.

### GILMOUR AND COUTTS FOR AC DOUBLE ACT?

Peter Gilmour and Russell Coutts are likely to be helmsmen for a Malaysian challenge for the America's Cup in 2011. The reported involvement of the Australian and the New Zealander – arguably the world's two leading match racing helmsmen – suggests this will be a really heavyweight challenge if it comes off. The cost of the challenge, however, has been estimated at more than \$170 million including the cost of building an America's Cup yacht in Malaysia, paying international yachtsmen and training local sailors. Of course that would be likely to be only the start. Where that amount of money would come from is yet unclear. The "New Straits Times" in Kuala Lumpur has, however, reported that discussions are under way for Malaysia to organise a team as part of the plan to turn the country into a major sailing hub. This year the Malaysian Government will be supporting the development of five sports centres which will include sailing in their programs. The centres are the national sailing academy in Pulau Duyung (Terengganu) and water sports complexes in Johor, Pahang, Sabah and Sarawak. Gilmour was the leading helmsman for the Kookaburra syndicate which unsuccessfully defended the Cup for Australia off Fremantle in 1987. He has confirmed he is interested in bringing his vast organizational and sailing experience back to the America's Cup to help Malaysia compete and would ask Coutts to get on board too. Gilmour, who recently won the Monsoon Cup, is currently number one in the International Sailing Federation's ranking. Coutts, of course, is the helmsman who won the Cup for New Zealand with Team New Zealand and then took it away from his home country as helmsman for the Swiss Alinghi syndicate.



### NEW RECORD FOR GERONIMO

After being repaired in Australia, the giant French trimaran *Geronimo* has set a new Los Angeles to Honolulu record of four days, 19 hours, 31 minutes and 37 seconds. Olivier de Kersauson's Capgemini and Schneider Electric sponsored boat crossed the finish line off Diamond Head, Oahu early on November 18. This gave *Geronimo* a hat trick of ocean passage records since pulling out of the 2005 Doha Race with damage to one of its forward crossbeams. The first record was an around Australia circumnavigation followed by the Tahiti Nui Challenge record for the Sydney to Papeete, French Polynesia, passage. The 2215 nautical mile Los Angeles Honolulu record came at the end of an anxious final 24 hours. *Geronimo's* crew finally succeeded in trimming 13 hours off the previous record of five days, nine hours, 18 minutes and 26 seconds, set in the 1997 Transpac race by Bruno Peyron. This was the first time this record had been attempted in the northern hemisphere winter. The maxi trimaran averaged 19.17 knots, the third fastest WSSRC long range (more than 2000 miles) record passage speed to date. De Kersauson's 11-man French crew included long time second in command Didier Ragot, other French statwarts and a couple of US sailors.

### NEW WORLD MATCH RACING TOUR

The International Sailing Federation (ISAF) has signed a memorandum of understanding as the first phase in the achievement of a long-term partnership to run the World Match Racing Circuit. Formerly the Swedish Match Tour, the circuit features 10 premier ISAF-graded match racing events. Competitors in each earn points toward the world title.

The memorandum of understanding sets out the objectives of the partnership in which ISAF will grant the World Match Racing Tour "ISAF Special Event" status. Among other benefits, Special Event status allows the tour to use the term "World" in marketing and promotion. In addition, from 2007 onwards, the winner of the World Match Racing Tour will be awarded the title of ISAF Match Racing World Champion. Another component of the MOU is the creation of the World Tour Committee, including representatives of ISAF and the World Tour. The five-member committee will be responsible for reviewing existing events, agreeing on the invitation process and the use of other graded regattas as qualifying events, providing input into the ISAF World Match Race Rankings, and exploring the formation of women's and youth match-racing tours. The new cooperation between the professional match-racing series and sailing's world governing body grew from a proposal submitted to the ISAF Match Racing Committee last November at its Annual Conference.

**BÉNÉTEAU**

THERE IS ALWAYS SOMETHING  
UNIQUE ABOARD A BÉNÉTEAU.

THE FIRST 50

[www.beneteau.com](http://www.beneteau.com)

Philippe Briand, designer of superyachts, and Beneteau have imagined a yacht genuinely in line with the great First spirit: pure lines, refined interior style, and pure velocity.

A fusion of current technology and art ... An audacious yacht for those who appreciate beauty and performance.

Launching in 2006, please contact your Beneteau expert for more information.

Sydney  
Beneteau-Vicsail  
02 9327 2088

Pittwater  
Beneteau-Vicsail  
02 9999 0944

Melbourne  
Sundance Yacht Sales  
03 9598 8999

Manly, QLD  
Beneteau-Vicsail  
07 3893 1855

Gold Coast, QLD  
Beneteau  
07 5531 4230

Auckland  
Yachtfinders Global  
09 377 3328

[www.vicsail.com](http://www.vicsail.com)



## AZZURA TAKES ON MARTEN YACHTS

Australian-based Azzura Marine is now representing New Zealand based Marten Yachts in Australia. Marten-built yachts have competed in many major international events including the America's Cup, Whitbread and other round the world events. Azzura Marine says their relationship with the company will give them access to the latest construction technologies. Marten has a reputation for striking an appropriate balance between performance and comfort in the highly competitive cruiser/racer market, with its current range of Reichel/Pugh designs. The range includes the Marten 49, Marten 67, Marten 72 and Marten 85.

Marten yachts are to be exhibited at European boat shows this year as a result of Azzura Marine reaching agreement with Ancasta International Boat Sales to undertake the role of UK and European dealer for Marten.

Two new Marten 49 yachts are currently under construction by Azzura in Australia. The two boats are scheduled for completion in July 2006.



## BLUEWATER TO BUILD CAVALIERS

Lake Macquarie builders Bluewater Cruising Yachts is to take on building the popular Cavalier range.

Included in the Cavalier range is the Laurie Davidson designed 395, one of Australia's most popular small cruiser racers.

Established in 1989, Bluewater has built more than 45 yachts ranging from 24 foot catamarans to 50-foot custom designed monohulls.

Bluewater managing director David Bradburn says his firm's reputation has been backed by the industry with contact work for other boat manufacturers.

He says the fractionally rigged Cavalier 395 will be available in several layouts and will allow owners to add their own individual requirements. Options range from two state rooms and one or two heads with hot and cold showers through to versions built under survey for charter use. Bluewater also recently produced the first of new design of its own, the Bluewater 450M. The Port Stephens owners of this yacht wanted a reliable offshore cruising boat that would also be suitable for social racing.

Bradburn says the ideas for Friday's Child were developed over three years. He is anticipating the sleek modern looks and practical cruising design features of the 14 tonne laden yacht will attract considerable interest.

A distinctive feature of the 450M is a targa/mainsheet arch by J.F. Arnott Design which sleekly combines cruising features such as a bimini hood and solar panels.

For further information phone (02) 4956 8522

## PRIVILEGE'S ALL ROUND

New to Australia from Alliaura Marine in France are the Privilege Catamarans - top of the line Performance Sailing Catamarans.

Safe, fast and easily handled in all conditions by a small crew, the Privilege 495 combines traditional standards of workmanship with the very latest in ergonomic design and materials.

There are four double cabins (each with showers), which will easily accommodate eight guests. There is full height headroom throughout the great majority of the inside.

The open plan dining and saloon area is huge, with extra seating around a 'retractable' bar. The galley is bright and well-ventilated with luxury top of the range fittings, and there is excellent

interaction between the galley and living area. The starboard hull has a work station desk area with swivel seat. The chart table is overlooked by two technical consoles - navigation instruments (automatic pilot, GPS-radar screen, etc), electrical switch panels and the resource indicators (water, fuel, generator etc). The Privilege catamarans are remarkably stable. Isophthalic resins and gel coats provide excellent shock and fatigue resistance, optimum heat and noise insulation, and are easy to repair. The boat has sandwich hull sides - foam/glass reinforced polyester and vacuum bagged.



For further information contact Pacific Yachting Newcastle (02) 4962 5288 mobile 0410 493 144

# The only private residential pier of its kind.



This vibrant new precinct located on the northern harbour foreshore of The Rocks is designed to encompass both Sydney's unique history and her bright tomorrows.

Live virtually in the middle of the harbour on the only residential pier of its kind in the world and become part of this premier Mirvac / Transfield development.

The precinct has almost 400 homes plus commercial offices and theatres. On offer is an exclusive selection of contemporary apartments & spacious terrace homes together with moorings to suit vessels up to 20m.

Contemporary lines and chic interiors define these impeccably appointed waterfront residences. Glass-embraced living and dining areas flow effortlessly to sunlit terraces with Harbour, Bridge or city views, perfect for year-round entertaining. Secure parking and a fully equipped gymnasium and indoor pool complete the picture.

**Call City Living today.**

Bruce Fallshaw 0408 000 008

Foreshore Promenade, 23 Hickson Road

Walsh Bay, Sydney Australia

P: 02 9299 0990 or visit [www.cityliving.com.au](http://www.cityliving.com.au)



# deckware<sup>TM</sup>

by spinlock



***Whether heading North or South are you equipped?  
5 out of 7 Volvo teams are...***



Deck Pro Harness  
SPBHD-PXL  
RRP \$298.50

Mast Pro Harness  
SPBHM-PSG  
RRP \$265.60

Deck Pro Harness with Lifejacket  
SPBHD-FML  
RRP \$624.30

**VIEW THE FULL RANGE IN STORE AT:**

SOUTH: STURROCKS, D'Albora Marina, New Beach Road, Rushcutters Bay 02 9363 1939

NORTH: BOSUNS LOCKER, Royal Prince Alfred Yacht Club, Newport 02 9997 2382

SALES & TECHNICAL SERVICE: MARINE SAFETYWORKS, Genevieve White 0402 294 490

Further Inquires:

DECKHARDWARE AUSTRALASIA unit 6-224 Headland Rd, Dee Why 2099

Phone: 61 2 9905 9400 Fax: 61 2 9905 9455 Email: [spinlock@deckhardware.com.au](mailto:spinlock@deckhardware.com.au)

[www.deckhardware.com.au](http://www.deckhardware.com.au)

# Exotic Events Abound but plan very carefully

BY Bruce Maxwell

Sailing the "Asian regatta circuit" has become an interesting option for Australian and New Zealand yachtsmen during lulls in domestic events. Ray Roberts, agent for German-run and partly Australian and New Zealand staffed DK Yachts of Malacca, in Malaysia, is helping to fan enthusiasm for Passages North, but careful planning is needed.

Currently the "circuit" is being co-ordinated and promoted by Marty Rijkuris, who used to skipper Darwin surgeon Dr John Wardill's 16 m wooden-hulled Jack Cassidy design *Australian Maid*, a regular entrant in Asian series since the early 90s. He started the site <http://asianyachting.com> six years ago, and his "circuit" has recently built up to an astonishing 25+ events. By no means all, however, are "regattas" as the term is understood here.

Asia's greatest bluewater classic, the 630 nautical mile China Sea Race from Hong Kong on the China Coast to Manila Bay in the Philippines, started in 1962, and reached its zenith in the 80s, when fleets of nearly 100 yachts would set forth, including glamour maxis such as *Kialoa 111* and *Windward Passage*, and later *Condor* and *Nirvana*.

The first maxi to win the event was Australian Jack Rooklyn's *Ballyhoo* in 1976. That year an early typhoon headed straight up the rhumb line from Hong Kong to Manila. The Royal Observatory's man told a packed Chart Room at Royal Hong Kong Yacht Club that winds would be nor'east but could veer to sou'west or indeed to anywhere on the compass rose, and they would be light to moderate increasing to strong and maybe gale force. He covered all bets. The meeting broke up in laughter when a laconic Aussie drawled from the back of the room: "Any chance of snow?"

The China Sea Series evolved at this time, as part of the circuit that also included the Admiral's Cup in the English Channel, the Kenwood Cup in Hawaii, and the Southern Cross Cup in Australia. Sponsors like Corum and Champagne Mumm were common to all four. And Hong Kong-based expats and Chinese alike proved they could be fierce competitors, twice placing third in tough 14-nation AC fleets of the late 70s. Hong Kong's Bill Turnbull, a Deacons solicitor, won the Sydney-Hobart in 1973 in *Ceil 111*, and more recently, in 1997, the year Britain handed Hong Kong back to China, Karl Kwok was successful in his Farr 51 *Beau Geste* driven by Gavin Brady.

Sadly, in the early 90s, RHKYC switched sponsorship from the CSR to a coastal around-the-islands event known as the China Coast Cup, and the bluewater classic has languished ever since, although fleets are beginning to build up again. The 23rd biennial China Sea Race starts 13 April this year, and takes place over the Easter holidays, when the predominantly Catholic Philippines is "closed" anyway. The finishing line was switched in the 90s to Subic Bay, the former American Naval Base north of Manila Bay, because the water there is cleaner, and Subic Bay Yacht Club has many facilities. The CSR is now 565 nautical mile. Then follows the Philippines' premier event, the President's Cup, in Subic Bay from 18-22 April. In odd numbered years, yachts still race from Hong Kong across the South China Sea, but only 480 nautical mile to San Fernando in La Union Province. Both races are Category 1 Safety.

This year the front-runners are likely to include China-based Kiwi Neil Pryde, best-known for the boardsail company that bears his illustrious name, who has lately bought Ray Roberts' DK 46 *Hollywood Boulevard* and had it further optimized at DK Yachts. Also in the hunt for handicap honours will be Nick Burns' Farr-Mills 51 *Mandrake*, and Robert Knight's DK 46 *Drumstick*. A selection of 20-30 metre yachts usually vie for line honours, while in Premier Cruising, known jocularly as "the furniture class", Aussie Geoff Hill has been doing well in regional regattas in his Lyons 49 *Strewth*.





The race itself sets off from the fairly grotty, shallow and lumpy China Coast, but after 50-100 nautical mile miles yachts are into the long low swells of a bright blue hissing South China Sea, driven by the prevailing nor'east monsoon along a SSE course to Subic Bay. Headwinds can drop up closer to Luzon, largest of the Philippines 7,000-island archipelago, and tacticians worry about staying out or going in to pick up land breezes, but at the end of the race the beer is cold and cheap, the Filipinos are very friendly, and there are many attractive cruising options.

These days the principal "Asian regatta circuit" starts with the China Coast Cup in Hong Kong in October, followed by either the 655 nautical mile race from Hong Kong to Nha Trang in Vietnam, which *Skandia* won last outing and where *Sunsail* has just opened a base, or the 355 nautical mile race from Hong Kong to Hainan, China's large southern island called by some a "future Florida". This year Hong Kong – Nha Trang starts 25 October. Both events act as feeders for East Asian yachts heading to the regattas of South-East Asia.

Next is Malaysia's 17th Raja Muda Regatta from 18-26 November, a popular island-hopping event that starts at Royal Selangor

Yacht Club in Port Klang and continues in short 60 nautical mile overnight races to Pangkor, Penang and Langkawi, the three well-known tourist islands off peninsula Malaysia. Langkawi is only 110 nautical mile from Phuket, where the 20th King's Cup Regatta will be held 4-9 December, allowing time to fly back for the Rolex Sydney-Hobart, as many sailors do, albeit obviously competing in different yachts. The 13th Singapore Straits Regatta, which includes a stage in the neighbouring Indonesian island of Batam, completes this "prime series" although, being right on the equator, it is often plagued by lack of wind.

Of the rest, best bets are the Royal Langkawi Regatta 12-27 February, and the Manila-Borocay Race starting 15 February. This one had a 40 knot blast two years ago. Long-time Thailand resident Kiwi Bill Gasson, whose former steed *Big Buzzard* is presently cruising in Australian waters, runs the Top of the Gulf Regatta from Ocean Marina 4-7 May, and then 21-27 May the 5th Ko Samui Regatta.

Other exotic titles include the Andaman Sea Rally (Jan), Singapore-Brunei Challenge (Jan), 9th QBE Insurance Phang Nga Bay Regatta (27-31 Jan), Rebak Champagne Run (ex-Phuket 11 Feb), 3rd Borneo Cup (27 April –

1 May, mostly involving oil expats in Labuan and Sarawak), Republic of Singapore YC Regatta (July), Darwin-Kupang Rally (22 July), Qantum Naga Cup (22-23 July in Phuket), 2nd Phuket Race Week (27-30 July), 9th Western Circuit Regatta (13-20-26 August, Singapore), the Sandeq Race (10-17 August, for traditional sailcraft from Makassar in Sulawesi), the Asean Regatta at Port Dickson in Malaysia (Nov, but it appears to have folded now that Aussie organizer Peter Ahern has pulled up sticks), and the Monsoon Cup in Terengganu on Malaysia's China Sea Coast (29 Nov – 4 Dec, 7th event of the Swedish Match Tour, involving Peter Gilmour).

Since the 70s Darwin Sailing Club has billed itself as organizing "Australia's largest overseas annual yacht race", first with the Darwin – Dili Dash, then the Darwin – Ambon Race, and when religious fighting broke out in Ambon, the Darwin-Bali Race and a Darwin-Kupang-Bali Rally, which acts as a feeder for predominantly Asia-Pacific cruising yachts to reach the 14,000-island Indonesian archipelago with their three-month Cruising Permits supplied by the race officials on entry. Moves are afoot to get a proper yacht Darwin-Bali Race going again. For more information, Marty Rijrukis' site supplies links to each of these events.



*... your next holiday*



*Exclusive Yacht Charters*

*have an ocean, an island, an anchorage to yourselves*

**SOUTH PACIFIC – CARIBBEAN – MEDITERRANEAN**

**Sail Connections**  
LIMITED

• Leading Yacht Charter Specialists •

We are committed to a standard of excellence that will ensure a very special cruising experience  
Call us now to discuss your next holiday

1800 218 049

[charter@sailconnections.com](mailto:charter@sailconnections.com)

[www.sailconnections.com](http://www.sailconnections.com)

## HOBART

## Triple

A TRIPLE VICTORY IN THE ROLEX SYDNEY HOBART YACHT RACE FOR WILD OATS XI CONFIRMED THE OVERWHELMING SUPERIORITY OF CANTING-KEEL BOATS. BUT DESPITE THEIR DOMINATION OF CORRECTED TIME RESULTS AS WELL AS LINE HONOURS, THIS RACE COULD NOT BE SEEN AS EVIDENCE THAT THE IRC RULE INADEQUATELY HANDICAPS THEM. WEATHER PATTERNS CLEARLY FAVOURED THE BIG BOATS.

*BY Adrian Herbert and Bruce Montgomery  
PHOTOGRAPHY Carlo Borlenghi (Rolex)*



The triple of line honours, corrected time win and a new race record was widely predicted for the 2005 Rolex Sydney Hobart. The new *Wild Oats XI*, skippered by Mark Richards, did it but not without drama along the way. It was a fitting win for the boat's owner Bob Oatley, who controversially introduced the canting keel to mainstream ocean racing three years ago with the 60-foot *Wild Oats IX*, now *Wild Joe*. Since then, the concept has been successfully adopted for new generation super maxis in the US and Europe as well as Australia.

But the 2005 Rolex Sydney Hobart was the most spectacular success so far for the technology originally developed for short-handed sailing. This was the first time any boat had achieved the triple since *Rani* in the first Sydney Hobart in 1945 and it was only the fifth time the line honours winner had also won on corrected time.

The multiple victory for the 98-foot Reichel-Pugh designed canting ballast keel twin foil (CBTF) yacht was especially impressive because of the problems it had to overcome.

The carbon fibre composite hull – built by McConaghy Boats – was lowered into the water for the first time only at the beginning of December. Modifications were then made below the waterline just days before the race. These included fitting a new largely tungsten ballast bulb, and a modified forward foil, changes which affected the draft of the boat.

Pre-start weather forecasts were favourable for the race record to be broken but did not suggest ideal record breaking weather. The actual conditions largely followed the script but with a few twists. Fading breezes over the first night proved to fade much more than expected with the result that *Wild Oats XI* fell well behind the pace set by race record of 1 day, 19 hours, 48 minutes and 10 seconds.

But the next day the breeze built and by the afternoon the crew of 24 had *Wild Oats XI* running fast under spinnaker and hitting speeds probably never before reached over the course.

That afternoon *Wild Oats XI* pulled ahead of *Nokia's* phantom position on the sked as well as that of its realtime major competition – Neville Crichton's similar McConaghy-built Reichel/Pugh designed *Alfa Romeo*.

As it turned out, *Alfa Romeo* had lost its chance of glory on that first night by taking the more conservative option of staying offshore. According to Bureau of Meteorology forecaster Sean Carson before the race, that was where the breeze was more likely to persist.

But on *Wild Oats XI*, as the sun slipped toward the horizon, joint navigators Adrienne Cahalan and David Dickson chose to stay inshore off Green Cape. That move gave *Wild Oats XI* a minimum 14 nautical mile lead for the rest of the race.

Next morning – speaking by satellite phone – Cahalan said: “We went inshore, and that’s where it made the difference for us. We got a bit further down into the rhumb line down south and that’s where the wind came in for us. We got a nice windshift off Gabo Island and I think that’s where we took a step forward. We had a little more wind than we expected. We got the better case scenario where we kept some wind all night.”

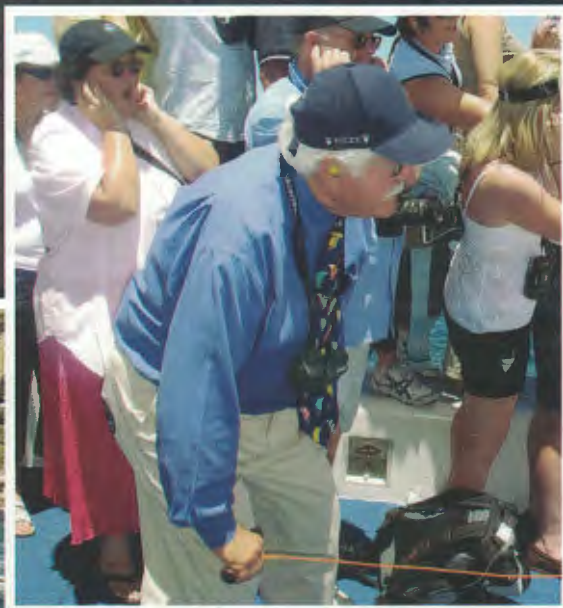
In Hobart she explained: “We had a set of parameters of where we wanted to be and when.


“In this race there were quite a few little corridors of breeze; it wasn’t simply go offshore and you’ll get the best wind. It was more about placing yourself very carefully in the pockets of wind for down the track.

BELOW: Space was tight on the second start line  
RIGHT: Peter Campbell firing the ten minute gun.  
BOTTOM: The leaders clear South Head



IT WASN'T SIMPLY GO OFFSHORE AND YOU'LL GET THE BEST WIND. IT WAS MORE ABOUT PLACING YOURSELF VERY CAREFULLY IN THE POCKETS OF WIND...





“And at one stage, particularly, it seemed that getting south was important because that was where the breeze filled in from. That played an important role in our decision to gybe that first night and to sail on the favoured gybe in the north-west shift.

“We all worked together, analyzing the way the boat was being sailed, what we thought the wind was going to do as well as looking on the race web site to see what Alfa was doing all the time.”

*Alfa Romeo* owner-skipper Neville Crichton agreed that call was the defining moment of the race.

“We fell in a hole. We were doing just three or four knots at Green Cape. *Wild Oats* took off and was doing 18 knots and that was the end of the yacht race,” he said.

“All our weather routing told us that it would be offshore. We made a blue. They got the breeze before us; they were doing 18 knots and we were doing eight.

“Maybe they are smarter than I am. Maybe if we had someone we could have copied with a perfect boat, we would

have done the same.”

Crichton was ruing the fact that *Wild Oats XI* owner Bob Oatley had been able to wait until his boat had been designed and then go for a similar design from the same team but optimize it more for running and reaching.

“This was a downwind race,” he said.

The boat for boat battle between *Wild Oats XI* and *Alfa Romeo* began in pre-start manoeuvres.

With the big boats starting from a line 100 metres forward of the line for the rest of the fleet, the five super maxis were able to cover each other’s moves and spent most of the final ten minutes off Bradley’s Head wheeling in tight circles as if in match racing competition.

The breeze had moved from south-east to north-north-east favouring the pin end and giving the opportunity for a single tack fetch down the North Shore side of the harbour, leaving the Sow and Pigs Reef to starboard and then freeing sheets slightly to sail directly to Mark X-Ray off South Reef and on to the turn mark – Mark Zulu – just offshore.

Clearly, the tacticians of all five wanted that clear air pin end start.

At the gun, *Wild Oats XI*, *Konica Minolta* and *Alfa Romeo* crossed almost in a line abreast from windward to leeward.

### Best start

*Wild Oats XI* appeared to have the best start, closest to the pin, crossing the line right on the gun. To leeward was *Konica Minolta* then the British Open 60 *Hugo Boss* and *Alfa Romeo* accelerating rapidly. The Sean Langman skippered *AAPT2* was some distance further to leeward with Grant Wharrington’s *Skandia* even further east after reaching down behind the line



CLOCKWISE FROM ABOVE: Reefed down AAPT2 off Tasman Island; Goldfinger closes on Cape Raoul; Tow Truck battles south

to get clear of the other super maxis just before the start.

*Wild Oats XI* soon pulled out well ahead of Stewart Thwaites' *Konica Minolta* from New Zealand. Sailing higher and faster, *Alfa Romeo* then soon establishing a clear second place.

Meanwhile, *Wild Oats XI* was beginning to build on its narrow lead over *Alfa Romeo* while *Skandia*, *AAPT2*, *Hugo Boss* and the 66-foot Coogans Stores – the Tasmanian chartered former AAPT – were to leeward and soon tacked east. *AAPT2* quickly tacked back toward the North Shore again, suggesting she had only made the first tack to gain clear air. *Skandia* and *Hugo Boss*, however, stayed on course to the Eastern Suburbs side of the harbour passing to the east of the Sow and Pigs reef.

By mark X-Ray, *Wild Oats XI* had built a four-boat-length lead over *Alfa Romeo* and rounded about thirty seconds ahead but there was clearly nothing between the two in boat speed.

Coming in lower and harder on the wind, *Skandia* rounded about eight boat lengths further back.



and, choosing a course closer inshore, she inched ahead of *Wild Oats XI*.

By the morning, however, *Wild Oats XI* had regained the lead and was gaining in the reaching and running conditions. But the winds were not strong enough for her to keep up with *Nokia's* record setting performance of 1999. At noon, *Wild Oats XI* was halfway across Bass Strait but still 52 nautical miles behind *Nokia's* position on the sked. *Alfa Romeo* remained in touch about 14 nautical miles behind and with *Skandia* another 43 miles back.

The winds then picked up to about 30 knots from the north-east ahead of a forecast west/south-westerly change enabling *Wild Oats XI* to increase speed to an average of 17 knots.

## DREAM RUN ENDED IN STORM BAY

Meanwhile, *AAPT2* had kept closer to the North Shore and passed well to windward of the mark with Sean Langman and his crew perhaps hoping to be first to get into a stronger offshore north-easterly or simply seeking to avoid the massive flotilla of spectator craft by then already following the two leaders or waiting for them just outside Sydney Heads.

Approaching the turn mark – Mark Zulu – the large power craft in the spectator fleet had whipped up the moderate sea to washing machine spin cycle conditions behind the leading two.

*Wild Oats XI* turned south comfortably ahead of *Alfa Romeo* but as *Alfa Romeo* freed sheets slightly to come down from a higher course it was clear she had cut the lead. *Skandia* rounded third and headed inshore away from the disturbed water but appeared to then be in lighter breeze.

*AAPT2* rounded the mark next, well to seaward but then headed inshore.

Sailing through sloppy waves in the wake of spectator craft, *Konica Minolta* had to put in a tack to round the mark in a sloppy seaway and lost ground on the leaders.

An hour after the start, the two leaders were just off the entrance to Botany Bay. *Alfa Romeo* had changed headsails

### Dramatic change

*Wild Oats XI* maintained its lead across the Bass Strait and down the Tasmanian East Coast to Storm Bay. She reached a top speed of 30 knots in 32 knots of breeze from the north as she approached Tasman Island as the second dawn of the race broke. There the dream run ended. A kite blew out and soon afterwards the boom vang tore away from the mast. There was more drama just ten nautical miles from the finish. Soon after rounding the Iron Pot at the mouth of the Derwent River in 30 knots the crew tacked. In the course of the tack a slack running backstay snagged the top of the mainsail. Several battens were torn out and the sail started flogging, threatening to self-destruct. The crew was forced to drop the main and ignominiously sail on under headsail only.

*Wild Oats XI* still managed to make 12 knots but *Alfa Romeo* was rapidly gaining. There were, however, not enough sea miles left for the better windward performer to catch up.

*Wild Oats XI* crossed the line ten seconds after 8am to set a new race record of 1 day, 18 hours, and 10 minutes for the 628-mile course, cutting more than an hour off *Nokia's* previous record. That was an average of 14.7 knots for the

straight line course.

Richards' reaction to taking line honours after the problems of the final stretch was: "Huge, huge relief."

He said his crew had sailed "a pretty flawless race" but then the last ten miles had proved typical of the unpredictability of ocean racing.

When *Alfa Romeo* arrived an hour and sixteen minutes later, Neville Crichton was clearly disappointed.

"They outsmarted us," he said. "We gave it our best shot. We've beaten them in six out of seven races so far, they've beaten us in one. But this was the important one."

The other super maxis arrived within a few hours.

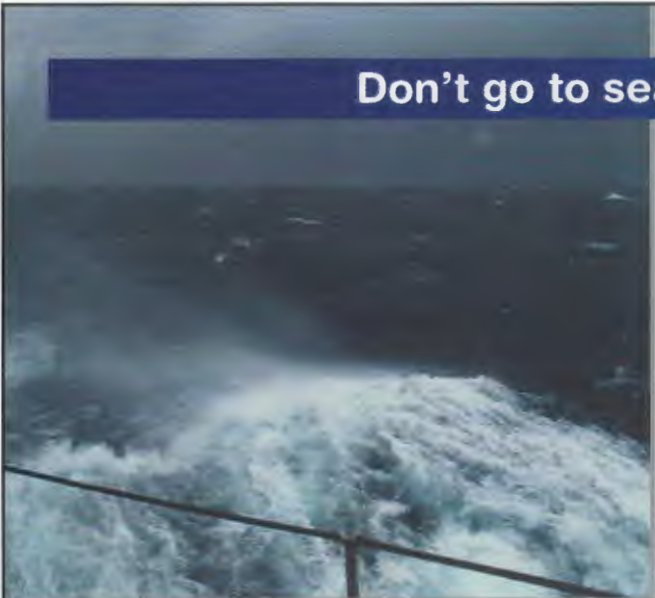
Third across the line was *Skandia* – which had been almost completely rebuilt since it lost its canting keel in last year's tough race. *Skandia* had impressively made time on the leaders in the early stages down the NSW coast but an engine breakdown after 24 hours resulted in loss of the hydraulic power needed to cant the keel. The crew was finally forced to lock the keel in a vertical position.

"We have the option of moving the keel from one side to the other with a small electric motor but it takes about eight minutes, whereas the engine takes 30 seconds," skipper Grant Wharington explained. "We think we turned the engine off at



TOP: Wild Oats XI on her record-breaking run south  
ABOVE: Challenge heading for her Division win

## Don't go to sea without RFD



## When it comes to marine safety, there is no compromise.

Since 1920, the RFD name has become synonymous for "safety first". With that commitment, it's no wonder the world's defence forces, airlines and commercial sea carriers all carry the name RFD. Available at leading marine chandlers, boatbuilders or direct from RFD. Visit [www.rfd.com.au](http://www.rfd.com.au) or phone 1800 646 086.

SAFETY FIRST

RFD



one stage and it gulped water back in through the exhaust.

"The biggest problem was that while we were trying to fix the keel, we were sailing the wrong gybe for about three hours, and that lost us a lot of time, perhaps 20 miles."

For a while the engine did work again and Wharington estimates the crew gybed 15-20 times. But when the engine failed for a second time *Skandia* was forced to sail the rest of the race with the keel locked on the centreline."

The water-ballasted *Konica Minolta* arrived next with owner Stewart Thwaites reporting a trouble-free race.

"It's probably the nicest Hobart I've done. Being out of the running for line honours made it more relaxing. To come in fourth, being the first non-canting keel boat makes me pretty happy," he said.

### Difficult moments

Thwaites has now competed in the past three Rolex Sydney Hobarts, but for him this was the most enjoyable. "The first time losing by 14 minutes was hard (2003, when *Konica Minolta* just missed out on line honours to *Skandia*), then we pulled out last year when we were well ahead (structural problems forced *Konica Minolta* out of the race when off the north east coast of Tasmania). That was more of a relief that nobody got hurt. This time there was no pressure, and it was such a nice race to do. It was beautiful sailing," he said.

There were some difficult moments, however, as helmsman Gavin Brady recalls. "We had a typical sort of Volvo Ocean Race injury where two guys were washed down the deck on a big wave," he said. "Our plan was to push hard on the second night. We probably gybed eight or nine times, and I don't think the others gybed that often. To gybe a conventional maxi in 30 knots of wind is always challenging, and we asked a lot of the guys."

The fifth super maxi, the canting keel *AAPT2*, however, finished with visible damage.

The 92-footer, which took line honours last year as *Nicorette*, arrived in Hobart with a broken boom.

"Last evening we decided to go wide," said skipper Sean Langman.

"We were already in front of *Konica Minolta* and were catching *Skandia* so we decided to get a chute on and go really hard.

"We ended up twenty miles further out to sea ... *Skandia* was doing 14s and we were doing 20s so we were looking okay.



# PEOPLE WHO KNOW WEAR MUSTO



VOLVO  
OCEAN  
RACE

2005-2006

RACE SUPPLIER



Trusted & depended on by the Teams!



**MUSTO**<sup>®</sup>  
PERFORMANCE

Musto's range of GORE-TEX<sup>®</sup> garments have no rivals. Whether you are sailing the Southern Ocean, Inshore, Offshore or in the Harbour Musto jackets are universally recognised as the most durable, waterproof, breathable and dependable jackets available.

People who know wear Musto.



To see the complete MUSTO range visit our website: [www.musto.com.au](http://www.musto.com.au) or telephone: +61 (0)2 9697 9100



**THE ACTUAL  
CONDITIONS  
LARGELY FOLLOWED  
THE SCRIPT BUT WITH A  
FEW TWISTS.**

“We did a safe gybe and decided to put the spinnaker back up and just as we did the boom exploded.

“We left the mainsail up despite the broken boom until we got to Tasman Island. We couldn’t work out how to get it down.

“In the end it was either it would take itself off or we get it off so we turned head to wind, got it down and struggled with a tri-sail and small jib from there on.”

Langman said the westerly wind had risen to 45 knots when they dropped their spinnaker approaching Tasman Island.

This illustrated the stronger conditions that boats further back in the fleet had to face.

Apart from *AAPT2*, the super maxis all took leading IRC corrected time positions with only Irishman Gerard O’Rourke’s new Bruce Farr designed Cookson 50 *Chieftain* gatecrashing their top five party by taking fourth place. The New Zealand built *Chieftain* is, however, also a canting keel boat. Consequently, with *Skandia* taking fifth on IRC, Bill Wild’s new Welbourn 40 *Wedgetail* from Brisbane, which took sixth place on IRC after finishing 19th across the line, was the best placed conventionally ballasted (without a canting keel or water ballast) boat on corrected time and won Division B.

*Wedgetail* crossed the line well ahead of the other 40-footers, just minutes behind the South Australian 56-footer *Pale Ale Rager* and more than 20 minutes ahead of the highly fancied DK 46 *Quantum Racing*.

Wild was excited by the performance of *Wedgetail* in the stronger breezes but said they had lost their chance of an overall win in the lighter breezes of the early stages.

After finishing he said: “It was a bit frustrating, there wasn’t much breeze for thirty hours ... but the next thirty hours were great and that is where we did well. We had a heap of wind yesterday and the boat loves that, 45 knots reaching, hard running. The boat was built for those sort of conditions; it wasn’t built for the slow, sloppy stuff.”



“The second night we had some hard running and this boat just lights up,” said helm Vanessa Dudley. “As soon as you can sit up and plane it’s a phenomenal boat.”

Two broken halyards during the night cost *Wedgetail* time. The crew couldn’t raise a spinnaker until daylight, when they could safely get a man up the mast to replace the halyards. By that time the wind had, however, shifted to two-sail reaching conditions. But then, as the wind built, the boat revelled in 40 knot plus winds sailing under reduced sail.

Smaller boats were, however, in contention for much of the race despite their less favourable conditions across Bass Strait and down the Tasmanian coast.

On the second morning, many of the smaller boats were hit by a strong 30-40 knot west/south-west change as they were entering Bass Strait. The change moderated fairly soon but conditions were rough and winds unfavourable through the day and the following night.

### **Old boat’s chance**

After *Wild Oats XI* finished, the old timber Ted Kaufman designed *Ray White Koomooloo*, which won in 1968, appeared to have the best chance of posting a better corrected time.

A rather slow passage down the Tasmanian east coast for Don Freebairn’s varnished hulled 41-footer, which was skippered by the owner’s son Michael Freebairn, ended that chance and confirmed *Wild Oats XI* as winner of the Tattersalls Cup. *Wild*



*Oats XI* was also winner of Division A on IRC.

While *Ray White Koomooloo* remained in contention for a corrected time win, Cruising Yacht Club of Australia Commodore Geoff Lavis pointed out that the performance of the oldest boat in the race supported the validity of the IRC handicap system.

"Any well-sailed, well-founded boat has a realistic chance of winning this race," he said.

In the end it was clear that the conditions were more responsible than the IRC rule for the success of the super maxis but equally the final results did nothing to counter the argument that the rule does not adequately handicap canting keel boats against conventional craft.

*Ray White Koomooloo* did, however, improve by more than 11 hours on the elapsed time which won it the race 37 years ago. *Koomooloo* was the Overall winner in 1968 with an elapsed time of 4 days, 10 hours, 26 min and 52sec. This year she completed the course in 3 days, 22hours, 51min and 39sec to win Division E.

Seventy-three-year-old Don Freebairn was disappointed not to have sailed in the race but skipper Michael Freebairn said: "We've kept the boat pretty original. It is pretty much as it was – same mast, same keel."

*Ray White Koomooloo* suffered no damage to gear or sails. "It's as we got on it," Freebairn said on arrival.



Imagine being able to literally turn the front of your craft without moving forwards. This would then let you easily manoeuvre into the open water and out of tight spots.

You may even find yourself using your boat more often, simply because you can take it out on days you wouldn't have dared before.

With a Max Power bowthruster, you'll always be able to return into your marina berth safely and without stress. It's like having extra crew aboard.

Max Power is one of Europe's leading innovators of bowthruster technology with a range of fixed or retractable bow or stern thrusters for sail and power craft from 35 to 200 feet (11 to 70 metres).

Get a helping hand at your nearest Max Power dealer or send for a brochure.

No Oil Changes

Fishing Line Shields

No Anodes

Sealed Ball Bearings

Strong & Durable

Lightweight Design



**A helping hand in tight spots.**

**OCEANTALK AUSTRALIA**  
36/176 South Creek Road  
Dee Why NSW 2099, Australia  
Telephone +61 (02) 9981 9550  
Toll free 1800 029 948  
Facsimile 61 (02) 9981 9555  
Email sales@oceantalk.com.au

**OCEANTALK ASIA Pte Ltd**  
1 Maritime Square, #09-35  
Harbour Front Centre  
(World Trade Centre)  
Singapore 099253  
Telephone (65) 6270 8105  
Facsimile (65) 6270 5105  
Email sales@oceantalk.com.sg

Please send me a free Max Power range brochure.

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

TEL \_\_\_\_\_

BOAT SIZE \_\_\_\_\_ TYPE \_\_\_\_\_

HYDRATE OCEANBOAT

[www.oceantalk.com](http://www.oceantalk.com)



FROM LEFT CLOCKWISE: Divisional winners receive their trophies; Young Madison Short takes in the waterfront atmosphere with her yachtsman father Andrew; Wild Oats XI helmsmen Iain Murray and Mark Richards with Matteo Mazzanti of Rolex  
BELOW: Wild Oats XI owner Bob Oatley and skipper Mark Richards with Tattersalls Trophy



He said *Wild Oats XI* had got away with the handicap win because “they had pretty good weather but we were out there for a bit longer so we saw a bit more weather”.

The battle for Division E was a drawn out contest as the less favourably handicapped Farr 43 *Wild Rose*, skippered by Cruising Yacht Club of Australia Rear Commodore Roger Hickman, finished well ahead and the crew had to wait 10 agonising hours to see *Ray White Koomooloo* sneak in just ahead of its deadline.

Hickman confirmed that conditions had been ferocious at times, particularly in the second half of the race after the big boats had arrived in Hobart but most of the fleet was still in Bass Strait.

Division C was won by veteran sailor Lou Abrahams' Sydney 38 Challenge which also won the Sydney 38 One Design Division.

After finishing, the 78-year-old said he planned to do just one more Rolex Hobart race to equal his old friend John Bennetto's record of 44 races but after that he planned to retire.

Graeme Wood marked his first Rolex Sydney Hobart with a win in Division D with his racing oriented Sydney 47CR *Wor's Next*.

Geoff Boettcher, owner-skipper of *Hardy's Secret Mens Business* was one competitor who was not satisfied with the IRC rule makers.

“This is only a 46-footer,” he said, yet it beat 50 and 60 footers to Hobart but still only finished eighth on IRC.

“After Hamilton Island and Airlie Beach it seems that IRC favours big canting keel boats so they must address this down the track somewhere,” he said.

“We had a trim tab attached to the keel but the handicap system made us glue it up ... we were penalised so heavily it was not worth having - yet canting keels are up and running,” he said.

The 79th and penultimate boat to finish was Alex Whitworth's veteran Peter Joubert designed *Brolga 33 Berrimilla* which took 57th place on IRC. After the 2004 race, Whitworth and regular crewman Peter Crozier sailed for England via the Falkland Islands to contest the Rolex Fastnet Race. They took second place in the two-handed division.

They then sailed back to Hobart via the Cape of Good Hope completing their circumnavigation on December 13. After a short break they put to sea again and sailed on to Sydney to compete in the 2005 race. They arrived on December 20 giving them just six days to prepare to race back to Hobart.

The last finisher was the Canberra Yacht Club registered *Gillawa* which finished the race just before midnight on January 2 after 7 days, 10 hours, 23 minutes and 57 seconds at sea. For the second year in succession, owner David Kent sailed the little *Cavalier 975* to Hobart with a crew of ACT sailors most of whom had little ocean racing experience.

Only four boats retired from the race, *Icefire*, *Sirromet Life Style Wine*, and *Star Dean Willcocks* with rigging damage and *Conery* with rudder and radio problems. ○

## VETERANS HONOURED

Victorian yachtsman Bernie Case's 40th race in the 2005 Rolex Sydney Hobart earned him a rare honour. He was one of only four recipients of medallions struck to mark participation in 40 races.

The Tasmanian Government presented medallions to the five yachtsmen who have so far sailed in 40 Rolex Sydney Hobarts at the trophy presentation at the Royal Yacht Club of Tasmania on new year's day.

Case joined Richard "Sightie" Hammond from NSW (40), Lou Abrahams from Victoria (43) and Tony Cable from NSW (42) in receiving the medallions while a medallion for the late Tasmanian John Bennetto, who sailed in 44 Hobarts, was accepted by Tony Nicholas, who skippered Bennetto's boat, *Quest*, in the 2005 Rolex Sydney Hobart.

Bernie Case, 65, sailed to Hobart aboard Roger Hickman's Farr 43 *Wild Rose*, and among the crew was Bernie's eldest son Robert, 37, who notched up his 21st race. *Wild Rose* finished 2nd in IRC Division E.

"To total 61 races between Dad and I in the 61st Rolex Sydney Hobart is quite something," Rob Case said in Hobart.

The only other father-and-son combinations to have achieved such a record are the late Peter Green who sailed in 35 Hobart races and his son Michael whose 2005 race was his 27th (he skippered Graeme Wood's *Wot's Next*, winner of IRC Division D) making the Green's combined total now 62 Hobarts.

Bernie Case is a noted big boat helmsman and has sailed to Hobart on a variety of yachts since 1962, including *Condor II* when she took line honours in 1986. He has also sailed in the America's Cup, Admiral's Cup, Kenwood Cup and classic ocean races including the Rolex Fastnet Race in England.

He sailed many of his Sydney Hobarts with fellow Victorian Lou Abrahams aboard his series of boats named *Challenge*.

### 25-race honours

Four yachtsmen who logged their 25th Rolex Sydney Hobarts in the 2005 race also received Tasmanian Government medallions.

Two were owner/skippers Ed Psaltis from Sydney who skippered his modified Farr 40 OD *AFR Midnight Rambler*, and Victorian Bruce Taylor, who skippered his Sydney 38 OD *Chutzpah*. Both achieved divisional placings.

Hugh O'Neill raced south aboard the Peterson 51 *Flying Fish BMS* of which he is a part-owner, while Tony Hearder sailed his 25th Hobart aboard *Coogans Stores*.

The four join 68 others who have competed in 25 or more Rolex Sydney Hobart Yacht Races since the first event in 1945.

A special medallion was also presented to the Rum Consortium, the owners of *Phillips Foote Witchdoctor* which completed its 25th Rolex Sydney Hobart Yacht Race to equal the record of another Sydney yacht *Mark Twain* which has been retired from ocean racing by owner Hugh O'Neill. – **Peter Campbell**

## WINNING RETURN

Expatriate Tasmanian David Ferrall returned to the island state at the helm of his yacht *Pekljus* to become the winner of the PHS Division of the Rolex Sydney Hobart Yacht Race.

For three generations, the Ferrall family of Launceston has had a close association with things maritime, especially the Tamar River that links Tasmania's second city to the sea, so it was an appropriate way to return.

Ferrall had four other Tasmanians aboard – Scott Newton, Will Reynolds, Rohan Robertson and John Saul – while the sixth crewman was Bill Finlay from NSW.

Ferrall worked until recently in Hong Kong and is now with a Japanese investment bank in Tokyo. *Pekljus* is a Graham Radford designed 50-footer which is kept on Pittwater north of

Sydney where Ferrall is a member of the Royal Prince Alfred Yacht Club.

The CYCA's Yacht Tracker had *Pekljus* at the top of the provisional corrected time standings in the PHS Division for much of the race, although her win was no means certain in the late stages as she battled a strong westerly across Storm Bay.

"If we can get up the Derwent before the breeze dies away this evening, I think we have a good chance of winning the PHS division," David told me by satellite phone. They did it with *Pekljus* crossing the finish line at 7.26pm that evening.

*Pekljus* was originally designed for a round-the-world race but when this did not eventuate Ferrall finished building the boat at Taree on the NSW Mid-North Coast.

The PHS Division of the 2005 Rolex Sydney Hobart attracted a very competitive fleet of 23, although three, *Conergy*, *Icefire* and the New Zealand entry *Navenka*, retired.

The first PHS Division boat to cross the line was the Volvo 60, *Seriously Ten*, skippered by John Woodruff, which finished sixth in the fleet followed by another Volvo 60 *ABN AMRO*, skippered by Andrew Short.

On corrected times, *Pekljus* won; the Geelong boat *Prowler*, a Beneteau 44.7 skippered by Christian Jackson, the Cruising Yacht Club of Australia's 2004 Ocean Racing Rookie of the Year award winner, was second; *ABN AMRO*, third and *Seriously Ten* fourth. – **Peter Campbell**

# ROLEX SYDNEY HOBART YACHT RACE RESULTS 2005

## IRC OVERALL

PL	YACHT	DIV	LINE	ELAPSED TIME	TCF	CORRECTED TIME	OWNER/SKIPPER
1	Wild Oats XI	A	1	01:18:40:10	1.779	03:03:54:32	Bob Oatley/Mark Richards, NSW
2	Alfa Romeo	A	2	01:19:56:31	1.746	03:04:43:21	Neville Crichton, NZL
3	Konica Minolta	A	4	02:01:26:41	1.648	03:09:29:06	Stewart Thwaites, NZL
4	Chieftain	B	11	02:15:18:10	1.308	03:10:48:00	Gerard O'Rourke, IRE
5	Skandia	A	3	02:00:25:57	1.722	03:11:24:03	Grant Wharington, Vic
6	Wedgetail	B	19	02:21:08:40	1.209	03:11:35:44	Bill Wild, Qld
7	Loki	B	6	02:11:59:36	1.396	03:11:45:02	Stephen Ainsworth, NSW
8	Hardys Secret Mens Business	B	14	02:17:57:22	1.27	03:11:45:51	Geoff Boettcher, SA
9	Quantum Racing	B	21	02:21:30:56	1.205	03:11:45:58	Ray Roberts, NSW
10	Wot's Next	D	23	02:22:48:38	1.184	03:11:50:23	Graeme Wood, NSW
11	Living Doll	B	12	02:17:01:33	1.3	03:12:32:01	Michael Hiatt, Vic
12	Yendys	B	13	02:17:29:29	1.302	03:13:16:11	Geoff Ross, NSW
13	Heaven Can Wait	B	15	02:17:58:13	1.293	03:13:17:58	Peter Hollis, Qld
14	Flirt	B	16	02:19:27:10	1.275	03:14:00:08	Chris Dare, Vic
15	Ragamuffin	B	20	02:21:21:56	1.255	03:15:03:14	Syd Fischer, NSW
16	Shogun	B	24	03:00:39:35	1.207	03:15:42:01	Rob Hanna, Vic
17	Cougar	D	32	03:07:55:20	1.098	03:15:45:17	Alan Whiteley, Vic
18	Pale Ale Ränger	B	18	02:21:01:53	1.279	03:16:17:28	Gary Shanks, SA
19	Dekadence	B	26	03:01:43:18	1.204	03:16:45:39	Philip Coombs, Vic
20	Goldfinger	B	17	02:19:41:01	1.316	03:17:04:18	Peter Blake & Kate Mitchell, Vic
21	AFR Midnight Rambler	D	28	03:04:29:42	1.166	03:17:11:35	Ed Psaltis & Bob Thomas, NSW
22	Ray White Koomooloo	E	60	03:22:52:32	0.941	03:17:16:40	Mike Freebairn, Qld
23	AAPT2	A	5	02:04:22:11	1.719	03:18:01:25	Sean Langman, NSW
24	Fuzzy Logic	D	31	03:07:53:05	1.127	03:18:01:48	Paul Roberts & Bill Lennon, Vic
25	Challenge	C/OD	33	03:09:23:56	1.112	03:18:30:56	Lou Abrahams, Vic
26	Coogans Stores	A	7	02:12:07:58	1.511	03:18:51:38	Duncan Hine, Tas
27	Chutzpah	C/OD	34	03:09:48:17	1.112	03:18:58:01	Bruce Taylor, Vic
28	Wild Rose	E	38	03:14:15:50	1.055	03:19:00:30	Roger Hickman, NSW
29	Hugo Boss	A	9	02:12:54:50	1.502	03:19:29:34	Alex Thomson, UK
30	Rush	B	27	03:02:48:37	1.223	03:19:29:35	John Paterson, Vic
31	Prime Time	D	37	03:12:23:00	1.111	03:21:45:00	David Mason, NSW
32	Tow Truck	D	41	03:14:39:42	1.086	03:22:06:52	Anthony Paterson, NSW
33	Toecutter	E	56	03:19:28:01	1.043	03:23:24:00	Robert Hick, Vic
34	Swish	C/OD	39	03:14:16:40	1.112	03:23:56:27	Steve Proud, NSW
35	Sweetheart	D	45	03:15:44:57	1.096	04:00:10:23	Anthony Love, NSW

## IRC OVERALL (cont)

36 Horwath BRI	C/OD	42	03:15:07:23	1.112	04:00:52:51	Tony Levett, NSW
37 Stormy Petrel	E	75	04:06:31:37	0.953	04:01:42:29	Kevin O'Shea, NSW
38 Dodo	D	43	03:15:10:32	1.121	04:01:43:26	Adrian Dunphy, NSW
39 Savcor	C/OD	46	03:16:05:17	1.112	04:01:57:14	Peter Westerlund, SWE
40 Game Set	D	57	03:19:38:19	1.07	04:02:03:12	Stephen Roach, NSW
41 Quest	B	35	03:09:49:32	1.199	04:02:06:32	Tony Nicholas, Tas
42 Prettty Fly II	D	40	03:14:23:52	1.136	04:02:08:52	Colin Woods, NSW
43 White Hot XSI	D	54	03:18:36:01	1.086	04:02:23:31	Warren Cottis, NSW
44 Zen	C/OD	47	03:16:39:39	1.112	04:02:35:27	Gordon Ketelbey, NSW
45 Chancellor	E	58	03:20:54:51	1.064	04:02:51:38	Ted Tooher, NSW
46 Impeccable	E	76	04:06:40:01	0.967	04:03:16:44	John Walker, NS
47 Hidden Agenda	C/OD	51	03:17:58:42	1.112	04:04:03:21	Ross Trembath, NSW
48 Addiction	D	48	03:16:51:59	1.131	04:04:30:28	Richard McGarvie/Peter Davidson, Vic
49 Team Lexus	C/OD	53	03:18:30:15	1.112	04:04:38:26	Frank Sticovich, NSW
50 Inner Circle	E	61	03:22:57:44	1.061	04:04:45:18	Michel Graham/Darren Cooney, NSW
51 Balance	D	62	04:00:04:48	1.076	04:07:22:55	Rolf Heidecker, WA
52 Toll Shipping Prion	D	63	04:00:10:36	1.075	04:07:23:24	Michael Dolphin, Vic
53 Farr South	S	70	04:05:31:20	1.031	04:08:40:10	Ian Hall, Tas
54 Renegade	E	71	04:05:34:28	1.037	04:09:19:58	Robert Francis, SA
55 Aurora	E	69	04:04:13:35	1.053	04:09:32:18	Jim Holley, NSW
56 Apollonius	D	64	04:01:11:18	1.091	04:10:01:57	Julian Robinson, Tas
57 Berrimilla	E	79	05:02:34:47	0.891	04:13:13:07	Alex Whitworth, NSW
58 Lucifarr	D	67	04:04:10:52	1.091	04:13:17:51	Mark Davies, NSW
59 Polaris of Belmont	E	78	05:01:08:30	0.977	04:22:21:19	Chris Dawe, NSW
60 Isabella	E	77	05:00:28:49	1.028	05:03:51:13	John Nolan, NSW

## PHS OVERALL

YACHT	LINE	ELAPSED TIME	TCF	CORRECTED TIME	OWNER/SKIPPER
1 Pekljus	29	03:06:06:34	1.1050	3:14:18:39	David Ferrall, NSW
2 Prowler	22	02:22:48:13	1.2422	03:15:57:08	Christian Jackson, Vic
3 ABN AMRO	10	02:13:14:00	1.4522	03:16:55:23	Andrew Short, NSW
4 Seriously Ten	8	02:12:33:10	1.478	03:17:29:49	John Woodruff, NSW
5 Kaz	25	03:01:11:14	1.243	03:18:58:18	David Pescud, NSW
6 Ocean Skins	30	03:06:48:47	1.155	03:19:01:45	Tony Fowler, Vic
7 Sea Quest	44	02:13:14:00	1.04	03:19:08:48	Geoff Smith, NSW
8 Torpan International	49	03:17:49:22	1.0164	03:19:17:45	Tony Williamson NSW
9 Namadgi	68	04:04:12:09	0.9307	03:21:15:30	Garth Brice, ACT
10 Fincorp More Witchcraft	36	03:11:03:18	1.1466	03:23:13:51	John Cameron, NSW
11 Jailhouse Grill	59	03:22:50:31	1.015	04:00:15:52	M Koppelman/J Van Zetton, Tas
12 She	74	04:06:31:18	0.9445	04:00:49:54	Peter Rodgers, NSW
13 Phillips Foote Witchdoctor	66	04:04:05:45	0.9713	04:01:13:23	Maurie Cameron, NSW
14 Diomedia	73	04:06:17:44	0.9606	04:02:15:54	David Mackay, NSW
15 Cadenza	50	03:17:54:15	1.0996	04:02:51:31	Gunnar Tuisk, NSW
16 Inon	52	03:18:05:42	1.109	04:03:52:46	Bruce Gray, NSW
17 Kioni	55	03:19:12:05	1.112	03:19:12:05	Andrew Lygo, NSW
18 Tilting at Windmills	65	04:04:04:14	1.0258	04:06:39:09	Thorry Gunnensen, Vic
19 Flying Fish BMS	72	04:04:04:14	1.0369	04:09:29:50	C Burgess/A Fairclough, NSW
20 Gillawa	80	07:10:23:57	0.82	06:02:17:14	Greg Dawes, ACT

## HONOUR ROLL

### OVERALL WINNER AND PLACINGS (IRC)

- 1 Wild Oats XI, Reichel/Pugh 98 (Bob Oatley/Mark Richards, RPAYC, NSW)
- 2 Alfa Romeo, Reichel/Pugh 98 (Neville Crichton, RNZYS, NZL)
- 3 Konica Minolta, Bakewell-White 98 (Stewart Thwaites, RPNYC, NZL)

### IRC A

- 1 Wild Oats XI, Reichel/Pugh 98 (Bob Oatley/Mark Richards, RPAYC, NSW)
- 2 Alfa Romeo, Reichel/Pugh 98 (Neville Crichton, RNZYS, NZL)
- 3 Konica Minolta, Bakewell-White 98 (Stewart Thwaites, RPNYC, NZL)

### IRC B

- 1 Chieftain, Cookson 50 (Gerard O'Rourke, WYC, IRE)
- 2 Wedgetail, Wellbourn 40 (Bill Wild, RQYS, Qld)
- 3 Loki, Reichel/Pugh 60 (Stephen Ainsworth, CYCA, NSW)

### IRC C and Sydney 38 OD Division:

- 1 Challenge, Sydney 38 (Lou Abrahams, SYC, Vic)
- 2 Chutzpah, Sydney 38 (Bruce Taylor, RYCV, Vic)
- 3 Swish, Sydney 38 (Steven Proud, CYCA, NSW)

### IRC D

- 1 Wot's Next, Sydney 47CR (Graeme Wood, CYCA, NSW)
- 2 Cougar, Beneteau 44.7 (Alan Whiteley, SYC, Vic)
- 3 AFR Midnight Rambler, Farr 40 (Ed Psaltis & Bob Thomas, CYCA, NSW)

### IRC E

- 1 Ray White Koomooloo, Kaufman 41 (Mike Freebairn, RQYS, Qld)
- 2 Wild Rose, Farr 43 (Roger Hickman, CYCA, NSW)
- 3 Toecutter, Hick 31 (Robert Hick, RYCV, Vic)

### PHS

- 1 Pekljus, Radford 50 (David Ferrall, RPAYC, NSW)
- 2 Prowler, Elliott 47 (Christian Jackson, CYCA, NSW)
- 3 ABN AMRO, Volvo 60 (Andrew Short, CYCA, NSW)

### Line Honours (JH Illingworth Trophy):

- 1 Wild Oats XI, Reichel/Pugh 98 (Bob Oatley/Mark Richards, RPAYC, NSW) – 1 day 18 hours 40 minutes 10 seconds (race record)
- 2 Alfa Romeo, Reichel/Pugh 98 (Neville Crichton, RNZYS, NZL) – 1:19:56:31
- 3 Skandia, Jones 98 (Grant Wharington, MYC, Vic) – 2:01:26:41

### Yacht Clubs:

RPAYC (Royal Prince Alfred Yacht Club), RNYS (Royal New Zealand Yacht Squadron, RPNYC (Royal Port Nicholson Yacht Club), RYCV (Royal Yacht Club of Victoria), RQYS (Royal Queensland Yacht Squadron); CYCA (Cruising Yacht Club of Australia), MYC (Mornington Yacht Club), SYC (Sandringham Yacht Club), WYC (Western Yacht Club).

## SYDNEY 38 DIVISION

PL	YACHT	ELAPSED TIME	OWNER/SKIPPER
1	Challenge	03:09:23:56	Lou Abrahams, Vic
2	Chutzpah	03:09:48:17	Bruce Taylor, Vic
3	Swish	03:14:16:40	Steven Proud, NSW
4	Horwath BRI	03:15:07:23	Tony Levett, NSW
5	Savcor	03:16:05:17	Peter Westerlund, SWE
6	Zen	03:16:39:39	Gordon Ketelbey, NSW
7	Hidden Agenda	03:17:58:42	Ross Trembath, NSW



Matteo Mazzanti of Rolex, Hobart Mayor Rob Valentine, CYCA Commodore Geoff Lavis, Governor of Tasmania William Cox and RYCT Commodore Marion Cooper with the silverware

## TROPHY WINNERS

**Tattersalls Cup, RORC Plaque, Government of Tasmania Trophy** (First Boat on IRC Overall)  
Wild Oats XI (Bob Oatley/Mark Richards, NSW)  
**JH Illingworth Trophy** (first boat to finish)  
Wild Oats XI (Bob Oatley/Mark Richards, NSW)

**Jack Rooklyn Memorial Trophy** (First boat out of Sydney Harbour)  
Wild Oats XI (Bob Oatley/Mark Richards, NSW)

**F & J Livingstone Trophy** (First boat south of Tasman Island)  
Wild Oats XI (Bob Oatley)

**Polish Trophy** (For boat travelling from the furthest port to compete)  
Berrimilla (Alex Whitworth, NSW)

**City of Hobart Trophy** (Navigator of first Tasmanian yacht)  
Jeff Cordell, Tas

**Port of Hobart Trophy** (First Tasmanian yacht, IRC)  
Coogans Stores (Duncan Hine)

**Battery Point Trophy** (First small boat to finish)  
Tow Truck (Anthony Paterson, NSW)

**One Ton Cup** (Re-dedicated to Sydney 38 One Design division)  
Challenge (Lou Abrahams, Vic)

**Bill Owen Memorial Trophy** (Navigator of winning boat, IRC)  
Adrienne Cahalan, NSW, and David Dickson, NSW (Wild Oats XI)

**Alan Payne Memorial Trophy** (Designer of winning boat, IRC)  
John Reichel/Tom Pugh (Reichel/Pugh), USA

**Apollo Trophy** (First boat Under 18.5m LOA to finish)  
Loki (Stephen Ainsworth, NSW)

### Tasmanian Government 25 Race Medallions

Tony Hearder (Coogans Stores), Hugh O'Neill (Flying Fish BMS), Ed Psaltis (AFR Midnight Rambler), Bruce Taylor (Chutzpah),

### Tasmanian Government 40 Race Medallions

(in order of reaching 40 Sydney Hobart races) Richard Hammond, NSW (40), John Bennetto (deceased), Tas (44), Lou Abrahams, Vic (43), Tony Cable, NSW (42), Bernard Case, Vic (40).

**RETIRED BOATS:** Icefire, Conergy, Nevenka, Sirromet Life Style Wine, Star Dean Wilcocks





CLUB  
MARINE  
INSURANCE

For all your marine  
insurance needs  
[clubmarine.com.au](http://clubmarine.com.au)  
1800 335 169

leading edge  
insurance

A. Francolini

Club Marine Limited  
AFS Lic. No. 236916  
ABN 12 007 588 347



Alfa Romeo powers to windward

## 'YOUNG GUNS' SHOW SAILING SKILLS IN ROLEX TROPHY

THE ROLEX TROPHY – RATING SERIES GAVE A POINTER TO THE OUTCOME OF THE 2005 ROLEX SYDNEY HOBART YACHT RACE, BUT ALSO SHOWCASED THE 'YOUNG GUNS' OF OFFSHORE RACING.

BY Peter Campbell

PHOTOGRAPHY Andrea Francolini

**T**he results of the Rolex Trophy – Rating Series in mid-December were a pointer to line and handicap results in the Rolex Sydney Hobart Yacht Race, with the winners of each of the three IRC divisions figuring in the top results line and handicap results of the blue water classic – but not quite in the order that most people predicted.

However, the regatta did show quite clearly that given moderate to fresh sailing weather running or beating conditions in the Hobart Race the super maxis *Alfa Romeo*, *Wild Oats XI* and *Konica Minolta* would be almost unbeatable on IRC corrected times. Their boatspeed, in particular that of the latest creations of American naval architects Reichel/Pugh, *Alfa Romeo* and *Wild Oats XI*, was a quantum leap ahead of the well-sailed grand prix boats in the 45 to 60-foot LOA range.

It also indicated that whilst *Alfa Romeo* was exceptionally fast upwind, *Wild Oats XI* had a slight edge downwind with her slightly bigger sail plan. The Rolex Sydney Hobart was, of course, a downhill race in what has been described as “benign” weather and, as discussed elsewhere in this issue, Bob Oatley’s *Wild Oats XI* got the break south-east of Green Cape on the second morning and held the lead from there on.

Neville Crichton’s *Alfa Romeo* took the honours in IRC Division O, winning five of the six races she contested (she did not start in race three because of an overheated engine and did

not need sail in the final race). However, a countback was needed to break the points tie with *Loki*, Stephen Ainsworth’s conventional keeled Reichel/Pugh 60.

*Wild Oats XI* also missed the last two races to undergo last-minute modifications before the Rolex Sydney Hobart and thus finished third overall.

Stewart Thwaites asked the CYCA Race Committee that his water-ballasted *Konica Minolta* be transferred from the “canting keel” Division O to IRC Division 1 and enjoyed some excellent handicap racing before winning on a countback from Dick Cawse’s Cawse/Lyons designed 60-footer *Vanguard*. Geoff Ross’ Judel/Vrolijk 52 *Yendys* was only a point back with consistent top-three placing in every race.

IRC Division 2 was the most interesting contest although the winning margin by Ray Roberts’ DK46 *Quantum Racing* was quite clearcut. It was a remarkable effort of regatta endurance for Roberts as he had sailed another DK46 also named *Quantum Racing* in winning the Kings Cup at Phuket the previous week, then flown back to Sydney to steer his Farr 40 One Design, also of the same name, in the Rolex Trophy – One Design Series in the last two days of that regatta. Then came four days of hard racing offshore in the Rolex Trophy – Rating Series.

The potential of *Quantum Racing* (the DK46) as an IRC contender in the Rolex Sydney Hobart was clearly underlined with a scorecard that comprised six wins and two seconds in beating the benchmark Swan 45 *Ginger* (Leslie Green) and the improving Queensland boat *Wedgetail*, a Welbourn 40 skippered by Bill Wild. *Wedgetail* had obviously good prospects in hard downwind running – and this was proven in the Rolex Sydney Hobart.

Aside from the results, what the Rolex Trophy – Rating Series did show was the significant role that a new breed of younger Australian sailors is playing in the success of hard-sailed ocean racing boats.

Back-to-back Australian J24 champion Sean Kirkjian was the regatta helmsman on *Yendys*, showing aggressive steering at the

starts and excellent tactical sailing throughout the regatta. Olympic Laser bronze medalist Michael Blackburn was a key sail trimmer on *Quantum Racing*, steered by owner Ray Roberts. Subsequently, both Kirkjian and Blackburn were watch helmsmen in the 628 nautical mile Rolex Sydney Hobart Yacht Race.

Principal helmsman Mark Richards stepped up to also skipper *Wild Oats XI*. New Zealand America's Cup helmsman Gavin Brady was the key driver on the Kiwi maxi *Konica Minolta* in both the Rolex Trophy and the Rolex Sydney Hobart.

Australian match racing champion, 21-year-old Michael Dunstan again joined Syd Fischer's Farr 50 *Ragamuffin* for the Hobart race while veteran Victorian Lou Abrahams had 28-year-old Carl Schmidt as his principal helmsman on his Sydney 38 *Challenge*.

In the Rolex Trophy regatta, these young yachtsmen – all from the youth ranks of dinghy sailors – were aggressive helmsmen at the fiercely contested starts, in the close tacking duels and in the tight mark roundings that highlighted the offshore, round-the-buoys, series. They have also absorbed the seamanship and endurance of the more mature sailors who still make up the bulk of racing crews for the long ocean race to Hobart. **O**

## 2005 ROLEX TROPHY RATING SERIES, FINAL RESULTS:

### IRC Division 0

- 1 Alfa Romeo, Reichel/Pugh 98 (Neville Crichton, RNZYS)  
1-1-DNC-1-3-1-1-DNC, 14 points
- 3 Loki, Reichel/Pugh 98 (Stephen Ainsworth, CYCA)  
2-3-2-3-2-2-2-1, 14 points
- 3 Wild Oats XI, Reichel/Pugh 98 (Bob Oatley, RPAYC)  
3-2-1-2- 1-6 – DNC-DNC, 21 points

### IRC Division 1

- 1 Konica Minolta, Bakewell-White 98 (Stewart Thwaites, RNZYS)  
5-1-1-4-1-1-3-2, 13 points
- 2 Vanguard, Cawse/Lyons 60 (Dick Cawse, CYCA)  
2-3-3-1-3-2-1-1, 13 points
- 3 Yendys, Judel/Vrolijk 52 (Geoff Ross, CYCA)  
1-2-2-2-3-2-3, 14 points

### IRC Division 2

- 1 Quantum Racing, DK 46 (Ray Roberts, CYCA)  
1-1-1-2-1-1-2-1, 8 points
- 2 Ginger, Swan 45 (Leslie Green, CYCA)  
2-2-2-1-DSQ-2-4-4, 17 points  
Wedgetail, HW 42 (Bill Wild, RQYS)  
5-3-3-3-4-3-2, 21 points

### PHS Division 0/1

- 1 Konica Minolta 23 points
- 2 Vanguard 26 points
- 3 Yendys 26 points

### PHS Division

1. Sea Quest, Radford 50 (Geoff Smith, RMYC) 28 points
2. Nips N Tux, IMX 40 (Howard de Torres, CYCA) 28 points
3. Wedgetail 29 points

## ROLEX CHALLENGE TO AUSTRALIA

The Australian team of *Loki* and *Quantum Racing* won the Rolex Challenge international offshore teams racing series that included the Rolex Trophy – Rating Series and the 61st Rolex Sydney Hobart Yacht Race.

*Quantum Racing*, a DK46, skippered by Ray Roberts, and Stephen Ainsworth's new *Loki*, a Reichel/Pugh 60, finished the series with 84 points under the low-scoring system.

*Quantum Racing*, which also won her division of the Rolex Trophy – Rating Series, placed ninth Overall in the Rolex Sydney Hobart, to be the outstanding boat of the series. *Loki* finished second in her division of the Rolex Trophy – Rating Series and was seventh Overall in the Hobart race.

Second place overall in the Rolex Challenge went to the Queensland team of *Yendys* (Geoff Ross) and *Wedgetail* (Bill Wild) with 99 points, with third place going to New Zealand on 117 points, the team comprising Stewart Thwaites' *Konica Minolta* and *Fincorp More Witchcraft* (John Cameron).

Victoria (*Flirt* and *Fuzzy Logic*) placed fourth with 122 points, followed by the NSW Blue team (*Ragamuffin* and *Nips-N-Tux*) on 126 points and NSW Red (*Wild Oats XI* and *Wild Rose*) on 141 points.

Three teams scored six points - in the Rolex Sydney Hobart – NSW Red, Queensland and Australia – but the Australia team held the advantage it had achieved in the eight race Rolex Trophy – Rating Series. – *Peter Campbell*



# LEVEL RATERS' TRICKY SERIES

A TRICKY LIGHT AIR ROLEX TROPHY ONE DESIGN SERIES PRODUCED DESERVING WINNERS IN THE TWO LEVEL RATING CLASSES, FARR 40s AND SYDNEY 38s

BY Adrian Herbert

PHOTOGRAPHY Andrea Francolini

The clear winner of the Sydney 38 Division of Rolex Trophy One Design Series was *Estate Master* jointly skippered by Lisa and Martin Hill while Italy's Vincenzo Onorato, helming *Mascalzone Latino*, just held off a strong challenge from World Champion Richard Perini with *Evolution* to win the Farr 40 Division.

Both yachts went into the third and final day of the regatta – on courses set just off Sydney Heads – with commanding leads but both crews then had to deal with things going not exactly to plan.

The conditions were difficult with some of the lightest breezes of a light breeze series and a strong current making it critical to pick the correct side of the course on each leg.

In the Sydney 38 fleet, a calamitous first race first mark rounding looked like threatening the stranglehold on the series that *Estate Master* had built up over the previous two days.

With the fleet closely bunched, the current created havoc as boats attempted to round the windward mark.

At the helm of *Estate Master*, Martin Hill was forced to gybe and ended up well back in the pack by the time he had cleared the mark. But steady sailing from then on, and some good calls from the boat's tactician, Olympic medalist Michael Blackburn, got *Estate Master* back in contention, picking its way up the fleet to finish second.

Another second place finish in the second race of the day gave *Estate Master* the series with a race to spare. This was, in fact, the final race of the series as time ran out before the scheduled third race for the day – the ninth for the regatta – could be run.

*Estate Master* finished the low points score series with 15 points. Second place went to Geoff Bonus' *Calibre* with 40 points.

Although *Estate Master* had first place sewn up by the final race,



Farr 40s approach the top mark

second place was far from decided. Going into the final race, *Contentious Issue* held second place with 38 points while *Calibre* and *Acuity* were jointly third with 39 points.

The final race was a nail-biter with Geoff Bonus steering *Calibre* across the line just 11 seconds ahead of *Estate Master*. *Acuity* was just two seconds behind and *Contentious Issue* a further two seconds back. The result was that less than a boat length sent *Contentious Issue* from second place to fourth in the series.

After the regatta, Martin Hill said he believed his crew's sharply improved performances this season had resulted from a simple change in their preparation.

"We've been practising whenever possible offshore rather than in the harbour and concentrating on the little things, like getting the spinnaker up a fraction quicker and coming out of tacks just a little faster, so that when the opportunities in a race come we are able to capitalize on them," he said.

"I've been helming this boat for two years now and we've built up a good set of numbers for tuning. We're looking towards the Worlds and we've been working hard recently but we didn't expect to see the results come so soon or so strongly. I guess we've raised the bar a little higher now."

In the Farr 40s fleet, two days of light air sailing on mainly moderate seas had helped Italian Vincenzo Onorato's *Mascalzone*





Estate Master completes a spinnaker drop



*Latino* get on top of World Champion Richard Perini and his *Evolution* crew.

### Three collisions

On the last day it seemed *Mascalzone Latino* needed only to finish in the top half of the fleet in each race to win.

*Evolution* had experienced an incident ridden first two days which, incredibly, included three boat-stopping collisions with sun fish.

But then the *Evolution* crew finally got their light air sailing together and text book perfect performances gave them first place

in each of the three races.

Onorato's crew, however, were still sailing consistently well and kept in touch with *Evolution* to take second place in each of the first two races. But in the final race the Italians' entire series went close to falling apart. Their worst performance of the series gave them only eighth place but that was enough for them to win the series by two points.

After the finish a relieved Onorato said: "Today was such a tough day – *Evolution* was unbeatable. In such a long series it is always difficult to keep up the concentration. Maybe we relaxed too much. On the last leg we were a bit worried. The lesson is you should never relax!" ○

## RESULTS

### FARR 40

- 1 Mascalzone Latino (Vencenzo Onorato) 1-1-1-3-4-1-2-2-8, 23 points
- 2 Evolution (Richard Perini) 2-3-3-7-5-2-1-1-1, 25 points
- 3 Cydon (Leon Christianakis) 728113474, 37 points

### SYDNEY 38

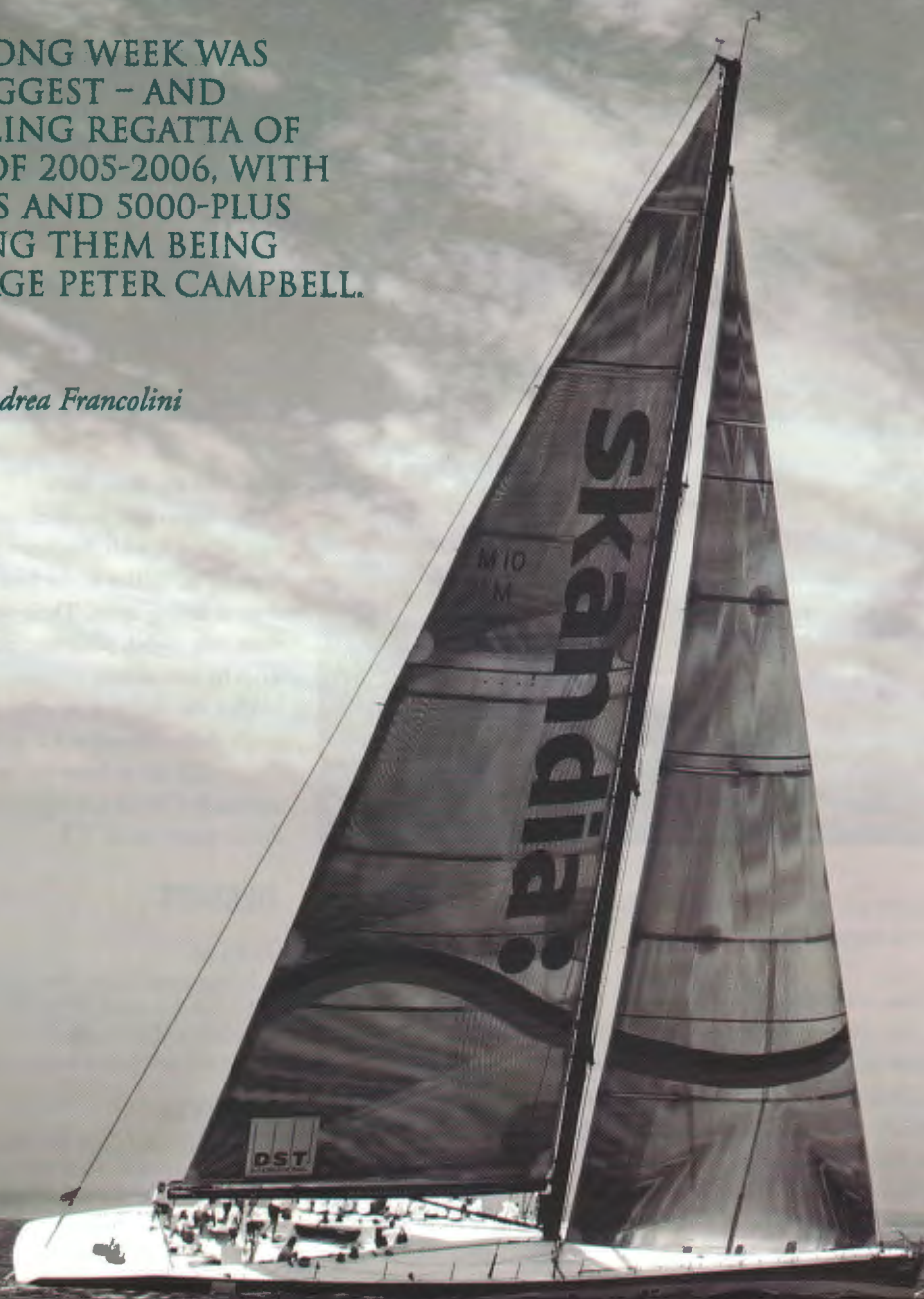
- 1 Estate Master (Lisa and Martin Hill) 1-1-2-5-1-1-2-2, 15 points
- 2 Calibre (Geoff Bonus) 13-3-3-2-4-8-6-1, 40 points
- 3 Acuity (Tony Walls) 2-4-1-8-15-5-4-3, 42 points

# SKANDIA GEELONG WEEK *was really hot!*

SKANDIA GEELONG WEEK WAS AUSTRALIA'S BIGGEST - AND HOTTEST - SAILING REGATTA OF THE SUMMER OF 2005-2006, WITH 400-PLUS BOATS AND 5000-PLUS SAILORS, AMONG THEM BEING EDITOR-AT-LARGE PETER CAMPBELL.

*BY Peter Campbell*

*PHOTOGRAPHY Andrea Francolini*



Australia Day 2006 in Victoria – a day when 300-plus yachts started en masse from Williamstown in 35 degrees temperatures and 30-knot northerly winds which whipped up destructive bushfires and powered a super yacht at record-breaking speed down Port Phillip to finish under a pall of reddish smoke hanging over Geelong.

The 35 nautical mile race down the bay between two Victorian historic ports – Williamstown at the mouth of the Yarra and Geelong on Corio Bay – has long been a tradition for Victorian yacht owners and their crews, a passage race to Royal Geelong Yacht Club for several days of round-the-cans racing and several evenings of celebrations and entertainment ashore.

The first regatta at Geelong was held in 1844 with the first official Geelong Regatta in 1859. Over the years, the event has undergone many changes in name and program, highlighted by the massive sponsorship since 2004 from Skandia, an international long-term savings company offering advice on managed funds, personal superannuation, allocated pensions and corporate superannuation. Skandia also sponsors the famous Cowes Week in England and, of course, the super maxi yacht *Skandia*.

Today, Skandia Geelong Week is much more than a sailing regatta. It is the focal point for a huge community festival along the wonderfully restored historic waterfront of Geelong, which attracts more than 100,000 people over several days. This year, competitors came from all States of Australia, including many yachts sailing back after competing the ocean races to Hobart and others who trailered their smaller boats across the Nullabor. The restored



buoys competition on Corio Bay and the Outer Harbour.

A Sydney (CYCA) yacht took out the prestigious IRC Division 1 of the Scotchmans Hill series for the fourth year in a year in succession with Ray Roberts' *Quantum Racing* following in the successful wake of Michael Spies' *First National*, Matt Allen's *Ichi Ban* and Roberts' previous boat *Hollywood Boulevard* in 2003.

*Quantum Racing*, a DK46 which won its division of the Rolex Trophy – IRC Series in Sydney in December, placed 9th overall in the Rolex Sydney Hobart, and then finished a closed second in the Sailing South Race Week, sailed an outstanding series at Geelong. She won three of the six races, only once being placed out of a top three result, to take the title by a convincing margin from another Sydney boat, *Wild Joe*, Steven David's Reichel/Pugh canting keel 60-footer which notched up two wins in a consistent series.

Third place went to Melbourne yachtsman Graeme Troon with his Reichel/Pugh 46, *XLR8*, from Sandringham Yacht Club which, with strong support from *Challenge* (Lou Abrahams), *Dekadance* (Phil Coombs) and *Cougar* (Alan Whiteley) gave the Sandringham the coveted Geelong Advertiser Trophy for teams. The New South Wales team of *Quantum Racing*, *Wild Joe* and *Wild Oats*, Roger Hickman's veteran Farr 43, finished second but they had only three boats in their team as against Sandringham's four-boat team.

Ray Roberts is one of Australia's most talented yacht owners who almost always helms his own boat. He also ensures his boats have some serious talent aboard. For Skandia Geelong Week he had the afterguard support of former Olympians Steve McConaghy and Jamie Wilmot, along with Victorian strategist Barney Walker who had literally stepped off Grant Wharington's Volvo Ocean Race



square-rigger *James Craig* was also in port for the regatta.

The racing programme has changed over the years, with the regatta extending over five days, starting this year on 25 January with two round-the-buoys races off Williamstown for the racing yachts contesting the Scotchmans Hill Series. On Australia Day, more than 300 Racing and Cruising Division yachts sailed the passage race to Geelong, followed by two more days of round-the-



## NEW IN 2006

The world of Sunsail keeps getting bigger

### NEW ADVENTURES

#### MileCatcher Voyages 2006

You don't need to own a boat or be an experienced yachtsman to embark on the coastal sail of a lifetime. Just join one of these popular MileCatcher Voyages for the ultimate in exhilarating adventures!

Learn new skills, accrue sea miles and experience the unparalleled beauty of Queensland's coastline or the amazing cruising grounds of Asia aboard a luxury yacht, all under the guidance of a friendly Sunsail instructor.

With a maximum of five guests and two Sunsail crew per trip, you will spend approximately ten days gaining valuable first hand tuition in topics such as offshore sail handling, rope work, navigation and much more.

Prices start from \$2500pp which includes all onboard tuition, accommodation and meals for the duration of the voyage.

#### 2006 MILECATCHER CALENDAR

##### Australian Voyages

Hamilton Island to Fraser Island 1-11 Apr

Fraser Island to Hamilton Island 4-24 Apr

Hamilton Island to Port Douglas

5-15 May, 2-12 Jun, 1-11 Jul, 1-11 Sep

Port Douglas to Hamilton Island

18-28 May, 15-25 Jun, 14-24 Jul, 10-20 Oct

Port Douglas to Horn Island (Cape York)

14-24 Sep

Horn Island (Cape York) to Port Douglas

27 Sep - 7 Oct

##### Asian Voyages

Langkawi to Sebania Cove, Malaysia

23-30 Apr, 3-13 Oct

Sebania Cove to Koh Samui, Thailand 3-13 May

Koh Samui, Thailand to Sebania Cove, Malaysia

17 Sep - 1 Oct

Sebania Cove to Nha Trang, Vietnam 3-13 May

Nha Trang, Vietnam to Sebania Cove, Malaysia

17 Sep - 1 Oct



### NEW PRODUCT

#### Luxury Crewed Cruises

Season - Year round, Whitsundays and Tahiti  
May to October, Vietnam  
November to March, Thailand

Our new Luxury Crewed 'By the Cabin' Cruises allow you to book your own private cabin rather than having to charter a whole yacht.

Another unique benefit of this new product is that your skipper and crew look after all the sailing and catering! You can simply relax and be pampered or become actively involved in sailing between each stunning anchorage. No previous sailing experience is required and each trip accommodates a maximum of 8 guests.

3 night cruises including all meals -  
\$800pp in Thailand and Vietnam and  
\$1200pp in The Whitsundays.

4 night cruises - from \$2100pp in Tahiti.

### NEW DESTINATION

#### Vietnam

Season - May to September

One of the most beautiful and unspoilt countries in Asia, Vietnam is a land of stunning coastlines, paddy fields, mountainous jungle, ancient monuments and exciting cities. Sunsail brings you brand new sailing along an amazing 60-mile stretch of coastline. From the top beach resort of Nha Trang, discover one of the most intriguing countries in Asia ... and do it soon before the rest of the world catches on!

Our cruising area encompasses the Khanh Hoa Province, which stretches from Cam Ranh up to Van Ninh, comprising approximately 60 miles of spectacular coastline with beautiful beaches and many islands and deep bays to explore.

Available Products: Bareboat Charters and Luxury Crewed 'By the Cabin' Cruises.

### NEW BASE

#### Koh Samui - Thailand

Season - May to September

Koh Samui is located 80 kilometres off the coast of Suratthani and approximately 560 kilometres south of Bangkok.

A true tropical hideaway, Koh Samui is characterised by soft powdery beaches edged by traditional bungalow resorts. Explore inland to visit the beautiful waterfalls of Hin Lat and Na Muang and head to Bo Phut Bay for an inspiring view of the Big Buddha.

Famous the world over for its beautiful scenery, culinary delights and excellent diving, Koh Samui is a fantastic choice for an active holiday on, off and under the water.

Available Products: Bareboat Charters and Flotilla Sailing.





boat onto *Quantum Racing* for the regatta.

Wharington did the same; quickly back on the helm of his 100m super maxi *Skandia* to set a new record time of 1 hour 40 minutes and 27 seconds for the 34 nautical mile passage race, as well as contesting the rest of the regatta.

Having won the Scotchmans Hill Series in 2003, Roberts commented: "I love the series, Geelong is a super friendly place and this regatta has gone from a small town regatta five years ago to a world class event – thanks to the clubs involved and Skandia. The off-water entertainment helps make the event what it is – you have to enjoy yourself as much off the water as much as you do on."

In addition to IRC, many yachts also contested the locally conceived AMS handicap system and the Yachting Victoria (YV) category. *Toecutter*, designed, built and skippered by Royal Yacht Club of Victoria member Robert Hick finished 15th overall in IRC and won the AMS division trophy – on countback from the Sandringham-based Reichel/Pugh 36 *Smooth Criminal* (Don and Helen Cameron). *Bullistic*, Andy Allsep's Bull 12 from Sandringham Yacht Club, did not race under IRC, but won the YV division in another close finish, just two points ahead of Geelong yachtsman Christian Jackson sailing his Elliot-designed *Prowler*. There was only one point to the Tasmanian boat *Cyclone Skandia*, Stephen Keal's veteran Frers design.

There was a Division 2 for each handicap category in the Scotchmans Hill series, with the French-designed Archambault A40, *Sandgroper*, skippered by Geof Bagley from the Royal Yacht Club of Victoria, scoring an impressive victory in IRC – scoring two first places, two seconds and a third. Division 2 AMS winner was Shane La Peyre's Farr 1020 *Vapour Trail* from Sandringham, by just one point from *Alien* (Mike Welsh) and *Surprise* (John Klestadt), which had to be separated by a countback.



**TODAY, SKANDIA GEELONG WEEK IS MUCH MORE THAN A SAILING REGATTA. IT IS THE FOCAL POINT FOR A HUGE COMMUNITY FESTIVAL ALONG THE WONDERFULLY RESTORED HISTORIC WATERFRONT OF GEELONG, WHICH ATTRACTS MORE THAN 100,000 PEOPLE OVER SEVERAL DAYS.**

The largest contingent for Skandia Geelong Week came in the three-division Cruising Class, with 150 boats sailing a three-race series that began with the Australia Day passage race followed by races around Corio Bay and the outer harbour the following two days. Entries ranged from an *Endeavour 24* through to the *Hugo Boss*, the British-skippered Open 60 that contested the recent Rolex Sydney Hobart. She won Division A of the passage race on line and corrected time, but spent the next two days on corporate sails on Corio Bay.

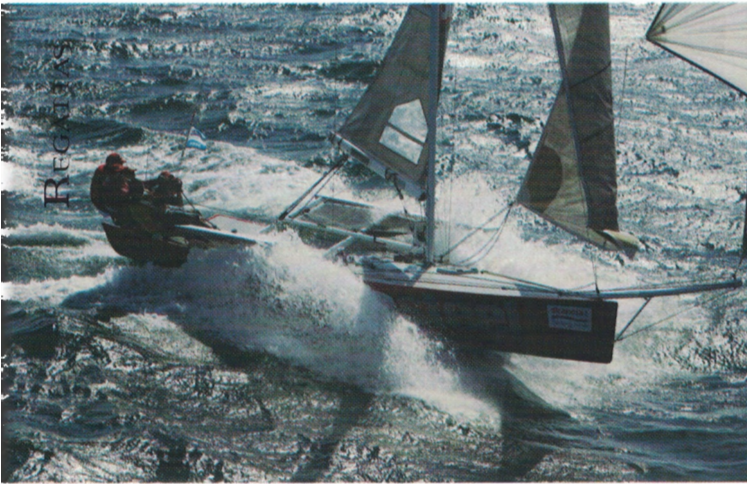
This year I again sailed on my son Tim's refurbished 30-year-old half tonner *Recycled Recreation*, enjoying the excitement of the 300-boat massed start from Williamstown and the spectacular spinnaker run down the bay before the 25-32 knot northerly. The only anxiety was the sight of billowing bushfire smoke not far from where Tim lives at Lara, north of Geelong. Fortunately, the danger diminished in that area over the next couple of days with a timely dampening of steady rain.

*Recycled Recreation* finished a close sixth overall, not bad for an old boat with a final race crew that included two lasses, Naomi and Angela from the crew of the *James Craig* – their first sail on anything smaller than the square rigger – and two enthusiastic lads in Daniel and Zen who were sailing in their first racing regatta.

Cruising Class A, for the Coca-Cola Trophy, went to *Addition*, Peter Davidson's *Inglis 37* from the Royal Motor Yacht Club by just half a point from the local Royal Geelong Yacht Club boat, *Nimrod II*, Ian Watson's Farr 11.6.

Only three points separated the three top boats in Cruising Class B, for the Peck & Stokes Trophy, with *Ingenue*, David James' Jeanneau Sun Odyssey from Royal Brighton Yacht Club winning from *Copyright*, Stuart Morrison-Jack's Wright 10 from Sandringham, and *Speculation*, Doug Lithgow' Noelex 30, from the Royal Yacht Club of Victoria.

The winning margin for *Taranaki*, Douglas Lacey's Columbia 27 from Royal Brighton in Cruising Class C for the Skilled Trophy, was three points from *Tango*, Harry Leggett's Savage Oceanic 46.



## SKANDIA GEELONG WEEK 2006 RESULTS:

### Scotchmans Hill Division 1:

#### IRC:

Quantum Racing, DK46 (Ray Roberts, CYCA) 1-3-8-1-1-2, 8pts  
 Wild Joe, Reichel/Pugh cbtn 60 (Steven David, RPAYC)  
 6-1-3-11-5-1, 16 pts  
 XLR8, Reichel/Pugh 46 (Graeme Troon, SYC) 7-2-5-7-3-6, 23 pts.  
 Hardys Secret Mens Business, Reichel/Pugh 46  
 (Geoff Boettcher, CYCSA) 3-11-6-9-4-5, 27pts  
 Challenge, Sydney 38 (Lou Abrahams, SYC) 2-5-15-6-10-9, 32pts.

#### AMS:

Toecutter, Hick 30 (Robert Hick, RYCV) 1-4-7-1-4-5, 15pts  
 Smooth Criminal, Reichel/Pugh 36 (Don & Helen Cameron, SYC)  
 2-OCS-2-7-3-1, 15pts  
 Horizon Sprint, Radford 35L (Frank Hammond, SYC)  
 4-6-3-2-5-15, 20pts

#### YV:

Bullistic, Bull 12 (Andy Allsep, SYC) 1-12-4-10-2-1, 18pts  
 Prowler, Elliot 47 (Christian Jackson, RGYC) 5-1-3-8-7-4, 20pts  
 Skandia Cyclone, Frers 42 (Stephen Keal, RYCT) 6-3-9-7-3-2, 21pts

### Scotchmans Hill Division 2:

#### IRC:

Sandgroper, Archambault A40 (Geof Bagley, RYCV)  
 3-1-1-2-5-2-11, 9.5pts  
 Surprise, Borreson BB10 (Jon Klestadt, RYCV) 1-2-7-1-13-1, 12pts  
 Alien, Lidgard (Mike Welsh, SYC) 7-4-2-6.50-6-4, 22.5pts

#### AMS:

Vapour Trail, Farr 1020 (Shane La Peyre, SYC) 1-1-8-11-1-6, 17pts  
 Alien, Lidgard (Mike Welsh, SYC) 7-3-1-5-5-4, 18 pts.  
 Surprise, Borreson BB10 (Jon Klestadt) 2-7-5-2-12-2, 18pts

#### VY:

Out of the Blue, Farr 47 (Gerard Young, SYC)  
 3-1-19-1-6-13.5, 24.5pts  
 Run Run Run, Duncanson 28 (Chris Arnold, SYC)  
 7-19-7-20-2-1, 36pts  
 Alien, Lidgard (Mike Welsh, SYC) 23-5-3-7-15-8, 38pts

### Advertiser Trophy Teams Series:

Sandringham Yacht Club, XLR8 (Graeme Troon), Flirt (Chris Dare),  
 Cougar (Alan Whiteley) and Dekadance  
 (Commodore Phil Coombs) 317 pts.

Other yacht class winners at Skandia Geelong Week were: *Kato*, Bruce Eddington's Mumm 30 from Sandringham in the Super 30 class; Julian Newton's Elliot 7.8, *Game Over*, from the Cruising Yacht Club of South Australia, in the National Sports Boats Championship; *Assailant* (Timothy Say, Sandringham) in the S80 class; and the beautiful *Scimitar*, Barry Purcell's Rhodes Bounty 45 in the Parks Victoria Classic Class. Canberra boats dominated top results in the Elliot 7 National Championship, with first place going to *Walter Turnbull*, skippered by Matthew Owen. Fourth place overall went to wellknown ocean racing yachtsman and Rolex Sydney Hobart winner Michael Green, sailing *Evergreen*. ○

Cruising Yacht Club of Australia, Wild Joe (Steven David),  
 Quantum Racing (Ray Roberts) and Wild Oats

(Roger Hickman) 254pts

Cruising Yacht Club of South Australia, As Good As It Gets  
 (Richard Fidock), Santana 3 (Chad Elsegood), True North (Andrew  
 Sais) and Hardy's Secret Mens Business (Geoff Boettcher) 240pts

### Cruising Yachts:

#### Coca Cola Division A:

Addiction, Inglis 37 (Peter Davidson, RMYS) 9-6-5-3, 18.5pts  
 Nimrod II, Farr 11.6 (Ian Watson, RGYC) 16-1-2, 19pts  
 Volante, Adams 15 (Kevin Bell, RGYC) 10-3-9, 22pts.

#### Peck & Stokes BMW Division B:

Ingenua, Jeanneau Sun Odyssey (David James, RBYC)  
 3-1-10, 14pts

Copyright, Wright 10 (Stuart Morrison-Jack, SYC) 1-11-3, 15pts  
 Speculation, Noelex 30 (Douglas Lithgow, RYCV) 4-3-9, 16pts

#### Skilled Division C:

Taranaki, Columbia 27 (Douglas Lacey, RBYC) 7-5-2, 14pts  
 Tango, Savage Oceanic 46 (Harry Leggett< RMYS) 2-1-14, 17pts  
 Mary Bryant, Spacesailor 24 (Leakie Morris, HBYC) 4-14-4, 22pts

#### Victoria Parks Classics:

Scimitar, Rhodes Bounty 45 (Barry Purcell, RYCV) 2-5-1, 8pts  
 Wanita, Laurent Giles (Richard Gates, RYCV) 4-2-2, 8pts  
 Cotton Blossom, S&S (Thomas Chittenden, RGYC) 3-6-3, 12pts

#### Super 30 Division:

Kato, Mumm 30 (Bruce Eddington, SYC) 1-2-1-1, 5pts  
 Sierra Bullet, Bull 9000 (Mel Mollison, RGYC) 2-1-2-3, 8pts  
 Empara, Sydney 32 (Peter Abrahams, RYCV) 4-3-3-6, 16pts

**Yachts Clubs:** Royal Geelong Yacht Club (RGYC), Royal Yacht  
 Club of Tasmanian (RYCT), Royal Yacht Club of Victoria (RYCV),  
 Royal Melbourne Yacht Squadron (RMYS), Royal Prince Alfred  
 Yacht Club (RPAVC),

Royal Brighton Yacht Club (RBYC), Cruising Yacht Club of Australia  
 (CYCA), Cruising Yacht Club of South Australia (CYCSA), Hobsons  
 Bay Yacht (HBYC), Sandringham Yacht Club (SYC), Mornington  
 Yacht Club (MYC),

## The basic idea behind our new Micron 66 antifouling technology.



Sure, your antifouling may work when your boat is moving, but what about when it sits at the dock?

The moment your boat hits salt water, the patented SPC technology in Micron 66 switches on - and stays on, whether you're underway or at the dock. This award winning antifouling uses a unique chemical reaction (not the movement of your boat) to continuously release fresh biocide. And it stays 100% active for 2 years and beyond.




Until now this SPC technology was only available in TBT-based paints. No longer. Upgrade now to Micron 66 for continuous protection and a smooth finish.

### *Always on.*

**Not for use in fresh water**

Visit our website for more information: [yachtpaint.com](http://yachtpaint.com)

Akzo Nobel Pty Limited. Technical Helpline: Australia -1800 251 431 New Zealand -0800 808 807  
Pacific Islands +61 7 3982 8888

Akzo Nobel Logo,  and International<sup>®</sup> are registered trademarks of Akzo Nobel





# VOLVO RACERS ROLL OVER CRITICS

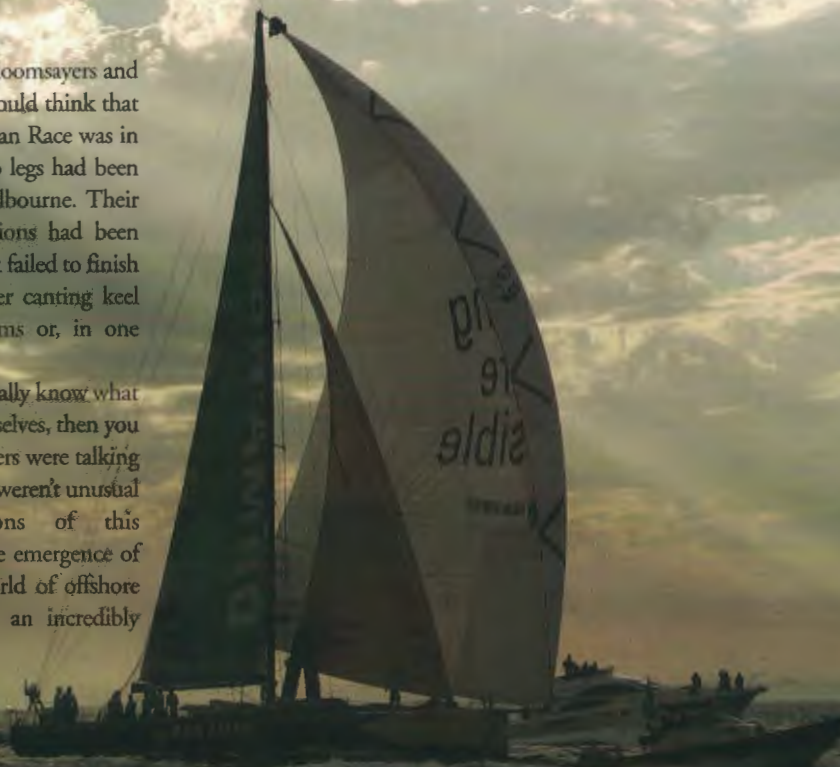
ROLLING INTO TOWN ON A ROAD TRAILER AND THE DECK OF A SHIP AS WELL AS THEIR OWN BOTTOMS, THE ROUND THE WORLD VOLVO RACE BOATS FACED A BARRAGE OF CRITICISM IN MELBOURNE. BUT AFTER TWO LEGS THE CREWS WERE UNDAUNTED WITH THE TOUGHEST PART OF THE RACE STILL TO COME.

*BY Rob Mundle*

*PHOTOGRAPHY Andrea Francolini*

If you believed the ill-informed doomsayers and the sensational headlines you would think that the round the world Volvo Ocean Race was in a lot of bother by the time two legs had been completed and the fleet was in Melbourne. Their attitudes and far from expert opinions had been fuelled by the fact that two yachts had failed to finish each of the legs after suffering either canting keel hydraulic failures, structural problems or, in one case, a broken mast.

But if you listen to the men who really know what has been happening, the sailors themselves, then you quickly realise that that the doomsayers were talking through their hats. Such happenings weren't unusual in the previous nine editions of this circumnavigation, and now, with the emergence of the amazing new Volvo 70, the world of offshore racing is on the verge going into an incredibly





The winner of Leg 2, ABN AMRO 1 with Mike Sanderson at the helm



exciting new dimension. And beyond that, hundreds of millions of people had already sat at home and watched some of the most dramatic sailing vision ever seen on television, courtesy of these incredible new yachts and the application of the most sophisticated satellite communications systems ever used for such an event.

By the time Melbourne had been reached on this eight month, 31,250 nautical mile odyssey, the world 24-hour sailing distance record had been broken not just once, but three times. The highest achievement, 563 nautical miles, was established by *ABN AMRO 2* (Seb Josse) on the leg from Cape Town to Melbourne: an achievement that reinforced the belief among sailors that the Volvo 70 was the most spectacular offshore monohull in the world. *ABN AMRO 2* navigator, Simon Fisher, said breaking the record had been an incredibly wet and exhilarating ride, and spoke of bigger things still to come. They had been averaging 24.5 knots for considerable periods and, with a 600 nautical mile day needing a 25-knot average, a new record was something definitely attainable on the Southern Ocean stretch from Wellington to Cape Horn.

The inclusion of in-port races in the new-look Volvo Ocean Race proved their worth and then some in Sanxenxo, Spain, where the race started, and in Cape Town. More than 30,000 people lined the shore to watch the first race, and in Cape Town spectators were treated to some of the most spectacular inshore keelboat sailing imaginable. A howling offshore wind saw the fleet achieve better than 30 knots under spinnaker and also deliver knockdown after knockdown as some crews struggled to master high speed gybing in such tight-quarters, high pressure, racing. It was like watching the carnage on the first corner of a Formula One Grand Prix.

Claims that these keelboats were the closest thing you could get to racing 18ft skiffs offshore were right on target, and no one was better qualified to make that judgement than former Australian 18ft skiff champion and Olympian Chris Nicholson, a watch captain on the Spanish entry, *Movistar*. But while Nicholson agreed with the analogy he also sounded a warning in Cape Town that these boats could also bring another less appealing aspect of 18ft skiff racing to the scene to round the world racing. It was a warning based on his experience at the helm of *Movistar* when it was screaming downwind on the gale-blown first night out from Spain. The yacht launched itself into the air and landed so heavily that it broke and was forced out of the stage.

"IF LIFE WAS ALL SMOOTH SAILING IT WOULD NOT BE WORTH LIVING. WE NEED SOME CHALLENGES"



Nicholson and all the other crew members of the seven yachts were clearly still learning when to back off the pace on these monohull yachts that deliver multihull performance. Fortunately this theory wasn't put to the test on the 6100 nautical mile leg to Melbourne because, with satellite observations showing the threat of ice being much further north than usual, race organisers introduced two "ice gates" which prevented the fleet venturing into the depths of the Southern Ocean where the worst of the weather would be found. The gates meant that they didn't venture below 43 degrees South, the same latitude as the southern tip of Tasmania, whereas in previous races crews often went to 50 degrees South, leaving the Kerguelen archipelago to port. As a result of having to pass through the ice gates none of the crews sailed in more than 40 knots of wind, and did not see any ice. At times crews were sailing this previously freezing leg in tee-shirts instead of survival suits.

The leg started in a near calm in the shadow of Table Mountain, but soon after the Cape of Good Hope was rounded some nasty head seas were dealing out severe punishment. The two ABN boats were doing well, as expected; still there were encouraging signs that there was to be a real race this time. *Movistar* was the early leader but would soon lose plenty by opting for a course that was way too far north for the developing weather pattern. *Ericsson*, *Pirates* and *Brasil 1* were all there but, as expected, Grant Wharington's under-prepared Australian entry, *ING Real Estate/Brunel*, was bringing up the rear.

The leg was less than 300 nautical miles old when *Ericsson*, which was then placed second, reported it was returning to port with a broken hydraulic ram on its canting keel, and *Brasil 1* reported it was doing the same, its problem being a structural failure in the deck. *Ericsson* would arrive in Melbourne as deck cargo on a container ship while a repaired *Brasil 1* set off in pursuit of the fleet almost a week later. Unfortunately, bad luck struck twice for skipper, five times Olympic medal winner Torben Grael and his team. The yacht was dismantled 1200 nautical miles

### Fully airborne

"It was a pitch black night and we were sailing at around 32 knots when we went up this wave and into mid air, just like a jet taking off," he said. "For a split second there was complete and utter silence, other than me saying 'Oh dear'. I've no doubt we were fully airborne. I feared we were going to nosedive and cartwheel when we landed. Then came the inevitable full velocity impact. It was like hitting a wall – a crash landing, hard, really hard. Fortunately we landed flat on the bottom of the boat, but the noise was unbelievable – like an explosion. I knew immediately we'd done major damage.

"My concern as a consequence of what we experienced is what might happen in the Southern Ocean. Bigger waves will present bigger problems, especially at night. If you go charging down a huge swell and there's another wave on the face of that wave there's a good chance that you'll skip off it, get airborne and land on your nose. Who knows what will happen after that, but there's a distinct chance you will nosedive and cartwheel end-over-end, and that could be very nasty."

southwest of Fremantle. It sailed there under jury rig then was trucked across the Nullarbor Plain to Melbourne. Predictably, it was quickly referred to as Brasilia – Queen of Desert.

### Criticisms shot down

As the leg progressed it became another benefit for the well-trying ABN boats. Both *Movistar* and *Pirates of the Caribbean* suffered keel hydraulic failures and were slowed dramatically, while Wharington's team missed an entire weather system when they were stopped by a sail problem – a gennaker wrapped around the keel and rudders. They soon trailed by more than 1000 nautical miles.

After 19 days at sea *ABNAMRO 1* overcame a frustratingly light final few hundred miles to take line honours and open up a healthy lead on the points table. But equally impressive was the performance of "the kids" aboard *ABNAMRO 2*. With an average age of just 26 they are by far the youngest team in the race, but what they lacked in age and long distance ocean racing experience was being made up for with great skill, determination and exuberance. They finished just four hours behind their stable mate, and had the world 24-hour record to their credit.

The sailors arrived to hear of the great controversy being fuelled by doomsayers and do-gooders about the race and safety issues, some actually calling for it to be stopped. The sailors shot their

ideas down in flames. *ABNAMRO 1*'s skipper, Mike Sanderson, said: "The world called for a grand prix boat, the world got a grand prix boat, and now everyone better not complain about it. A fantastic race boat has been delivered here and you make of the rule what you want: it is not anyone else's fault. We have just got to work out what the pace is you can drive a Volvo 70 at."

The always-eloquent Paul Cayard added: "Canting keel technology is smart technology. It allows you to keep a boat light (which is fast) yet have high stability, which translates into horsepower and speed. This technology will be the standard for the entire marine industry, racing and cruising, in 10 years time. In the near term, we will get our boats sorted out and we will produce a good competition by Baltimore, if not sooner. What the event will be left with at that point is great competition from incredibly fast boats that are spectacular to watch and which the average Joe, and even many top level sailors, can only dream of getting a ride on.

"If life was all smooth sailing it would not be worth living. We need some challenges in order to feel like we are conquering something. I would not want to be sitting behind some desk somewhere criticizing people who are willing to "dig deep" to cross into new territory. As far as I can remember, there aren't a lot of points of land or holidays named after people who sat at home and criticized Christopher Columbus." ○

## Keep her as good as new



**Permagard Pty Ltd**  
**Advanced paint and gel coat protection**

tel (02) 9362 5755

fax (02) 9362 5799

Suite 101 / 91 O'Sullivan Road, Rose Bay, NSW 2029

[www.permagardmarine.com.au](http://www.permagardmarine.com.au)

[info@permagardmarine.com.au](mailto:info@permagardmarine.com.au)

DESPITE BEING CUT SHORT BY NEAR GALEFORCE WINDS, RAIN AND POOR VISIBILITY, THE EARLY SEASON SAVILLS SHORT OCEAN RACING CHAMPIONSHIP WAS A GREAT SUCCESS.

BY Peter Campbell

PHOTOGRAPHY Andrea Francolini

# SHORT *Sweet* SAVILLS



Middle Harbour Yacht Club has been conducting its Short Ocean Racing Championship for 28 years and every year it has attracted a sponsor, unprecedented for any regatta in Australia. The 2005 sponsor, Savills, has already signed up for 2006.

The Savills Short Ocean Racing Championship sets off Sydney's summer of sail, usually being held over the last weekend in November and attracting many yachts preparing for the Rolex Trophy in mid-December and the Rolex Sydney Hobart and Pittwater to Coffs Harbour races in late December.

All eyes were on the 30m maxi *Alfa Romeo* making her regatta debut in Sydney waters while the newly launched Sydney CR47 *Wot's Next* also made her racing debut. Both won their first races on the Saturday, *Alfa Romeo* also winning the second race and finishing second overall in IRC A division after owner Neville Crichton decided against racing inside the harbour in heavy winds and poor visibility on the Sunday.

*Wot's Next* took out IRC B with a win in race three and an eighth in race two. She would have won that race, too, but for her owner Graham Wood slipping overboard when the yacht bucked over a steep wave. His highly experienced crew had him back on board in minutes and they boat went on to take

line honours in the IRC B fleet.

*Alfa Romeo* and *Wot's Next* underlined their strong prospects for line and/or IRC honours in the Rolex Sydney Hobart Yacht Race, as did the veteran Victorian yachtsman Lou Abrahams with a hard-fought win with *Challenge*, lining up against Sydney's best in the Sydney 38 One Design division.

The 2005 Savills Short Ocean Racing Championship attracted about 90 boats altogether with strong fleets contesting the range of one-design and handicap classes.

Unfortunately, west/south-westerly winds gusting to 38 knots on Sydney Harbour on the Sunday forced MHYC to abandon the fourth and final race.

The club had moved racing from the three offshore courses used on the Saturday to the more sheltered waters of the harbour because of the forecast overnight southerly change.

All classes raced on the Sunday morning, but conditions proved too difficult for the racing to continue in safety for a big fleet within the confines of the harbour.

A number of skippers, however, joined *Alfa Romeo* owner-skipper Neville Crichton in deciding against sailing in a crowded harbour in strong winds and poor visibility.

On the Saturday, however, *Alfa Romeo* looked magnificent





Alfa Romeo looked magnificent when the sea breeze kicked in to 20 knots

sailing on the offshore course, despite no competition for line honours. She looked particularly impressive in the Saturday afternoon race when the north-easterly sea breeze kicked in to reach 20 knots.

On the Sunday, race officials wisely abandoned racing for all classes after the morning's race was sailed in cold and wet conditions and winds that reached 38 knots. There were several dramatic incidents, including one man overboard situation.

With *Alfa Romeo* not racing, Steven David's Reichel/Pugh 60 *Wild Joe* took line and handicap honours in the IRC Division A race from Stephen Ainsworth's new Reichel/Pugh 60, *Loki*, and Geoff Ross' Judel/Vroljik 52, *Yendys*.

### Wild Joe tops series

*Wild Joe*, the canting keel champion boat of the 2003 Admiral's Cup in England, won the series with seven points. *Alfa Romeo*, which won both races on Saturday, placed second with eight points on a countback from *Loki*, which has a conventional bulb keel.

*Wot's Next*, the racing orientated Sydney 47CR owned by Graeme Wood and sailed by a crack crew that included Michael Green on the helm and Ron Jacobs as tactician, excelled in the heavy weather to comfortably win race three and take out the series with 10 points from Geoff Morgan and Andrew Bank's Beneteau 47.7 *You're Hired* on 12 points and Bill Ebsary's Beneteau 44.7 *Le Billet* on 15 points.

The man overboard incident on *Kaz* probably cost David Pescud first place in the PHS class. The Lyons 54 had had a second and a first place racing offshore on the Saturday but did finish race three after standing by crewman Rowan McColl before he was picked up by another yacht.

This left Middle Harbour boat *Mortgage Choice Rumba* (Robert Carr/Sephenie Cook/Kerry Burke) as the overall winner on 10 points, with *Kaz* taking second place, *Samarkand* third and *Youngstar* fourth. All three finished on 13 points, the final placings being decided on a countback.

Sydney 32 One Design national champions Martin and Anna Cross, sailing *If!*, comfortably won the 2005 NSW title sailed as part of the regatta.

*If!* won both offshore races on Saturday and finished a close second to nearest rival *Mainstay*, sailed by class stalwart Stan Montgomery, in race three. The final points saw *If!* with four points, *Mainstay* eight and Felix Mark's *Groove* on 12 points.

Despite recovering from two broken ribs, 79-year-old Lou Abrahams won the Sydney 38 One Design Class to clinch the State of Origin clash for Victoria.

Abrahams cracked the ribs in a fall at home before setting out on the delivery to Sydney with his latest yacht named *Challenge*. It wasn't until he went to a doctor in Sydney that the extent of the injury was discovered.

Lou sailed an excellent series as tactician for his helmsman on *Challenge*, Carl Schmidt, in the most demanding weather



Sydney could produce, ranging from eight knots and less to 20 knots on Saturday to 20-30 knots and more on the Sunday.

After scoring two wins out of four races on the opening day,

*Challenge* finished fifth in Sunday's fifth and final race to win the series with 16 points, just one ahead of the consistent local boat *Estate Master* (Lisa and Martin Hill) on 17 points, while third on 18 points went to NSW champion *Shining Sea* (Steve Kulmar).

Farr 40 World Champion Richard Perini again won the Savills Short Ocean Racing Championship trophy with *Evolution*. However, it was a hard-fought series with Lang Walker's *Kokomo* and Ray Roberts' *Quantum Racing* also winning races and Don Telford's *Rushcutter* racing consistently.

The final pointscore saw *Evolution* on eight points, *Kokomo* on 12, *Rushcutter* 17 and *Quantum Racing* on 18 points. ○

## RESULTS

### IRC A

- 1 Wild Joe, Reichel/Pugh 60 (Steven David, RPAYC), 7 points
- 2 Alfa Romeo, Reichel/Pugh 98 (Neville Crichton, RNZYS) 8 points
- 3 Loki, Reichel/Pugh 60 (Stephen Ainsworth, CYCA) 8 points

### IRC B

- 1 Wot's Next, Sydney CR47 (Graeme Wood/Michael Green, CYCA) 10 points
- 2 You're Hired, Beneteau 47.7 (Geoff Morgan & Andrew Banks, MHYC) 12 points
- 3 Le Billet, Beneteau 44.7 (Bill Ebsary, RPAYC) 15 points

### PHS

- 1 Mortgage Choice Rhumba, NS370 (Robert Carr/Sephenie Cook/Kerry Burke, MHYC) 10 points
- 2 Kaz, Lyons 54 (David Pescud, CYCA) 13 points
- 3 Samarkand MBD 50 (Walter Carpenter, MHYC) 13 points

### Sydney 32 OD (NSW Championship)

- 1 If! (Martin & Anna Cross, RPAYC) 4 points
- 2 Mainstay (Stan Montgomery, RPAYC) 8 points
- 3 Groove (Felix Marks, MHYC) 12 points

### Sydney 38 OD

- 1 Challenge (Lou Abrahams (Sandringham YC) 16 points
- 2 Estate Master (Martin & Lisa Hill, MHYC) 17 points
- 3 Shining Sea (Steve Kulmar, RPAYC) 18 points

### Farr 40 OD

- 1 Evolution (Richard Perini, RSYS) 8 points
- 2 Kokomo (Lang Walker, CYCA) 12 points
- 3 Rushcutter (Don Telford, CYCA) 17 points
- 4 Quantum Racing (Ray Roberts) 18 points



**Altex Yacht & Boat No. 5 Antifouling  
ABLATIVE**

A true multi-season ablative anti-fouling, Altex has been manufacturing and selling this technology for over 20 years. Proven formula Altex Yacht & Boat's top selling antifouling.



**Altex Yacht & Boat No. 10 Antifouling  
SEMI ABLATIVE**

The latest development and release from Altex Yacht & Boat after 6 years of testing and in water trials. No. 10 can be wiped and cleaned down without excessive film wash off or removal.



**Trinidad SR  
HARD**

Exclusively made by Altex under license to Pettit Paints - USA, Trinidad is America's largest selling antifouling with a global reputation for outstanding fouling protection on yachts and boats of all kinds

brilliant  
coats  
for  
brilliant  
boats

Application / Use / Property	No.5	No.10	Trinidad SR
Primed GRP, Steel, Wood, Ferrocement	●	●	●
Moored in tidal areas that dry out		●	●
Racing yachts requiring regular cleaning		●	●
High speed hulls consistently over 25 knots		●	●
Hulls typically operating under 25 knots	●	●	●
Areas of high turbulence		●	●
Cleanable or scrubable		●	●
World-wide availability		●	●
Colour choice	●	●	●
Suitable for boot topping		●	●
Available nationwide	●		
Aluminium compatible	NR	NR	NR
Hard, semi-ablative type		●	●
Ablative type	●		
Typical system life performance (months)	24+	12+	24+
Cuprous oxide - grams per litre (average)	750	700	1950
Easy to apply	●	●	●

NR = Not Recommended



**AUSTRALIA**  
(Head Office - Queensland)  
7 Production Avenue,  
Ernest Junction,  
Queensland 4214  
Telephone: +61 7 5594 9522  
Facsimile: +61 5594 9093  
[www.altexcoatings.com.au](http://www.altexcoatings.com.au)

**NEW ZEALAND**  
(Head Office)  
91-111 Oropi Road,  
Greerton,  
PO Box 142, Tauranga  
Telephone: +64 7 541 1221  
Facsimile: +64 7 541 1310  
[www.altexcoatings.co.nz](http://www.altexcoatings.co.nz)



# COFFS RESULT IN THE BALANCE



Mid-fleet boats head north soon after the start of the Pittwater Coffs Harbour race

DESPITE BEING A LARGELY FRUSTRATING RACE, THE 25TH 226 NAUTICAL MILE PITTWATER COFFS HARBOUR EVENT PROVED A CLOSE CONTEST ON BOTH CORRECTED TIME AND LINE HONOURS.

BY Rob Kothe

PHOTOGRAPHY Andrea Francolini



After negotiating a series of “parking lots” along the NSW north coast, *Wild Joe* owner Steven David was anticipating an IRC corrected time win at the end of the Pittwater Coffs Harbour race.

*Wild Joe* – the 60ft first Reichel/Pugh designed *Wild Oats* canting-keel boat – had kept pace with the newer similar design 66ft *Wild Oats X* and led for a time as the two closed on the coast late in the race.

Approaching Coffs Harbour, *Wild Joe* crossed ahead of *Wild Oats X*.

Tactician Cameron Miles said: “The lads were a little noisy when that happened.” But then the breeze began to kick in, 15 knots, 20 knots, 25 knots. *Wild Oats X* was able to launch her giant white asymmetric spinnaker and she ran away from her rival. Just before dusk, *Wild Oats X* finally crossed the line eight minute 35 seconds ahead of *Wild Joe*.

Third across the line, more than two hours later, was Dick Cawse’s 60ft *Vanguard*, designed by David Lyons with extensive input from Cawse.

Cawse said: “We had a frustrating day with little breeze in the morning. Last night we had good breeze off the edge of a thunderstorm and that brought us home with speed.”

A fading breeze that night would have prevented any of the boats still at sea from improving on *Wild Joe*’s IRC corrected time but instead a 20-25 knot south-easterly came in and enabled a large group of mid-sized boats to make it home soon after dawn.

The south-easter came in about 10pm and picked up boats that had been becalmed off Charmhaven. They sailed fast to arrive in Coffs Harbour between 6am and 7am. Paul Clitheroe’s Beneteau 40.7 *Balance* stormed home to finish with a host of higher rated boats to take the IRC Overall win from *Wild Joe* and also win Division C.

Phil Bedlington’s Borrensen 12 *Under Capricorn* took third place and Jim King and Bruce Staples’ Murray 37 *Dark and Stormy Witch*, fourth.

Clitheroe said: “We concentrated on keeping moving when we hit the soft patches. Even half a knot makes all the difference, when you are almost becalmed for ten hours. I think that is what won the race for us.”

*Wild Joe* won Division A from Nigel Holman’s Sydney 39CR *Cuckoo’s Nest* with Bill Ebsary’s *Le Billet* third.

Holman said: “We sailed through the Sydney 38s by yesterday morning and then we parked and they came through us again. “South of Smokey Cape, we hit the beach hard, found a nice lift and then good breezes all the way here. The boat performed beautifully, she is a delight to sail.”

Bill Ebsary’s *Le Billet* regularly led into the “parking lots” then had to sail through the fleet again as the breeze picked up. A steadier breeze would have been more suited to the Beneteau 44.7, dubbed *La Bandit*, by sailors who envy her IRC handicap.

Division B was won by the best performed of the Sydney 38s,

Wild Joe heads north to go close to a line honours and corrected time double – but not close enough

**"WE CONCENTRATED ON KEEPING MOVING WHEN WE HIT THE SOFT PATCHES. EVEN HALF A KNOT MAKES ALL THE DIFFERENCE, WHEN YOU ARE ALMOST BECALMED FOR TEN HOURS"**

Grant Halliday's *The Business*, which was 11th Overall.

Another notable performance was the fifth place Overall taken by Martin Cross' Sydney 32 *If*.

The race started on January 2 at the mouth of Pittwater on a line between Lion Island and Barrenjoey head.

In a strong out-going tide, most of the 62-boat fleet held back worried they might be swept over the line early.

#### Gentle start

Last year's race winner *Wild Oats X* made her winning intentions known early, circling at the pin end of the line. Race record holder *Wild Joe* was lurking with equal intent up the line, along with Dick Cawse's *Vanguard* while the Farr 40, *Andrew Short Marine*, skippered by Rod Skellett, was preparing to start right on the pin.

The race started in a gentle eight knot breeze. *Wild Oats X* made a fast start with her 78-year-old owner Bob Oatley standing at the shoulder of helmsman Mark Richards. *Wild Joe* took off from the committee boat end with clear air and plenty of space. After the turn mark off Palm Beach, *Wild Oats X* two-sail reached towards Cape Three Points with *Vanguard* and *Wild Joe* closely following.

The weather did not look promising for a fast race as the fleet sailed through sloppy conditions in the wake of a south-easterly change. *Wild Oats X* and *Wild Joe* made the best of the conditions to keep moving as fast as possible over most of the course but there were bad patches.

"What a great race, very exciting. There were enormous holes and then breeze, then nothing again. It looked like they would beat us for a while," said Bob Oatley after the race. "We were amazed with how fast our run up to Seal Rocks was. Had we had wind all night we could have arrived very early, but it died during the night.

"At first, we were a long way in front of *Wild Joe* but after a very slow night they caught up."

*Wild Joe* Tactician Cameron Miles said: "We caught up to

*Wild Oats X* at the top of Stockton Bight. We sailed to within three or four boat lengths. There was quite a bit of friendly banter between the two and then they gradually climbed away, but we were keeping in contact.

"We seemed to be making the right choices. I think it helped to have a good range of spinnakers. During the day we both went through some soft patches and then we went faster up the beach and suddenly it was close again."

*Wild Joe* owner Steven David said: "In the last few hours, about 30 miles from the finish line, a storm cloud appeared and the heavens opened up for us.

"*Wild Oats X* went offshore and we went inshore. We got the new breeze on the coast, they got stuck in the mud. We put a code zero up and snuck up to them, then the breeze stopped and we drifted around for a while just near Smoky Cape.

"We were very close, within 150 metres again. Once past Smoky Cape the breeze kicked in again and we both got spinnakers up, and a little later we crossed them.

"There was a bit of noise between the crews as you can imagine. We were coming down doing about 20 knots. But then they put up that big white 'asy' and gradually sailed away. But we gave them a fright!"

*Wild Joe* won the seven-race Pittwater and Coffs Harbour Offshore Series. *Wild Joe* was a clear leader in Division A and did not need to contest the final race off Coffs Harbour but most divisions were not decided until the final race.

Second place overall went to Bill Ebsary's Beneteau 44.7 *Le Billet*. In third place was Jim King and Bruce Staples' *Dark and Stormy Witch*. ○

#### SERIES RESULTS

- 1 *Wild Joe*, Steven David 3-2-2-1-1-1-DNC, 11 points
- 2 *Le Billet*, Bill Ebsary 1-4-1-2-7-2 -6, 17 points
- 3 *Dark and Stormy Witch*, Jim King and Bruce Staples 4-3-3-5-4-10-5, 24 points

# Taking performance to a **new level**



Elan 37

Designed by *Rob Humphreys*

— 31

— 340 **NEW**

— 37

— 40

— 46 **NEW**

## **OUTSTANDING PERFORMANCE CRUISERS**

**New hi-tech 2006 models. Elan 340. Elan 46. Impression Maxi 514.**

Exhilarating, responsive performance and effortless cruising. The rewards will exceed your expectations.

- Designed by Rob Humphreys
- Superior structural build
- Vacuum infused hulls
- First class equipment
- Quality interior finishes
- Fast and well balanced
- High AVS Stability Rating
- Germanischer Lloyd Certification
- Exceptional sailing performance

**NAVSAIL** [www.navsail.com.au](http://www.navsail.com.au) | [www.elan-yachts.com](http://www.elan-yachts.com)

• **Sydney** Navsail Pty Ltd Gibson Marina 1710 Pittwater Road Bayview 2104 tel: 1800 35 35 21 | [elan@navsail.com.au](mailto:elan@navsail.com.au)  
• **Melbourne** The Royal Brighton Yacht Club Brighton tel: 03 9592 4022

# SPIES TOPS SAILING SOUTH AGAIN



DESPITE THE GALE-DRIVEN LOSS OF ONE DAY, ALL RACES WERE COMPLETED IN THE 2006 BOAG'S SAILING SOUTH RACE WEEK IN HOBART.

BY Peter Campbell  
PHOTOGRAPHY Jane Austin

**B**oag's Sailing South Race Week follows immediately after the two long ocean races to Hobart from Sydney and Melbourne and is sailed over four days, and includes the traditional King of the Derwent race on January 2.

The event always attracts several boats from Sydney which stay on to compete but for some reason it fails to get any Melbourne entries. This is disappointing in view of the support that Hobart boats give each year by sailing across Bass Strait to compete in the Skandia Geelong Race Week. Tasmanian boats also regularly compete in the Melbourne to Hobart Race. Perhaps better early promotion and interclub liaison is needed.

This year's event provided excellent sailing once again, despite day two being blown out by a howling westerly that at times reached "storm warning" strength. The Royal Yacht Club of Tasmania's principal race officer "Biddy" Badenach was,

however, determined to run a complete series of six races – and he did, with four short back-to-back windward/leeward races on the final day.

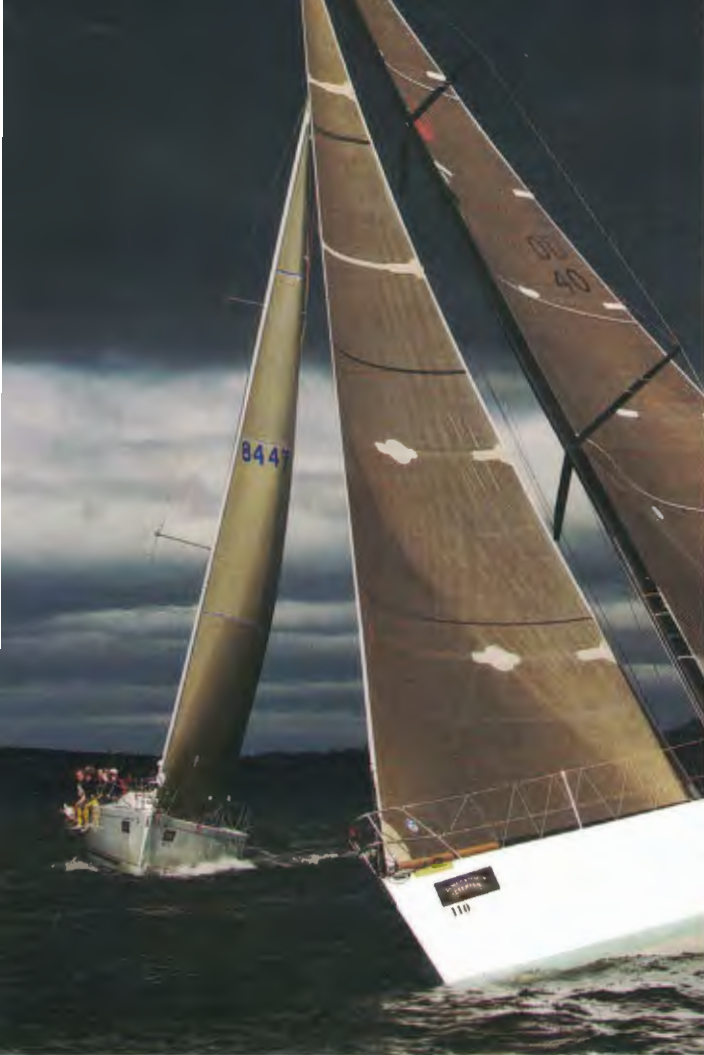
Although Sydney boats finished first, second and fourth overall in the IRC division, each of three visiting boats had a sizeable proportion of Tasmanians in key roles on board. Overall winner Michael Spies had a mostly Tasmanian crew, including Lightweight Sharpie champion Fraser Reed, aboard *Sirromet Life Style Wine*. Ray Roberts invited Etchells champion and Star class campaigner Andrew Hunn to steer *Quantum Racing*, whilst expat Tasmanian Roger Hickman's *Wild Rose* was packed with relatives and other Hobartians.

The local input must have helped the Sydney boats in holding off some determined efforts by local yachtsman, headed by veteran former Admiral's Cup skipper Don Calvert and his, recently IRC optimised, 21-year-old Tony Castro-designed 40-footer *Intrigue*. Calvert won the distance race of the series and finished third overall in the IRC division.

However, Spies dominated the results with five first places on corrected time, including winning all four races on the final day, in winds that swung around the compass and ranged from 2-15 knots. His discard was a fourth in the distance race, from which he subsequently retired (without admitting fault) as a result of a three-boat collision at the start including *Quantum Racing* and the local yacht *Whistler*. In the end, no-one was penalised.

This was Spies' second successive win in Sailing South Race Week with his Beneteau 44.7 and it provided some





CLOCKWISE FROM FAR LEFT: The win was a well deserved compensation for Michael Spies' Sirromet Life Style Wines; threatening skies preceded a storm warning; racing really was that close; Tasmanian entry Coogans Stores



compensation for being forced to retire from the Rolex Sydney Hobart Yacht Race a week earlier after the yacht suffered rigging damage in Bass Strait.

Spies put in to Lady Barron on Flinders Island, assessed the damage, made a couple of phone calls to Hobart and decided that he could still make Sailing South. The crew with the fuelled-up boat headed south under motor; Spies flew to Hobart to organise slipping and riggers at the RYCT.

*Sirromet Life Style Wines* was ready for the start of Sailing South Race Week, was the winner of race one of the series and the IRC division of the King of the Derwent and headed the leaderboard from then on.

Spies clinched victory with four wins on the final day of racing on Hobart's Derwent River in conditions that ranged from a frustrating drifter to a full-on seabreeze that kicked in to 15 knots.

*Sirromet Life Style Wines* sailed a remarkably consistent Race Week, with a 1-4-1-1-1 scoreboard to finish with 5 points in winning the IRC division. Second place went to *Quantum Racing*, Ray Roberts' DK 46, also from Sydney, with 12 points, third to Don Calvert with *Intrigue* on 20 points. Roger Hickman's Farr 43 *Wild Rose* finished fourth on 26 points.

Final results were provisional until the hearing of protests between the final race and the trophy presentation dinner. *Sirromet Life Style Wines*, *Quantum Racing* and *Whistler* were all involved in the protest hearing arising from collisions at the start of the long distance race two. Spies, however, withdrew from that race, in which *Sirromet Life Style Wine* had placed fourth on



corrected time, and used it as his discard. The other protest arising from the collision, a third party protest by Stephen Boyes, owner/skipper of *Wired*, was not heard. A protest against *Wired* for failing to notify the Race Committee of a change of mainsail for the Farr 40 One Design class boat was, however, upheld and *Wired* was disqualified from all four races on the final day, costing it any chance of a top overall placing.

IRC winning skipper Michael Spies must rank as one of Australia's most versatile and successful sailors, noted for his ability to optimise yachts and for his sailing skills in all types of boats.



ABOVE: Day two was blown out by a howling westerly  
RIGHT: Local boats dominated results in the PHS and Cruiser classes

He was co-skipper of the Volvo 60 *Nokia* when it took line honours and set a race record in the 1999 Rolex Sydney Hobart (beaten by the super maxi *Wild Oats XI* in the 2005 race) and in 2003 he skippered his Beneteau 40.7 *First National Real Estate* to an IRC Overall win in the Sydney Hobart Race.

Last year, skippering his current Beneteau 44.7, then racing as *First National Real Estate*, he won Sailing South Race Week in Hobart and then sailed the boat to Victoria to win the Skandia Geelong Week. Last August he won the IRC Cruising division at Hamilton Island Race Week after earlier in the year being part of the winning Australian crew in the 11-Metre Class World championship in Europe – for the second time.

Although the IRC overall series again went to a visiting Sydney yacht, local boats dominated results in the PHS and Cruiser classes, which saw intense competition for top honours.

In PHS Division One, which included most boats that contested the IRC division, first place went to the Hobart yacht *Whistler*, a Sydney 38 skippered by David Rees on 22 points, beating David Taylor's Farr 37 *Pippin* by just one point after *Pippin* won the last two races. Third place went to *Sirromet Life Style Wines* on 29 points.

The red-hulled Huon 30 *Wild Fire*, skippered by David Willan, won PHS Division Two with 10 points after a series that included three wins, a second, a fifth and a discard seventh. *Madman's Woodyard* (Adrian Peterson) finished second on 16 points, third going to *Mischief* (Adrian West) on 19 points.

A countback of placings was needed to decide the winner of the small but highly competitive Cruiser Class One. The Farr 11.6 *Atilla* (John Hunn) and the Peterson 40 *Natelle II* (Phillip Jackman) each finished with nine points, but the countback favoured *Atilla* which had two wins in the five-race series. Third place on 10 points went to the Farr 37 *Quality Equipment* (Alf Doedens).

The Cruiser Class Two series of five races saw a win for

*Tarremah*, a Hartley 975 skippered by Larry Duncan with seven points from a series of two wins, a second, a third and fifth. Second place went to the Folkboat *Tihany* (Julius Szolvik) on 11 points, with the Ron Bugg-designed *Don't Bugg Me* (Peter Bugg) on 12 points. ○

## RESULTS

### IRC Division

- 1 Sirromet Life Style Wine, Beneteau 44.7 (Michael Spies, NSW)  
1-ret-1-1-1-1, 5 points
- 2 Quantum Racing, DK46 (Ray Roberts, NSW)  
2-9-2-3-2-2, 11 points
- 3 Intrigue, Castro 40 (Don Calvert, Tas) 7-1-6-2-4-5, 18 points
- 4 Wild Rose, Farr 43 (Roger Hickman, NSW)  
4-2-7-8-6-6, 25 points
- 5 Pippin, Farr 37 (David Taylor, Tas) 12-10-8-5-3-3, 29 points

### PHS Division One

- 1 Whistler, Sydney 38 (David Rees, Tas) 3-2-3-19-4-12, 22 points
- 2 Pippin, 11-12-3-1-1, 23 points
- 3 Sirromet Life Style Wine, 6-ret-2-2-9-10, 29 points

### PHS Division Two

- 1 Wild Fire, Huon 10 (David Willans, Tas) 2-1-1-1-5-7, 10 points
- 2 Madman's Woodyard, (Adrian Peterson, Tas)  
8-2-3-2-1-8, 16 points
- 3 Mischief, (Adrian West, Tas) 4-3-4-8-3-5, 19 points

### Cruiser Class One

- 1 Atilla, Farr 11.6 (John Hunn, Tas) 3-5-1-4-1, 9 points
- 2 Natelle Two, (Phillip Jackman, Tas) 2-3-2-3-2, 9 points
- 3 Quality Equipment, (Alf Doedens, Tas) 6-2-3-2-3, 10 points

### Cruiser Class Two

- 1 Tarremah, Hartley 975 (Larry Duncan, Tas) 3-1-1-2-7, 7 points
- 2 Tihany, (Julius Szolvik, Tas) 5-2-3-1-6, 11 points
- 3 Don't Bugg Me, (Peter Bugg, Tas) 4-4-5-3-1, 12 points.

# Sovereign win TO TASMANIANS

MELBOURNE YACHT HELSAL II GOT THE GUN, BUT HOBART'S QUETZALCOATL TOOK IRC HONOURS IN THE 33RD WEST COASTER RACE AND ALSO WON THE SOVEREIGN SERIES.

BY Peter Campbell

**Y**ou can't miss the Hobart yacht *Quetzalcoatl* – the Don Jones-designed, Josh Ey-skipped boat is a spectacular yellow with vivid signage. Much travelled since being built by her young owner, *Quetzalcoatl* in 2004 took line honours in the gale-battered Melbourne to Hobart, this past December she finished third across the line and first on IRC corrected time in the 33rd Heemskirk Melbourne to Hobart.

Ey capped it off by taking out the IRC division of the Sovereign Series that comprises the Cock o' the Bay on Melbourne's Port Phillip, the tough West Coaster (counting double points) and the traditional King of the Derwent at Hobart.

*Quetzalcoatl* finished sixth in the Cock o' the Bay and first among the Sovereign Series entrants in the West Coaster and the King of the Derwent to finish with 394 points, beating the Melbourne yacht *By Order of the Secretary*, skippered by George Shaw on 393 points, third place going to Ocean Racing Club of Victoria Commodore Angus Fletcher with his new *Tavake II*, on 383 points. *Tavake II* won the AMS division of the Sovereign Series while *By Order of the Secretary* won PHD.

*Quetzalcoatl* won the IRC division of the West Coaster race by a mere five minutes from *By Order of the Secretary* with *Tavake II* third, while *By Order of the Secretary* took out PHD ahead of Robin Hewitt's veteran yacht *Yoko* and *New Morning II*.

The much-travelled *Helsal II*, skippered by Bill Rawson, took line honours in the West Coaster after a dramatic final 150 nautical miles during which a wild gybe in the middle of the night near Maatsuyker Island cost the crew the race record and almost line honours.

The huge crash bent the 66-footer's boom and sent several crewmembers over the side, where they hung by their safety lines. The frightening incident caused *Helsal II*'s crew of 16, including five women, to sail cautiously from the crash site, Maatsuyker Island, about 150 nautical miles from Hobart.

The 25-year-old, Adams 20-metres sloop from the Royal Yacht Club of Victoria, claimed line honours in 2 days 52 minutes 23 seconds, missing the record by 1 hour 35 minutes. "It was a long, hard charge down Tasmania's West Coast, very wet and windy, but everything the race promised to be," said skipper Bill Rawson.

Sailing master Simon Dryden said: "We did an involuntary gybe in 70 knots of wind; we nearly lost a couple of crew, we bent the boom and shredded the No. 4 headsail.

"There was a mad panic and my heart filled with dread when there was a suspicion that someone might have fallen over [the side]. It took us an hour and a half to clean up the mess, and with crew confidence down at that stage we took down our mainsail and sailed with just a storm jib – a teeny little sail." *Gusto*, from Royal Brighton Yacht Club, finished second in 2 days 1 hour 37 minutes and 36 seconds, ahead of the Royal Yacht Club of Tasmania's *Quetzalcoatl* (2 days 1 hour 42 minutes 27 seconds) and Hobsons Bay Yacht Club boat *Tavake II* (2 days 1 hour 59 minute 12 seconds).

## Melbourne to Launceston race

*Ruthless*, a Northshore 38, skippered by John Geist dominated the Mariner Corporate Finance Melbourne to Launceston race across Bass Strait, with the fleet of 24 boats starting from Queenscliff at the same time as the West Coaster boats and finishing at Low Head at the entrance to the Tamar River.

Line honours went to the Robert Hick designed 39-footer *Just a Minor Hickup*, skippered by Peter Coleman and Iain Gartley by a mere four minutes from *Magic Carpet*, Dean Coates' MBD 50, as they dashed across the 198 nautical mile course in galeforce westerly winds and heavy seas. The line honours winner's elapsed time was 22 hours 00 minutes 27 seconds.

*Ruthless* won all three handicap divisions, IRC, AMS and PHD, of both the Melbourne to Launceston Race and the Rudder Cup, the series comprising the Cock o' the Bay, the Bass Strait race and Port of Launceston Cup.

In the race across Bass Strait, *Ruthless* won the IRC division from *Just a Minor Hickup* and *Matangi* (David Stephenson), the AMS division from *Windsong of Mornington* (Jim Watson) and *Plantronics Duo Pro* (Bill Feore), and PHD from *Windsong of Mornington* and *Just a Minor Hickup*.

Despite the heavy weather, all but one boat completed the race across the Bass Strait. ○



# APRIL GOLD COAST RACE

THE CYCA'S NEW OFFSHORE  
CALENDAR COMES IN ON APRIL 1.

*BY Lisa Ratcliff*

*PHOTOGRAPHY Andrea Francolini*

Crews competing in this year's Sydney Gold Coast Race can look forward to a more temperate race north to Queensland, with the mid-winter timeslot of previous years replaced with an autumn passage, and a shorter final Blue Water Pointscore Race.

Prior to last year's 20th anniversary race to the Gold Coast, the Cruising Yacht Club of Australia announced a major overhaul of its offshore calendar. The impact of these changes will be first felt when the 384 nautical mile Sydney Gold Coast race starts from Sydney Harbour on April 1 and marks the closing rather than the opening race of the summer offshore season.

The Club is confident that this change will be well received by skippers, particularly those who plan to contest the annual Brisbane to Gladstone Race as well as those wanting to return to New South Wales and Victoria to enjoy the Easter break.

CYCA Sailing Committee chairman and Rear Commodore Roger Hickman believes the change will auger well for skippers and crews. "A shorter distance for the final Blue Water Pointscore race of the 2005-06 series might attract those skippers who perhaps aren't in contention for a final placing but who want to

Wild Joe leads the fleet  
out of Sydney Harbour  
in 2005's last winter  
dash north



Martingale buries a rail as she reaches north

IT COULD BE AN AMAZINGLY FAST RACE IF A SOUTHERLY BUSTER COMES THROUGH, WHICH OFTEN HAPPENS AT THAT TIME OF THE YEAR

complete the series and earn maximum points," he said.

"It is also going to offer those going on to contest the Brisbane to Gladstone Race greater convenience.

"It could be an amazingly fast race if a southerly buster comes through, which often happens at that time of the year.

"The Gold Coast has always been a great destination with a great yacht club and marina facilities and, with a new regatta at the race finish, there are plenty of incentives to head north in April," added Hickman, who plans to enter his Farr 43 *Wild Rose*.

At the beginning of the current season, the CYCA sailing committee changed the scoring system for the Club's Blue Water Pointscore Series to a low point scoring system so, with points expected to be much closer, the final race to the Gold Coast is likely to be the deciding race for a number of boats at or near to the top of the IRC and PHS leaderboards.

Another incentive to attract entries is Southport Yacht Club's inaugural Club Marine Commodore's Cup Regatta which will be held April 7-9 on pristine waters off the Gold Coast, with the backdrop of the world famous Surfers Paradise beaches.

The regatta has been programmed to capitalise upon the major rescheduling of the Australian east coast racing circuit, taking place in between the Sydney Gold Coast Yacht Race and Brisbane to Gladstone Yacht Race, with event scheduled for five years to be held the week before the Easter weekend.

The Club Marine Commodore's Cup will be open to all Cat 4 monohull yachts and will incorporate the final round of the International Etchells Gold Coast Fleet Championships and World Championships qualification heats. There will be divisions for IR2000 (IRC) Yachts, PHS Racing Yachts, Cruisers, and one-design Class Divisions for Beneteau 40.7 and 47.7 Yachts. Other one-design or class-based divisions will be announced according to the number of entries received. In July, the CYCA will launch its 2006-2007 offshore season with the inaugural 914 nautical mile Sydney Mackay Yacht Race. This event will also incorporate the first race of the prestigious Blue Water Pointscore, the Sydney Mooloolaba Yacht Race.

The finish line/gate at Mooloolaba will be used to record finish times for boats entered in the Sydney Mooloolaba Yacht Race as well as taking the times of the boats who are continuing in the Mackay Race so that they also obtain a Sydney Mooloolaba Race result.

For those yachts continuing north, Mackay Harbour poses none of the depth issues of Mooloolaba, which forced the rethink of the calendar to accommodate deeper draft boats, and all those heading up to Hogsbreath and Hamilton Island race weeks can enjoy racing north in company all the way to Mackay, a more convenient launching pad for the popular Queensland regattas. ○



THE 2005 BIG BOAT CHALLENGE WAS AN EXCITING CURTAIN RAISER TO THE ROLEX SYDNEY HOBART RACE AND CORRECTLY POINTED TO A CLOSE RACE FOR LINE HONOURS.

BY Adrian Herbert

PHOTOGRAPHY Andrea Francolini

**T**he 2005 Big Boat Challenge was won by *Alfa Romeo* by less than a boat length after the lead had changed twice during the 12 nautical mile harbour race.

Conditions for the December 13 race were fine with about six knots of easterly breeze as a large spectator fleet gathered before the scheduled 12.20pm starting sequence. Unfortunately a Navy supply ship appeared to be having its compass swung across the starting area off Shark Island which resulted in a considerable delay.

When the race eventually started, the fleet of 17 approached the line closely bunched with *Alfa Romeo* first across and well placed at the pin end. But a number of boats appeared over as the gun sounded and a re-start was signalled.

At the re-start, *Wild Oats XI* got away close to the pin and ahead of *Alfa Romeo* which crossed well up the line. *Alfa Romeo* was followed across by *Wild Joe* – the former *Wild Oats IX* – and *AAPT2*.

*Alfa Romeo* soon powered away from the remainder of the fleet to closely pursue *Wild Oats XI*.

*Wild Oats XI* rounded the top mark, set near the Junction Bell buoy close to Sydney Heads, with a one minute lead.

Heading back up the harbour, as the two leaders passed the entrance to Rose Bay, the breeze, which had then shifted to the south-east and was blowing 10-12 knots in that area, enabled the two 98 footers to reach speeds of around 14 knots. *Wild Oats XI* chose to sail closer to the wind while *Alfa Romeo* took a more direct lower course and gained a little. Then, off Point Piper, *Wild Oats XI* set an asymmetrical kite and headed lower.

*Alfa Romeo* also set a spinnaker and was close behind as *Wild Oats XI* converged on her course. Approaching Fort Denison in very light breeze the lower course *Alfa Romeo* headed higher, increased speed over her competitor and gained an inside overlap. She maintained a slightly higher speed as the two boats sailed through the lee of the island and was able to round first.

As *Alfa Romeo* then began to pull away, *Wild Oats XI* tacked and *Alfa Romeo* quickly covered. Approaching Point Piper, *Alfa Romeo* had about a five-boat lead over *Wild Oats XI* which was sailing further to windward. This lead quickly doubled as *Wild*

*Oats XI* sailed into a patch of very light air almost directly off the point.

Rounding the windward mark for the second time, *Alfa Romeo* had a big lead but as the two leaders reached back up the harbour *Wild Oats XI* reduced the margin to a few boat lengths.

Approaching Garden Island and the finish, *Alfa Romeo* gybed on to port tack. The Code 0 foresail was brought down and then, painfully slowly, only about two thirds of it was reset to starboard.

Heading more directly downwind, *Wild Oats XI* bore down under a bigger fuller and lighter kite but could not catch up before *Alfa Romeo* reached the finish line. *Wild Oats XI* crossed just 13 seconds later.

After the finish, *Alfa Romeo* owner-skipper Neville Crichton explained his slow start saying he had been forced to luff up to avoid the Open 60 *Hugo Boss*.

He said he hadn't been surprised by the speed of *Wild Oats XI* particularly reaching but said the close finish had largely been the result of gear failure aboard *Alfa Romeo*.

He said that the Code 0 foresail had to be furled and



unfurled to change sides in a gybe but approaching the finish the ratchet furling mechanism used in this manoeuvre had "exploded" allowing only 70 per cent of the sail's area to be reset.

#### Spinnaker snagged

The unluckiest competitor in the race was Stewart Thwaites' New Zealand super maxi *Konica Minolta* which fell out of contention after the first rounding of the top mark.

Helmsman Gavin Brady explained that when they set their spinnaker after rounding it snagged the rigging of a spectator yacht. By the time the tangle had been sorted out they had no chance of catching the leaders. They eventually finished 12 minutes 40 seconds behind *Wild Oats XI*.

AAPT2, the former *Nicorette*, skippered by Sean Langman, had sail problems early in the race and retired.

*Alfa Romeo* also won the race on IRC handicap with *Wild Oats XI* second and Stephen Ainsworth's 60 footer *Loki* third. ○



FROM LEFT TO RIGHT: Cruising Yacht Club of Australia Sailing Manager Justine Kirkjian, Rear Commodore Roger Hickman, Christine and John Woulfe

## HONOURS FOR NAUTICAL SCULPTURE

It was a natural progression from full size boats to nautical sculpture for shipwright John Woulfe who began working with boats 34 years ago but diversified to more artistic pursuits following a life threatening bout of meningitis. For almost 20 years John has been painstakingly designing and making finely detailed yacht sculptures from Australian timbers, sandstone and stainless steel. Late last year he was commissioned by the Cruising Yacht Club of Australia to make a new perpetual trophy for the Club's annual maxi boat race, the Big Boat Challenge, which each year offers an exciting preview to the Rolex Sydney Hobart line honours contest. The brand new Big Boat Challenge Trophy was presented to the line honours winner of the 2005 event, Neville Crichton, owner of the 30 metre *Alfa Romeo*, at the post race prizegiving and will be permanently displayed at the host Club.

John has held successful exhibitions at Hamilton Island during Race Week 2004, and at the CYCA, the Royal Prince Alfred Yacht Club and Royal Motor Yacht Club. Middle Harbour Yacht Club has commissioned John to make the 12 perpetual trophies for the upcoming Audi Sydney Harbour Regatta to be held in March. John was named winner of the Cromwells Art Prize 2005 and his winning work, "Hobart Bound", a wall mounted sculpture 3m x 1.2m representing the start of the Rolex Sydney Hobart, will be part of a touring exhibition which will travel around Australia and to London, Paris and the US. "My shipwright experience has been extremely valuable in helping me produce good quality timberwork," says John.

"The main challenge in recent years has been to perfect my stainless steel welding. "I am extremely passionate about what I do and my sculptures are a result of many sleepless nights. I held back launching my work until I felt I had it right and I am now happy with the quality of the pieces I am producing.

*John's sculptures vary in size and price ranging from \$1800 to \$20,000. To arrange to view these pieces or for further information please call Christine on 02 4360 2228 or 0407 779 672, email: john@nauticaltimberclassics.com.au or visit the website www.nauticaltimberclassics.com.au*

DUFOUR 385

# DUFOUR ADDS





# VALUE TO STYLE

GRAND PRIX YACHT RACING MAY HAVE CHANGED DRAMATICALLY IN THE PAST DECADE, BUT SO TOO HAS THE PRODUCTION YACHT BUSINESS. YOU DON'T NEED TO PUT NEW BATTERIES IN YOUR CALCULATOR TO WORK OUT THAT NEW YACHTS ARE BEING SOLD IN NUMBERS UNDREAMT OF TEN YEARS AGO.

*BY Barry Tranter*



Many of today's new production yachts are being bought by first or second-time owners who have different values from what used to be the traditional owner, the person who brought to his yachting a lot of experience and an appreciation of tradition. The new owner is impatient of experience or tradition, so Dufour (and others) have given them a new line of boats that are simpler than the familiar models. Simpler and cheaper (sorry, more affordable) to help counter the market inroads made by Bavaria and other European builders.

Dufour's existing range, the 34, 40 and 44, are now known as the Performance Cruisers. They are good cruiser/racers which have been extremely successful under IMS, particularly the 40. They use sophisticated resin infusion methods in their construction; Dufour considered cheaper construction methods for its existing boats but decided instead to introduce an entirely new line known as Grand'Large. First came the 385 and 455, followed by the latest, the 325 and 365.

It is always fascinating to see how a designer interprets his brief. Below decks on the 385, the layout features an in-line galley down the port side, but a well-placed dinette seat opposite gives the cook support if the kettle needs to be boiled while the boat is on port tack. You can have two double cabins (with a big lazarette and one head) or three (with one head or two). Trim and equipment below decks in no way suggest the 385 is an austerity model; far from it.

On deck the layout and equipment are simple. The cockpit is quite short, but on these beamy boats you still have plenty of room. The mainsheet runs to a short traveller on the coachroof to leave the cockpit trench free of complication. Designer Umberto Felci has opted for two steering positions, with smallish wheels, and the headsail winches are immediately ahead of the wheels and

outboard so the helmsman can easily tack the boat unassisted. This is where the boat's true role becomes obvious; this is a family cruiser.

There's a fixed cockpit table on the centreline, a tubular stainless steel frame with drop leaves in teak. This is where the cockpit dwellers brace themselves when the boat is heeling.

The standard engine is a 29hp Volvo but this boat had the optional 40hp which pushed her quickly to hull speed. She manoeuvred well under power, both forward and in reverse. The prop has fixed blades.

The numbers – sail area/displacement, and displacement/length ratios – show that the 385 is indeed intended for cruising, but she responded well on a very light day. We had no instruments to confirm how she went during our sail in 5-8 knots. Glenn Coulter, from importer Pacific Yachting, reckons the 385 would be OK for twilight racing but for anything more competitive you would go for one of the Performance Cruisers.

The 385's steering is quite high-g geared; offshore racing helmsmen prefer slower steering but for cruising, in smooth water and when close-quarter manoeuvring, perhaps in the hands of the less-experienced, quicker is better.

Designer Felci draws a good-looking hull and the 385 is no exception. This boat is very easy to like. It has no pretensions about its market and buyers will identify with that. There is no suggestion that corners have been cut to save money; Matthew Sheahan, writing in the British magazine *Yachting World*, was reduced to asking the builders how they had kept the price down as he could find no evidence. They declined to tell him, so we may never know.

This is a fresh style of boat with very specific design intent, not an economy model. That is *la difference*.

PS The Arpege Cruising Pack which Dufour are offering marks

CLOCKWISE FROM BELOW: No suggestion corners have been cut; well designed dinette; in-line gallery; heat navigation station



the 40th anniversary of Dufour's 30ft Arpege, which my memory credits with being the first truly modern production cruiser/racer.

The Arpege exploited the new fibreglass medium to combine a big interior with light weight and good performance. The sailing world, especially the English Establishment, was wary of the Arpege as it seemed too

different, too new, too French. The sailing world was wrong. Was that 40 years ago? Gulp!

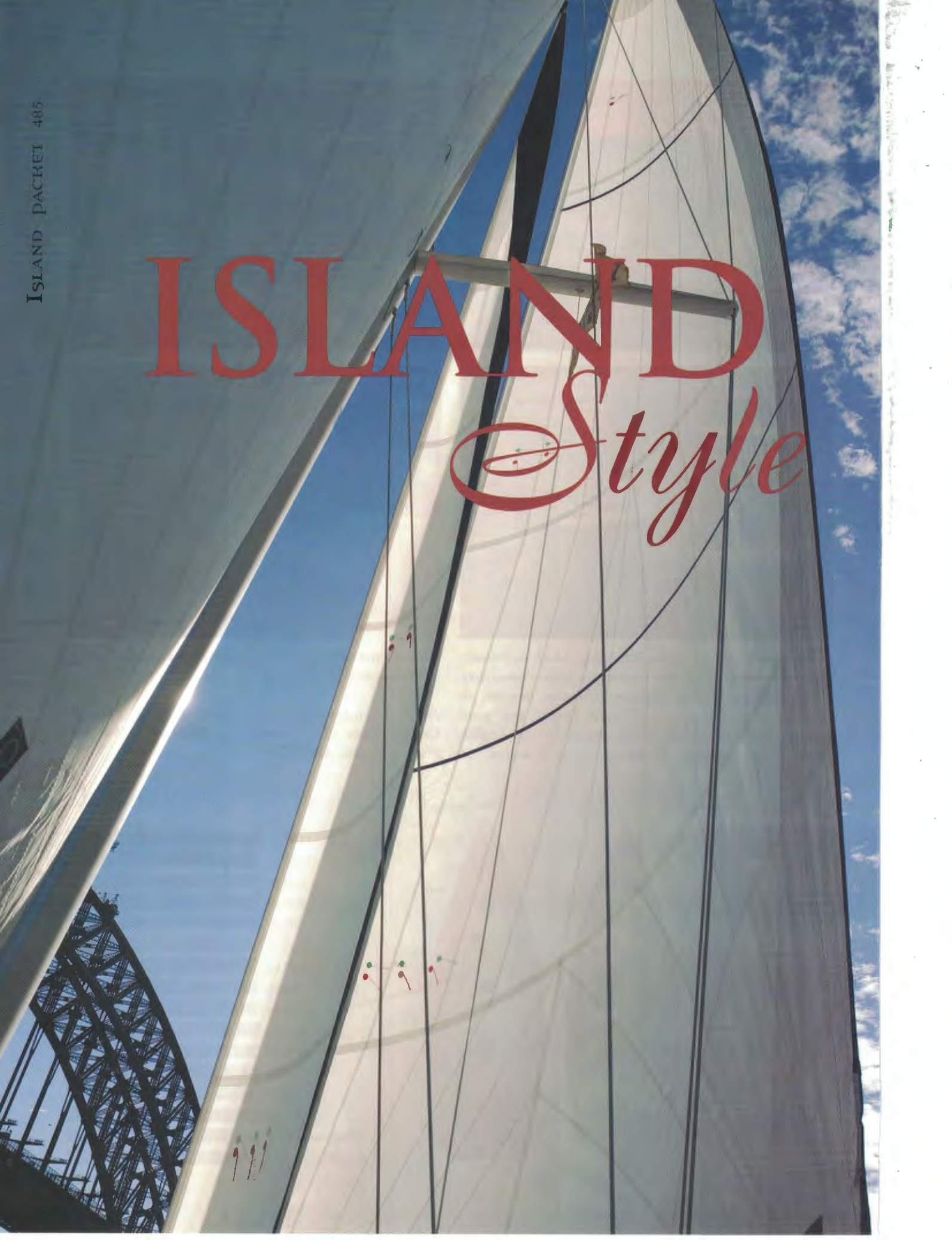
For further information contact Pacific Yachting, Newcastle Cruising Yacht Club, Hannell St., Wickham, Newcastle. Phone (02) 4962 5288 ○

## TECHNICAL SPECIFICATIONS



11.72 m	LENGTH OVERALL
11.36 m	HULL LENGTH
9.84 m	WATERLINE LENGTH
3.93 m	MAX. BEAM
3.15 m	WATERLINE BEAM
1.76 m	DRAUGHT
6980 kg	DISPLACEMENT (light)
1950 kg	BALLAST
31.5 sq m	MAINSAIL
42.6 sq m	GENOA
90 sq m	ASYMMETRIC
440 l	WATER (two-head version)
160 l	FUEL
20 l	WATER HEATER
29 hp Volvo Penta	ENGINE (std)
From \$298,284, including sails	PRICE

# ISLAND *Style*





NEW TO AUSTRALIAN WATERS IS THE ISLAND PACKET 485, AMERICA'S LEADING CRUISING SAILING YACHT. OFFSHORE TOOK HER THROUGH HER PACES ON A PICTURE PERFECT SYDNEY HARBOUR MORNING.

BY Anthony Twibill

PHOTOGRAPHY Steve Back

If you were ever going to be a castaway, the island Packet 485 is one island from which you'd want no rescue. You could relax knowing that this isle of comfort could take you anywhere in the world. Our review boat *Artemis* is the first Island Packet 485 to be imported new into Australia. She is the result of a world wide search by her owner for the perfect cruising yacht; an owner who considered many European brands in particular, his choice being made after visiting the Island Packet yard in Florida in the US. Mark Dent, who also represents J Boats in Australia from his Sydney base, is handling Australian marketing and importation of the Island Packet Yachts line, which also includes 445, 440 and 370 models.

Designed by American naval architect Bob Johnson, the 485 combines ease of use, seakeeping and superior comfort, in one handsomely proportioned *packet*. And without pushing the cliché too far, there is real value in this yacht; you get a packet without it costing you one.

There are another couple of Island Packets cruising Australian waters, one of which even made her maiden voyage from the US to our shores on her own keel, which speaks volumes of this American design's renowned seakeeping abilities and sherman tank-like construction. But *Artemis* is the first of the Flagship

485 model and she is indeed a showcase of what makes a world class sailing yacht.

The 485 has classic cruising yacht lines and a substantial beam of 4.7m (15'4") running almost all the way aft. This creates great volume in the cabin and spacious decks. The centre cockpit sits high and provides tremendous views fore and aft as well as protection from the weather with a high wrap-around windshield. When added to the high freeboard in her hull, I found the helm and cockpit position provides the skipper and crew with a feeling of great security and comfort when at sea. For a 51'7" boat, you feel a long way from the water.

The yacht has a classic cruising rig with a cutter sailplan and self-tacking and self-vanging staysail providing additional sail area, totalling 115 square metres. She is an impressive sight under full sail aloft on the almost 20m mast, the view forward through staysail and genoa, almost a signature piece in itself.

*Artemis* is also a lesson in ease of sail handling for a boat of her size, with two primary Lewmar electric winches plus a cabin top electric Lewmar halyard winch doing all the hard grind. Her mainsail elegantly deploys from a roller-furling mast along a Hoyt self-vanging boom, with the halyard leading to the electric cockpit winch. The 110 per cent genoa and staysail can also be



ABOVE: Cockpit provides great security  
BELOW: Muir reversible anchor windlass



electrically deployed from Harken furling systems; simplicity itself and a task that can be genuinely single-handed.

You can tell that the sails themselves are designed for world cruising and long periods away from a port or sailmaker if needed. They are cut from Quantum's premium CL laminated fabric (the staysail being of high modulus Dacron) and appear as bullet proof as the boat is solid. For someone more used to racing sails, I found their density extraordinary but their sail shape was perfectly designed for the job at hand.

Being on the deck of the 485 is extremely comfortable and you do feel the solidity of the Island Packet's construction throughout. At the leather clad wheel, *Aretimis* sailed sweetly and well balanced with a fingertip touch. Her helm is well weighted, with rack and pinion steering, and everything needed is close at hand, from the lines and electric winches to the pedestal-mounted remote controls for the Sidepower Bow Thruster and Muir reversible electric anchor windlass with



chain counter. All the comforts you would wish for on a benchmark cruising yacht.

The deck has many design features to appreciate, all completed in quality fixtures and hardly a piece of plastic in sight. Everything looks as though it's really built to last and attention to details is evident everywhere – there are handy storage compartments including sheet lockers adjacent the winches, recessed rope guides under entry steps where a misplaced foot could cause you to trip, stainless security railings at the mast foot for safety under sail when at sea, stainless handrails in all the right locations. It's just been well thought out and it shows.

And the 485 really looks the part of the classic cruising yacht. From the integral teak bow platform to the spacious stern boarding area, the finished teak trim and cap rails and chromed ventilation ports give the yacht a classic look; whilst the majority of the deck area is finished in a practical, low-



TOP: Spacious main salon. LEFT: Generously sized owner's cabin aft. ABOVE: Well proportioned gallery



TOP: Attention to details – sheet lockers.  
BELOW: Finger tip controls



reflective, non-slip finish. It's a balance which you appreciate.

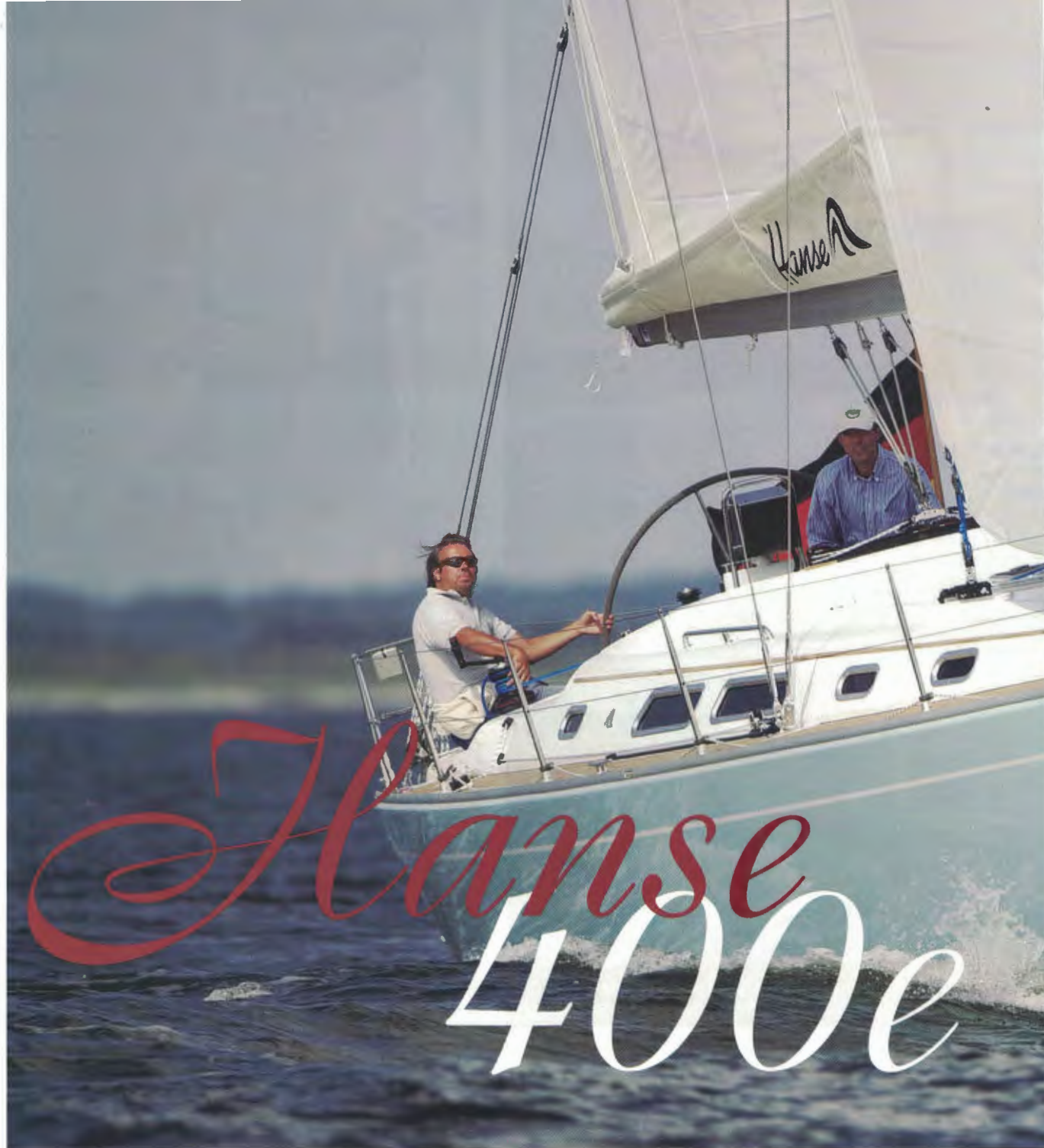
If you really want to experience creature comforts, just step downstairs into the cabin. First impressions are of space and luxury. Semi-gloss teak hardwoods for all bulkheads and cabinetry and solid teak and oak soles underfoot. This is offset by super-soft, cream Ultraleather lounges to port and starboard in the main salon. A clever feature is an innovative folding dining table that stows against the bulkhead when not in use but which opens to become an enormous dining table when needed. The starboard lounge also extends to become an additional double berth.

Standard accommodations are an owner's stateroom aft with ensuite aft head, and a guest stateroom forward; both with island double beds. There is an additional forward head, as well as small office or third cabin. The yacht features a classy and practical galley with plenty of storage and dual fridge/freezer installation. It is located centrally, I would

imagine so that heeling when at sea has less impact on preparation of meals.

The 485 has one of the neatest nav stations you are likely to see on a cruising yacht. Adjacent to the companionway, in its own alcove, the nav station features a luxurious, high-backed leather swivel armchair, an inlaid map table with storage tray and enough cabinet space to mount an array of nav equipment sufficient to circle the world. Which, for some Island Packet owners, is entirely the point. But I do suspect most will find the Island Packet a brilliant coastal cruiser. Its 1.6m shallow draft, thanks to its traditionally styled full foil keel, will be ideal for slipping in and exploring the most shallow bays, rivers and estuaries.

Although not all owners will want to cross the Pacific or circumnavigate the globe, the fact that you can with such ease and comfort is something I believe all who step aboard the Island Packet 485 will appreciate. ○



# Hanse 400e

UNTIL TWO YEARS AGO THE HANSE LINE WAS EASILY CATEGORISED AS CONSERVATIVE CRUISER/RACERS WITH DISTINCTIVE INTERIORS WHOSE STANDOUT FEATURE WAS THE SELF-TACKING JIB.

*BY Barry Tranter*

**W**hat happened two years ago? Hanse introduced the 53, followed by the 46. These are dramatic-looking plumb-ended fast cruisers with aggressive fighter jet external styling. Down below they are more Soho apartment than Folkboat.

This style is now influencing the rest of the range. The 39 ft Hanse 400e has a modern, long-waterline hull with a more traditional cabin trunk. Down below she also falls between the two styling camps but remains distinctively Hanse.

The keel is a reverse L in profile. Standard draught is 1.98m; 1.65m is optional. Displacement/length ratio is moderate, but sail area/displacement is strong, right up there with the competition.





Designers Judel/Vrolijk have pushed the headsail furler out to the extreme bow to get as much area as possible into the self-tacker. The masthead is almost 20m above the water to maximise mainsail area. Tracks are provided for a genoa; around 135 per cent is a good size, says Windcraft's Peter Hrones, Hanse importer. The mast is deck-stepped, a tapered section supported by two sets of spreaders. The intermediate shrouds are continuous so can be adjusted at deck level.

The control lines are led aft beneath deck mouldings which can be removed if needed. The hull is beamy aft (aren't they all?) which creates volume in the cockpit. The mainsheet can be led from the coachroof area to the portside primary winch right in

front of the helmsman; the jib sheet goes to starboard. The person at the helm can easily single-hand, but the self-tacking headsail takes most of the sting out of that activity, anyway.

The traveller is short, mounted on the coachroof. You can specify a cockpit traveller mounted immediately ahead of the steering pedestal, but you lose the folding table which is attached to the pedestal's front end.

The accommodation layout can have two or three cabins. With two, the galley extends well aft; this arrangement makes room for a big lazarette in the cockpit. The choice is complicated by the fact that there are five different forecabin arrangements, including one with an *en suite* head. The other



Control lines are led aft beneath deck mouldings



layouts have one bathroom with a separate shower area, an important family feature.

Interior design is angular, the squared corners and edges complemented by the shutlines of doors and drawers which makes the interior more domestic than nautical in feel, but I'm not sure why. The boat we sailed had Hanse's trademark high-gloss finish on the dark mahogany trim. You can have lighter cherry or beech colours which can also have a satin finish.

The 'e' after the 400 in the boat's title stands for epoxy, offered by the factory as an option but Peter Hrones will specify the epoxy layup for all Australian hulls. The company claims the epoxy offers improved osmosis resistance and Peter says it saves 500kg in displacement.

This boat was so new that when we hoisted the sails it was for the first time. The battens were tight and sometimes inverted, but there was barely enough breeze (gust of the day eight knots tops) to eliminate the creases.

But the 400e was nice to sail. Certainly at this wind strength an overlapping headsail would be quicker, but for short-handed recreational sailing the self-tacker is a gift from the gods. Actually, the polar diagram shows that in light airs a 140 per cent genoa has the edge on a 105 per cent sail when two-sail reaching at 50-80 degrees true; hard on the wind there is no difference. Peter Hrones reckons that at above 8-10 knots of breeze there is no difference. To run square with the self-tacker you need a pole; you can't play the sheet to goosewing the headsail.



# YANMAR POWER FOR ALL BOATS



**Saildrive**  
9-75mhp



**GM/JH Series**  
9-125mhp



**LH Series**  
160-240mhp  
(Shaft Drive and Stern Drive)



**LP Series**  
260-315mhp  
(Shaft Drive and Stern Drive)

In the world of high quality, dependable marine diesel power, no one comes close to Yanmar. That's because Yanmar marine diesel engines are purpose built to thrive in salt laden, humid bilges. Yanmar's range of engines feature advanced 'quiet design' technology that delivers noticeably smoother and quieter performance right across the powerband. Experience for yourself, miserly fuel consumption and far less exhaust smoke.



Enjoy the benefits of Yanmar's advanced cutting edge technology every time you go boating.



**LY Series**  
330-440mhp



**CX Series**  
460-500mhp

**YANMAR**  
marine 

Power Equipment Pty Ltd  
A5 Scoresby Industry Park, Janine St, Scoresby VIC 3179  
Tel (03) 9764 0711 Fax (03) 9764 0678  
Email [power.equipment@yanmar.com.au](mailto:power.equipment@yanmar.com.au)  
[www.yanmar.com.au](http://www.yanmar.com.au)

CONNECTION PR



Interior design is angular



The steering is very light but well-g geared, and working this boat to windward is a real pleasure, although the helmsman has to lean a little to see the tufts.

Hanses have always been comfortable, distinctively stylish below decks and seem to be well-built – for an example, have a look at the keelbolts. The performance will make the 400e a satisfying twilighter/club racer, and the advantage for family sailing conferred by that self-tacker is beyond price.

*Details from Windcraft, Bayview Anchorage Marine, Pittwater, NSW. Phone (02) 9979 1709. [www.windcraft.com.au](http://www.windcraft.com.au)* ○

## TECHNICAL SPECIFICATIONS



12.10 m	LENGTH OVERALL
10.80 m	HULL LENGTH
4.04 m	MAX. BEAM
1.98 m or 1.65 m	DRAUGHT
8000 kg approx	DISPLACEMENT
2915 kg	BALLAST
52.2 sq m	MAINSAIL
36.20 sq m	SELF-TACKING JIB
40 hp Yanmar with saildrive, two-blade folding prop	ENGINE
300 litres	WATER
400 litres	FUEL
From \$335,000	PRICE



*Discover a world of pleasure...*



  
The Moorings®

*The Best Sailing Holidays in The World*

*Whitsundays • Tonga • New Zealand • World Wide*

BARE BOAT CHARTERS • CREWED CHARTERS  
EVENING STARTS • NEW YACHTS

Free-call: 1800 553 720 Tel: (07) 4946 8044 Fax: (07) 4946 8045  
rebecca@moorings.com.au [www.moorings.com.au](http://www.moorings.com.au)

# TO NO NG AG



THE KALIA CUP "FUN REGATTA" TAKES SAILORS TO A PART OF TONGA THE LOCALS WERE CAREFUL TO KEEP SECRET FROM CAPTAIN JAMES COOK. NOW THE SECRET IS OUT.

*BY John Borthwick*

*PHOTOGRAPHY John Borthwick and Trevor Joyce*

CAPTAIN COOK DUBBED TONGA "THE FRIENDLY ISLANDS" AND THE NAME MORE THAN STUCK, IT WAS OFFICIALLY ADOPTED.



Vava'u's green fjords could look like Norway gone troppo. We sail past a maze of inlets and rugged limestone escarpments that lead from one turquoise lagoon to another. Later, sunset will slosh its bucket of lava across the Tongan sky. It could all be a bit rich but for the spell-bursting banter that ripples back and forth across the VHF.

"What's your position, *Foxglove*? Over."

"Mostly horizontal. Who's asking? Over."

"*Fakaha'aha'a*. Over"

"Same to you, sport. No need to be rude."

"No, really, that's the Tongan name of our yacht. Over."

And so on. This is day whatever on our 10-day sprint-dawdle-sprint through the 40 islands of the Vava'u archipelago in northern Tonga. The excuse that we have for gathering here is the annual Kalia Cup "fun regatta."

Kalia is the Tongan word for the ocean-going Polynesian canoes that centuries ago ranged through the southwest Pacific on voyages of discovery. The Vava'u archipelago was one such discovery, although the Tongans kept fairly quiet about this beautiful spot, even telling Captain Cook that there wasn't much worth seeing there. Eventually, inevitably, the word got out and now around 6000 visitors a year pass through this beautiful

backwater which is blessed with an almost perfect climate for year-round sailing. Northern hemisphere sailors liken Vava'u to a cross between the Bahamas and the Virgin Islands. For me, it is like a low-rise Tahiti, French Polynesia sans the French.

Having flown some 250 km north of Tonga's capital Nuku'alofa, over a stunning calligraphy of coral reefs and islands, we pick up our 13 charter yachts at Neiafu, the ramshackle, piratical capital of Vava'u. In all, I count some 70 masts in Neiafu's Port of Refuge harbour, an anchorage that lives up to its name for the many trans-Pacific yachts that annually call here.

Some 66 of us, mostly from Australia, are here for a 10-day, five-race "around-the-islands" derby organized by Sydney-based Mariner Boating Holidays. Our first event, a ten-mile shake-down, south to Hunga Island, sets the scene – we skate past low, wooded islands, glossy with palm trees and half-moon beaches scattered carelessly across the sea. It also sets the pattern. That is, we race one day, party one day, race one day, party two, and so on. Between bursts of competitive frenzy we cruise from one anchorage to another – there are 40 or so amid these dreaming isles.

Hunga Island's most spectacular feature is its circular lagoon – half a kilometre in diameter – that can be entered only through a





The Vava'u archipelago is a beautiful backwater



narrow keyhole gap its encircling cliffs. We slip through under power, one by one, to anchor off Ika Lahi game fishing lodge where a big malo e lelei – welcome – awaits us in the form of a buffet feast followed by a traditional dance performance by the local schoolkids.

Next day, a lay day, we play tip-toe through the bommies in order to anchor in the stunning lagoon of nearby Foeata Island. (In this case the bommies are shallow; at other places the water is so clear that even with two metres clearance below the keel, the optical illusion has more than a few skippers nervous.) Here we encounter the aptly-named Blue Lagoon, the first of a number of truly eccentric little resort-cum-restaurants that dot the backwaters of Vava'u: structures made seemingly of driftwood and optimism, where a crew of Tongans and Gilliganesque palangis (foreigners) somehow puts together delicious meals, riotous party nights and, presumably, comfortable beds thereafter.

We sail on, racing again – most of the courses are eight to ten nautical miles – then scattering to anchor in silent coves where the water at night turns to tinsel if you drag your fingers through it. Morning, we wake to find ourselves suspended in teal-azure waters and sometimes, it must be said, a little foggy from the preceding evening's cocktails-in-the-cockpit ritual. I dive off the stern, snapping to awake.

"I don't know how it gets any better than this — but we're coping," cackles Trevor Joyce over the VHF. As admiral and organizer of the event, he administers an arcane handicapping



to huge pods of humpbacks and their newborn offspring. The days and our

regimen called Tonga International Timing System, known inevitably by its naf acronym. Under it, the advantages and disadvantages enjoyed by our gaggle of Beneteaus and Jenneaus, ranging from 37 to 46 feet, plus three Robertson Caine catamarans, are ironed out and although the fleet invariably spreads out, the final, corrected results are extremely close.

The crews range from pros like Peter Sorensen to numerous very competent weekend warriors to others who are more of the non-combatant school of motor sailing. Racing, of course, brings out the adrenaline spikes in otherwise polite types. Yet once across the finish line the alpha dude attitudes are packed away in the sail locker and, along with the chilled plonk, salad and canapés, all on board is restored to urbanity, at least until next race. "The best part of the trip for me is the variety," says Tony Becker from Sydney, sailing on *Blue Planet*, a Sun Odyssey 37. "It's the range of anchorages and race courses, the fish, the colours – and I love the combination of exertion and relaxation."

Vava'u is home to some 20,000 people, half of whom live around Neiafu, with the rest scattered in villages throughout the islands. On his third visit, in 1777, Captain Cook dubbed Tonga "the Friendly Islands" and the name more than stuck, it was officially adopted. It is no misnomer. Moated by the blue Pacific against the querulous world of the 21st century, Tongans – and even more so, Vava'uans – are fairly imperturbable. Cash-poor but time- and culture-rich, they go about the work or schooling with an unhurried pace that befits their impressive size. Swathed in a black sarong and ceremonial ta'ovala pandanus mat, even the most humble Tongan man or woman moves down with the street with the regal grace an ocean liner setting sail for some promising horizon.

We come ashore one Sunday morning to a church service on little Lape Island. In this case the village is Methodist, although the full range of Christian franchises is present across the country, from Mormons and Catholics to Lutherans. In this chapel, even though its walls are peeling and the congregation ageing, the hymns are magnificent. No-one, I think, sings as powerfully as Polynesians at prayer.

One morning we see a humpback whale joyously breaching and spy-hopping. Two whale-watching boats are soon on its trail. Vava'u's waters between July and November are known as home

to huge pods of humpbacks and their newborn offspring. The days and our races slip away, interspersed by beach parties or feasts in those mad beachcomber restaurants. At Nuapapu Island we dive on a famous grotto, Mariners Cave, in which a local princess was once hidden for months by her suitor in order to save her from tribal execution. And then it is our final day and final race. For the latter we join a regular Friday twilight event, dog-legging around Port of Refuge harbour.

The farewell dinner and rally presentations at Neiafu's harbourside Mermaid Restaurant are suitably raucous, with fire-eaters and a rock band to stir it up. Tongan girls, garbed in tapa wraps, do their best to calm things down, swaying in their slow, modest rhythms while admirers stick banknotes onto their oiled arms and shoulders. The calm can hardly last, given that the winning boat, *Blue Planet* has already "set the tone" several days ago by establishing, allegedly, a world record for the number of people – seventeen – in the cockpit of a Sun Odyssey 37 for a cocktail party. ○

### FACT BOX

Getting there: Pacific Blue flies direct Sydney - Tongatapu. Tel: 13 1645. [www.virginblue.com.au](http://www.virginblue.com.au)  
 Sailing. Kalia Cup Regatta 2006: 11-night excursion, 20-31 July. 10 days/nights on a yacht. Prices start from \$4175 per person on a 41 ft, six-berth Beneteau Oceanis 411 yacht and include international and local flights as well as social functions, and much more. Mariner Boating also arranges bareboat charters for independent itineraries. Sailing season is May to October. Mariner Boating Holidays, tel. (02) 9966 1244. [www.marinerboating.com.au](http://www.marinerboating.com.au)  
 Accommodation. Vava'u resorts include Ika Lahi, Blue Lagoon, The Tongan and Mounu Island Resort. (Contacts: Ika Lahi, [www.tongafishing.com](http://www.tongafishing.com). The Tongan Beach Resort, [www.thetongan.com](http://www.thetongan.com). Mounu Island Resort, [www.mounuisland.com](http://www.mounuisland.com). Blue Lagoon, [www.foiata-island.com](http://www.foiata-island.com))

### Kalia Cup 2005 Results

- 1 Blue Planet, Sun Odyssey 37, Grant Pember
- 2 Zuben, Beneteau 443, Paulene Heinonen
- 3 Monu'ia, Beneteau 423, Malcolm Levy

# The only sailing regattas in the world with more lay days than races



## MARINER BOATING HOLIDAYS OPERATES A UNIQUE SERIES OF SAILING EVENTS IN THE LEADING CRUISING GROUNDS OF THE WORLD

### Experience the Mariner Boating Holidays Difference

- Just enough racing to keep the adrenalin flowing
- Plenty of cruising so that you can lay back and take in the scenery
- Lots of lay days to explore new and exciting places at your own pace
- An experienced guide to share local knowledge and eliminate hassles
- 24x7 technical support for your yacht
- An unrivalled social scene
- We package your complete holiday under one roof

### The 2006 Program

April 19 – May 9	The 2nd Gallipoli Yacht Rally
May 6 – 20	The Yacht Rally of the Aegean
June 9 – 27	The 6th Adriatic Yacht Rally
July 19 – 29	The 3rd Kalia Cup Tonga
September 2 – 13	The 7th Tahiti Nui Cup
September 8 – 25	The Bonifacio Yacht Rally – Sardinia & Corsica

Call Mariner Boating Holidays on Sydney (02) 9966 1244 Melbourne (03) 9670 4030  
or toll free 1300 131 724 for a free brochure of our 2006 program or visit our website  
[www.marinerboating.com.au](http://www.marinerboating.com.au) Suite 802/83 Mount St, North Sydney NSW 2060

Travel agents license 2TA 5348



# LEGEND

## *remembered*

BY Peter Campbell



JOHN BENNETTO, "JB" TO HIS FRIENDS AND SAILING MATES, WAS A LEGEND IN AUSTRALIAN YACHTING.

The 61st Rolex Sydney Hobart Yacht Race was to have been John Bennetto's 45th Hobart, a final bid to win the race Overall with a yacht that he owned. Wise counselling, however, saw him announce his retirement from ocean racing in early December after he became seriously ill following a stroke. He asked his longtime sailing master Tony Nicholas to skipper *Quest* to Hobart one last time before it was sold.

Bennetto, 79, passed away in a Hobart hospital only nine days before the Boxing Day start of the "Sydney Race", as Tasmanians generally refer to the blue water classic.

The tough, 628 nautical race was the love of his life. He first sailed in 1947 aboard *Kintail* and the following year crewed on the winning Tasmania boat *Westward*.

*Quest*, a former Rolex Sydney Hobart Race winner which Bennetto bought only in 2004, was sailed in his memory by longtime members of his crew, many of whom had sailed with him for the past 20 years and longer.

Bennetto's record of 44 races, mostly as skipper of his own yacht and including 17 straight races without a retirement with his Frers 47 *Mirrabooka*, remains unchallenged for the Rolex Sydney Hobart Race and is probably unprecedented in world ocean racing.

The Commodore of the Cruising Yacht Club of Australia Geoff Lavis described John Bennetto as a "legend of yachting in Australia", a yachtsman who had made a magnificent contribution to ocean racing over the past 60 years.

"His record of sailing in 44 Rolex Sydney Hobart Yacht Races is probably a world ranking achievement for any long ocean race."

"He had a huge commitment to the sport and, had his health not deteriorated so rapidly in the last few months, I am sure he would have been on the starting line on Boxing Day.

"Over the past 60 years John, firstly as a crewman and then as a yacht owner, passed on his great skills of seamanship to many up-and-coming sailors, introducing them to ocean racing.

"Many of them who have, and still are, sailing on his yachts, are on the path to logging as many races as 'JB', as he was known to his sailing mates and colleagues."

The burgee of the Cruising Yacht Club of Australia was lowered to half-mast on the news of John Bennetto's death. On Boxing Day, Marion Cooper, Commodore of the Royal Yacht Club of Tasmania, dropped a white rose into Sydney Harbour at the start of the Rolex Sydney Hobart Race. Then as they rounded the offshore mark, the crew of *Quest* cast a wreath into the Tasman Sea.

"John Bennetto" was closely involved with the Quiet Little Drink, the famous post-race get-together of sailors in Hobart, which has raised significant sums of money for young sailors to gain international experience.

"We ran the Quiet Little Drink for 30 years and the accumulated funds ran into many thousands of dollars," said QLD co-ordinator Tony Cable, himself a veteran of 41 races to Hobart. "John acted as trustee for these moneys which we gave to young sailors, including three Tasmanians to enable them to sail in the Fastnet Race in England and many other international events that gave great impetus to their sailing careers."

I knew "JB" for more than 50 years. He was a wonderful raconteur ... a bit of a sailing larrikin with a vast range of stories about fellow yachties and himself. Over the years he extolled his

wisdom and seamanship skills to hundreds of younger sailors. He once told me he would never ask one of his crew to do something he would not do himself.

John Bennetto was an officer in the RAN in World War II. He was aboard HMAS *Australia* when it was attacked by Japanese kamikaze aircraft off the Philippines.

He was a strong and remarkably agile foredeck hand on *Kintail* in his early days and even in his 70s could still often be seen at the top of the mast of his yacht at the CYCA, checking the rigging before the start of the race back to Hobart.

### Roast dinners aboard

After his first Sydney Hobart aboard *Kintail* in 1947, Bennetto sailed in four subsequent races on *Kintail* although in 1948 he was on board another Tasmanian yacht, *Westward*, which won the race on corrected time. In following years "JB" sailed on a number of different boats, including a couple of races with his long-time friend Don Mickleborough on *Southerly* before buying *Norla*, the first of his own ocean yachts.

"JB" raced his first *Mirrabooka* (Aboriginal for Southern Cross) for several years before buying his much-loved Frers 47, *Mirrabooka II*. He skippered this boat in 17 consecutive Rolex Sydney Hobarts

between 1987 and 2003 without once retiring, including the stormswept race of 1998.

He refurbished *Mirrabooka II* for the 1994 50th anniversary Rolex Sydney Hobart Race "to ensure she becomes a relatively fast IMS cruiser/racer of the future ... the crew has gone into training ... but roast dinners will not, however, be abandoned!"

Those dinners were not abandoned, at least until he bought the champion grand prix racer *Quest*, with its limited creature comforts below deck.

*Quest* was to have been John Bennetto's real chance of winning the Rolex Sydney Hobart Yacht Race with his own boat but sadly he could not achieve that in person. But no doubt he had a close contact with "Hughie" the sailor's wind god and was keeping a weather eye on *Quest* as she sailed south on Boxing Day.

A Memorial Service for John Bennetto, held at St David's Cathedral, Hobart, drew many of his friends from around Australia, among them Commodore Marion Cooper of the RYCT and her husband, Des a Past Commodore of that club, Immediate Past Commodore of the RYCT Robert "Bid" Badenach, RYCT Sailing Manager Tony Nicholas – who skippered *Quest* in the Rolex Sydney Hobart – Commodore Geoff Lavis from the CYCA and his old sailing mate CYCA member Don Mickleborough. ○

HYDRATE 0CE9854 OY

# Wireless is more.

Choose a Tacktick Wireless Electronic System for your boat and the benefits will be apparent before you even open the box.

Being the only marine electronic system that uses wireless and solar power technology, there are no wires to run up your mast or through your decking. In fact using your existing speed and depth transducers, installation can be completed in under 90 minutes.

Because displays are wireless they can be positioned anywhere on your boat, and each unit displays all the data you need including wind, depth, speed and heading.

For more information or a demonstration contact  
Oceantalk Australia on (02) 9981 9550, 1800 029 948,  
email [sales@oceantalk.com.au](mailto:sales@oceantalk.com.au) or visit [www.oceantalk.com](http://www.oceantalk.com)



Miconet mn100 Dual Digital Display



Master Series for keel boats and day boats



Miconet mn100 Digital Display



Miconet mn100 Analogue Display



Micro Compass for Dinghies



WORLD LEADERS IN WIRELESS INSTRUMENTS



# RHUM

The roar of cannon fire thundered across Sydney Harbour on Boxing Day, 26 December 2005 as three veterans of the sport of ocean racing signalled the start of the 61st Rolex Sydney Hobart Yacht Race – the famous Halvorsen brothers, Trygve and Magnus, and myself, the now (semi) retired yachting journalist.

It was a momentous day for each of us, the Halvorsens recalling their great careers as designers, builders and sailors which saw them win five Sydney Hobarts, including three in row with *Freya* in the 1960s, as well as playing a major role in Australia's early challenges for the America's Cup. They also played a significant role in building fast attack torpedo boats for the Allies during World War II.

## IT WAS A DAY I WILL REMEMBER WELL

For me it was a time to reflect on my long close association with the race, through my own, my sons and many close friends' participation in the ocean classic, as well as my career as a yachting journalist and commentator ranging back nearly 50 years. I still vividly recall many dramas during my time as CYCA media director, including the tragic race of 1998 when I had to handle the hungry news media from around the world.

It was indeed a proud moment to fire the 10-minute gun – right on countdown time, as did Magnus with the 5-minute gun. Unfortunately for Trygve, the cannon misfired (not his fault) as the signal flags came down to send the fleet away from the two lines north of Shark Island. The "Gun Captain", CYCA Life Member Alan Brown acted quickly with his order to the "Gunner's Mate" Hamish Grieve to fire the back-up cannon to officially start the fleet. In reality, the time difference was no more than a couple of seconds.

In any case, the official starting signal was the lowering of the International Code signal flags on the Committee Boat *Offshore*.

To be associated with two such distinguished yachtsmen and,

ON THE GUN DECK OF AUSSIE ONE, WITH PETER CAMPBELL, EDITOR-AT-LARGE, OFFSHORE YACHTING.

BY Peter Campbell

# DOWN THE BLINE

indeed, such fine gentlemen as Trygve and Magnus Halvorsen was an honour to climax my career with the ocean racing classic. Looking out at the fleet of 86 yachts, so many of them sponsored, Trygve recalled that he and his brothers had never sought sponsorship. "Sailing was our sport, building motor boats was our business," he said. "In fact, apart from our own, we built few yachts." And many thousands of Australians can thank them for their boat-building skills, having spent a holiday afloat on the *Hawkesbury* aboard a Halvorsen cruiser.

Aboard *Aussie One* I also had a chance to catch up with many past Commodores of the CYCA with whom I had a close association as long-time media director of the Rolex Sydney Hobart and editor of "Offshore Yachting" magazine.

Past Commodore John Messenger, recovering well from a recent operation, provided an excellent commentary on the start for the large crowd aboard *Aussie One*. He was among eight past CYCA Commodores on board – Bill Psaltis, Les McClean, Norman Rydge, John Bleakley, Graham Evans, Kerry Roxburgh and Hans Sommer being the others.

Also aboard *Aussie One* was The Royal Yacht Club of Tasmania's Commodore Marion Cooper and her husband Des, a past Commodore of the Hobart club, cheering on the four Tasmanian boats in the race. Just after the start, Commodore Cooper dropped a white rose in Sydney Harbour in memory of the late John Bennetto, a veteran of 44 Hobart Races, who died a week before the 61st race start.

Sydney turned on a magnificent summer's day for the start of the 61st Rolex Sydney Hobart Yacht Race and Sydneysiders and visitors to the Harbour City responded in their thousands in giving the fleet the biggest send-off I have seen in the past decade, aboard spectator boats and from the headlands that make Sydney Harbour such a natural amphitheatre. It was a day I will remember well. ○



When  
you're  
serious  
about  
sailing...



## Choose the CYCA range of clothing.

At the CYCA, together with Line 7 we've chartered new waters to design sailing gear that satisfies the expectations of the most discerning yachting. Sleek styling, room to move and impressive durability combine to create the ultimate range of clothing for the most serious sailor.

See it at the CYCA or [www.cyca.com.au](http://www.cyca.com.au)



**CRUISING YACHT CLUB  
OF AUSTRALIA**

*Home of the Rolex Sydney Hobart Yachts Race*

New Beach Road, Darling Point NSW 2027

Phone 9363 9731 Fax 9363 9745 Email [cyca@cyca.com.au](mailto:cyca@cyca.com.au)

# offshore YACHTING

For all yachting enthusiasts,  
great and small...



# SUBSCRIBE NOW

Simply complete the form below and  
return it with your payment.

We'll process your subscription immediately  
and ensure you don't miss an issue.



name  
company  
address  
postcode  
telephone  
method of payment

MAIL TO  
Offshore Yachting Magazine  
Suite 67, The Lower Deck,  
Jones Bay Wharf,  
26 Pirrama Road,  
Pyrmont NSW 2009 Australia

Subscription Order/Tax Invoice

**YES!** I want to subscribe to *offshore yachting*

I enclose my cheque/or please charge my credit card

please tick

- |   |   |
|---|---|
| <input type="checkbox"/> 1 year, 6 issues for \$39.95 (inc gst)   | <input type="checkbox"/> 1 year, (Asia Pacific) for A\$60.00  |
| <input type="checkbox"/> (Rest of the World) - A\$95.95           |   |
| <input type="checkbox"/> 2 years, 12 issues for \$71.95 (inc gst) | <input type="checkbox"/> 2 year, (Asia Pacific) for A\$108.00 |
| <input type="checkbox"/> (Rest of the World) - A\$171.00          |   |



_____	
_____	
_____	
state	
_____	
fax	email
<input type="checkbox"/> visa	<input type="checkbox"/> mastercard
<input type="checkbox"/> bankcard	<input type="checkbox"/> american express
card name _____	card no. _____
exp. date _____	total value _____
cardholder's signature _____	date _____

telephone 61 2 9566 1777 | fax 61 2 9566 1333 | email [npg@npg.com.au](mailto:npg@npg.com.au)



# NEED NEW SAILCLOTH?

DEMAND THE BEST IN SAILCLOTH BY SELECTING FROM THE LEADING MANUFACTURER IN THE WORLD.

TECHNORA  
4  
CARBON FIBRE  
KEVLAR  
DARCON  
POLYESTER  
HYDRANET  
SPINNAKER CLOTH  
VECTRAN  
POLYESTER

Talk to your sailmaker. They know!

For samples and further information  
Phone: 02 9905 9565  
Freecall: 1800 6711 46  
Fax: 02 9905 9569  
Email: dp-aus@dimension-polyant.com  
Website: www.dimension-polyant.com

**DIMENSION POLYANT**  
SAILCLOTH TECHNOLOGY

Bakewell-White  
yacht design



www.bakewell-white.com

YACHT DESIGNERS • NAVAL ARCHITECTS • INTERIOR DESIGNERS • STYLING

BAKEWELL-WHITE YACHT DESIGN LTD PO Box 34-569 BIRKENHEAD AUCKLAND NEW ZEALAND.  
PH. +64 9 357 0606 FAX. +64 9 357 0603 Email info@bakewell-white.com

Directory

Rick Youmans, Marine Artist



Phone: 0411985224  
Visit my Studio / Gallery  
in Newtown, Sydney.  
www.rickyoumans.com

# LEWMAR

\*WINCHES \*HATCHES \*HARDWARE

**NAVTEC NORSEMAN GIBB**

ROD RIGGING \* DYFORM WIRE \* HYDRAULICS \* TERMINALS

Whitlock Steering Systems

Barlow Distributors Australia Pty Ltd

177 PHILLIP STREET, REDFERN NSW 2016  
TELEPHONE: (02) 9318 2128 FAX: (02) 9319 1858  
EMAIL: barlow@hotkey.net.au

# DOYLE SAILMAKERS



BETTER ENGINEERED SAILS

Doyle Sails Sydney  
+61 2 43404766  
+61 2 93614836

Doyle Sails Brisbane  
61 7 32525161

Doyle Sails Hobart  
+61 3 62345422

Doyle Sails Perth  
+61 8 94305366

Doyle Sails Auckland  
+64 93070799

Doyle Sails Melbourne  
+61 3 96465273

Doyle Sails Airlie Beach  
+61 7 49481868

Doyle Sails Adelaide  
0438 818916

## If IT problems are keeping you off the water

When your IT people don't understand what you want & can't deliver what you need, the solution maybe simpler than you think...



We will work with you and your team to make the most of what you have and get you what you need for a fraction of the cost of a CIO's package.

For a free assessment of your situation

phone (02) 8448 2040

email brucej@jitmcs.com.au

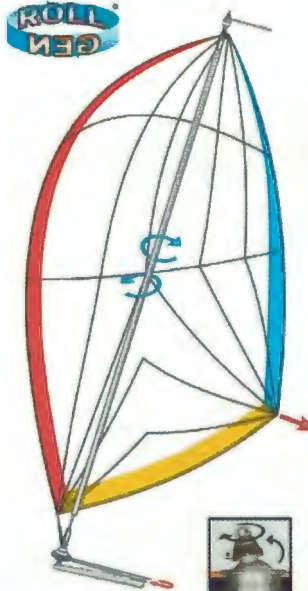


simple english

**Johansson IT Management Consultancy**

- Responsibility for rectification of IT related problems • IT strategy development •
- Product development, evaluation & analysis • Simple explanations •

Furling System for downwind sails such as:  
MPS, gennakers, asymmetric spinnakers



**NEW**

Winner: DAME 2004 METS Amsterdam  
BAMAR RollGen Code Furler from ARTE srl, Italy DAME 2004 Design Award

The RollGen can be used with existing asymmetric spinnakers, gennakers & MPS

The sail does not need modification

Saves time repacking sails for the next set. Simply stuff the furled sail into a sail bag or even leave it furled up in place, ready for the next set

RollGen does not affect the sail's performance or efficiency

Once the sail is unfurled, it can be used and trimmed as usual

Great for cruising, social sailing and sailing with an inexperienced crew

The furling and unfurling operation can be carried out from the comfort and safety of the cockpit

RollGen can be operated either manually or powered on larger boats

Easily installed, and set up - everything you need comes in the box

Available in Australia Exclusively from  
**Yachtserv Pty Ltd**

3/16 Ada Ave, Brookvale NSW 2100  
p: 02 9939 7444 f: 02 9905 6189  
e: info@yachtserv.com www.rollgen.com

# OFFSHORE RACING CALENDAR

## AUSTRALIA

### FEBRUARY

- 1 St Arnou Wednesday Twilight Series, CYCA
- 3 Blue Water Pointscore Race to Newcastle, Tradewinds Trophy, Founders Trophy 114nm, CYCA
- 4 Ocean Pointscore Race to Newcastle, CYCA
- 6 Mount Gay Monday Twilight Series, CYCA
- 8 St Arnou Wednesday Twilight Series, CYCA
- 6-9 Hardy Cup, RSYS
- 11 Short Ocean Race, Milson Memorial Cup, RSYS
- 11 VYC Range Series, Port Phillip, SYC
- 13 Mount Gay Monday Twilight Series, CYCA
- 15 St Arnou Wednesday Twilight Series, CYCA
- 18 Short Ocean Race, CYCA
- 18-19 Alfa Romeo Farr 40 Sprint Series, RSYS
- 20 Mount Gay Monday Twilight Series, CYCA
- 22 St Arnou Wednesday Twilight Series, CYCA
- 24 Insurance Industry Race, CYCA
- 25 Short Ocean Race, MHYC
- 25-26 Inner Circle Rum Farr 40 Regatta
- 25-26 Marinassess Regatta, CYCA
- 26 RANSA Regatta, RANSA
- 27 Mount Gay Monday Twilight Series, CYCA

### MARCH

- 1 St Arnou Wednesday Twilight Series, CYCA
- 3-5 Hamilton Island Farr 40 Australian Championship, RPAYC
- 4-5 Sailors with DisABILITIES Min Regatta, CYCA
- 4-5 Sydney Harbour Regatta (MHYC)
- 4-6 Sydney 38 Australian Championships
- 6 Mount Gay Monday Twilight Series, CYCA
- 8 St Arnou Wednesday Twilight Series, CYCA
- 12 Marley Point Race, Gippsland Lakes, Victoria
- 10-13 Adelaide International Regatta
- 11 Short Ocean Race, RSYS
- 15 St Arnou Wednesday Twilight Series, CYCA
- 25 VYC Range Series, Port Phillip, SYC

### APRIL

- 1 Sydney – Gold Coast Yacht Race 384nm, final race of Blue Water Pointscore 2005-2006, CYCA
- 8 VYC Range Series, Port Phillip, HBYC
- 7-9 Commodore's Cup, SYC
- 14 Brisbane – Gladstone Race, QCYC
- 22-23 Sailors with DisABILITIES Regatta, CYCA
- 23 BMW Sydney Winter Series Opening Ladies Day, Jill McLay Trophy, Great Veterans Race, CYCA
- 23-24 Elliot 7 Batemans Bay Regatta
- 30 BMW Sydney Winter Series – Race 1, CYCA

### MAY

- 7 BMW Sydney Winter Series – Race 2, CYCA
- 14 BMW Sydney Winter Series – Race 3, CYCA
- 21 BMW Sydney Winter Series – Race 4, CYCA
- 28 BMW Sydney Winter Series – Race 5, CYCA

### JUNE

- 4 BMW Sydney Winter Series – Race 6, CYCA
- 11 Non-pointscore harbour race, CYCA
- 18 BMW Sydney Winter Series – Race 7, CYCA
- 25 BMW Sydney Winter Series – Race 8, CYCA

### JULY

- 2 Melbourne – Vanuatu Race
- 2 BMW Sydney Winter Series – Race 9, CYCA
- 9 BMW Sydney Winter Series – Race 10, CYCA
- 16 Non-pointscore harbour race, CYCA
- 23 Closing ladies day race – Chris Lee Trophy, CYCA

### AUGUST

- 2 Vanuatu – Mackay Race
- 11-17 Hogs Breath Race Week, Airlie Beach
- 19-26 Hamilton Island Race Week, Hamilton Island

6 Panel painting depicting 60 years of the Sydney to Hobart Yacht race



The original and Limited edition prints now available. Contact Rick on 0411 985224 or [www.rickyomans.com](http://www.rickyomans.com)

# MAJOR AUSTRALIAN AND INTERNATIONAL OFFSHORE AND INSHORE EVENTS FOR 2006

## INTERNATIONAL

### FEBRUARY

- 1-4 Jaguar Etchells Midwinters, Miami
- 4 Volvo Ocean Race In Port Race, Port Phillip, Victoria
- 3-5, 10-12 Primo Cup Monaco
- 2-6 Sail Auckland
- 12 Volvo Ocean Race Leg 3, Melbourne – Wellington
- 12-17 Royal Langkawi International Regatta
- 17-20 St Croix International Regatta
- 19 Volvo Ocean Race Leg 4, Wellington – Rio
- 21 San Diego – Puerto Vallarta Race

### MARCH

- 3-5 St Maarten Heineken Regatta
- 8-12 Harken International Women's Match Racing Regatta – ISAF Grade 1, CYCA
- 8-13 Acura Miami Race Week/TP52 Worlds
- 14-19 Brazil Sailing Cup
- 24 Cabo San Lucas Race
- 24-26 Rolex Regatta St Thomas
- 26 China Cup, London – Shanghai (IMOCA)
- 30-2 British Virgin Islands Spring Regatta

### APRIL

- 2 Volvo Ocean Race Leg 5, Rio – Baltimore
- 5 Hong Kong – San Fernando Race
- 13 China Sea Race
- 18-22 President's Cup, Philippines
- 19-23 Hublot Palma Vela
- 21-29 Hyeres Olympic week
- 22-23 Annapolis YC Spring IRC races
- 27-May 1 Rolex Capri Sailing Week
- 30-May 6 Rolex Antigua Sailing Week

### MAY

- 7 Volvo Ocean Race Leg 6, Annapolis-New York
- 10-20 World Sailing Games, Austria
- 11 Volvo Ocean Race Leg 7, New York – Portsmouth
- 11-18 Louis Vuitton Act 10, Valencia
- 19-21 Louis Vuitton Act 11, Valencia
- 22-27 Breitling Med Cup, Punta Ala
- 23-28 ACI HT Mobile Cup, Split
- 26-27 Storm Trysail Block Island Race
- 28-June 5 IMS Europeans, Punta Ala
- 29-June 4 IMS 600/670s Europeans, Scheweeningen
- 30-June 3 Vela-Golf, Porto Cervo

### JUNE

- 1-5 Swedish Match Tour Race, Germany
- 2 Volvo Ocean Race Leg 8, Portsmouth-Holland
- 3 Round the Island Race, Isle of Wight, UK

- 3-10 Sardinia Rolex Cup
- 3-10 Punta Ala IMS and GP42 (provisional)
- 5-7 Red Funnel Quarter Ton Cup, Cowes
- 7-11 Deauville International Week (One Designs)
- 9-11 New York YC Annual Regatta, Newport, RI (Onion patch 1)
- 10-18 IMS Mediterranean Championship, Brindisi
- 11-17 Giraglia Cup including GP42 (provisional)
- 15 Volvo Ocean Race Leg 9, Holland Gothenburg
- 16 Newport – Bermuda Race (Onion Patch 2)
- 22-Jul 3 Louis Vuitton Act 12, Valencia
- 23 Royal Bermuda Yacht Club Anniversary Regatta (Onion Patch 3)
- 27-Jul 2 Toscana Elba Cup

### JULY

- 1-5 Eurocard Gotland Runt
- 1 BMW Round Ireland Race
- 1 Trophée de la Reina, Valencia
- 1 Nord LB Baltic Sprint Cup, Stavanger
- 4-9 Swedish Match Cup Final
- 5-9 TP52 Med Cup, Barcelona
- 15-21 Cork Week
- 19-23 TP52 Med Cup (inc. GP42), Puerto Portals
- 20-23 Farr 40 North Americans, Newport, Rhode Island
- 20 GP 42s, Sardinia (to be confirmed)
- 23 Breitling Regatta, Puerto Portals
- 26-30 Swan 40th Anniversary Regatta, Turku, Finland
- 29-Aug 5 Skandia Cowes Week
- 29-Aug 6 Copa del Rey, Palma

### AUGUST

- 4-13 IMS Worlds, Neustadt, Germany
- 5-13 Rolex Baltic Week
- 7 RORC Round Britain & Ireland Race
- 19-27 TP52 Med Cup, Athens
- 31-Sept 3 Trophée Clairfontaine

### SEPTEMBER

- 3-9 Maxi Yacht Rolex Cup, Porto Cervo, Sardinia
- 5-8 Farr 40 Worlds, Newport, Rhode Island
- 7-10 GP42 Regatta, Cala Galera
- 11-16 Rolex Swan Cup, Porto Cervo, Sardinia
- 14-17 Big Boat Series, St Francis Yacht Club, San Francisco
- 18-23 TP52 Med Cup, Ibiza
- 27-Oct 8 Star World Championships  
St Francis Yacht Club, San Francisco

OYSTER PERPETUAL  
YACHT-MASTER



**ROLEX**

[WWW.ROLEX.COM](http://WWW.ROLEX.COM)

FOR COMPLIMENTARY BROCHURE AND STOCKIST DETAILS CONTACT  
ROLEX AUSTRALIA PTY LTD 70 COLLINS STREET MELBOURNE 3000 TEL 03 9658 0911