

OFFSHORE

YACHTING | AUSTRALIA

THE MAGAZINE OF THE CRUISING
YACHT CLUB OF AUSTRALIA

FEBRUARY/MARCH 2004



ROLEX SYDNEY HOBART

CLASH OF THE TITANS
SUMMER OF THE "BEACH BALL"

PLUS

WILD OATS KEELS COFFS
WEST COASTER UPSET
CRUISING IN CROATIA

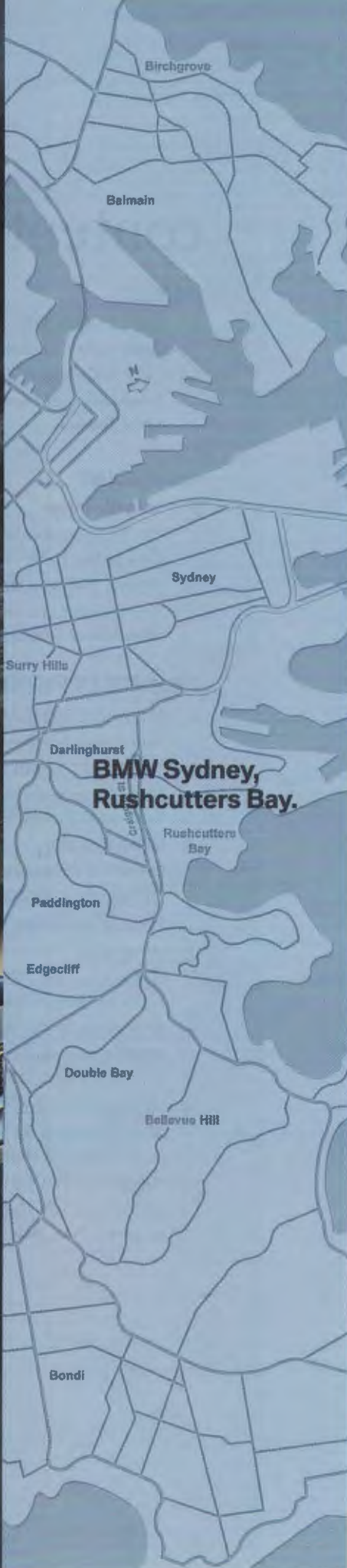
Inc. GST



9

**The new BMW 3 Series Sport and Executive.
One temptation after another.**





The new BMW 3 Series Executive and Sport range. Offering more choice, even more standard features and more of what BMW is famous for. For more of what you really want, let temptation lead you to BMW Sydney, today.

See the full BMW 3 Series range at BMW Sydney, Rushcutters Bay. Contact one of our sales team to arrange a personal demonstration and test drive.

Danny Hanlan: danny.hanlan@dealer.bmw.com.au
Michael Dangar: michael.dangar@dealer.bmw.com.au
Roy Gray: roy.gray@dealer.bmw.com.au
Elie Issa: elie.issa@dealer.bmw.com.au
Jason Roberts: jason.roberts@dealer.bmw.com.au
Ross Gothard: ross.gothard@dealer.bmw.com.au
Justine Wyrer: justine.wyer@dealer.bmw.com.au
Britt Howell: britt.howell@dealer.bmw.com.au
Adrian Mace: adrian.mace@dealer.bmw.com.au
Tony Wakefield: tony.wakefield@dealer.bmw.com.au

A world of BMW awaits you at BMW Sydney, Rushcutters Bay.

BMW Sydney

**Cnr New South Head Road & McLachlan Ave, Rushcutters Bay.
Phone: 9334 4555.
www.bmw悉尼.com.au**

BMW Sydney

**Sales
Finance
Service
Parts**



**Sheer Driving
Pleasure**



CREW MEMBERS OF NOKIA 2UE FORM A HUMAN LADDER TO ATTACH A SAIL REEFING LINE SOON AFTER THE START OF THE ROLEX SYDNEY HOBART YACHT RACE 2003 (PAGE 12). PHOTO: IAN MAINSBRIDGE

COVER: THE CREW OF SUPER MAXI ZANA STRUGGLE TO CHANGE HEADSAILS DURING THE ROLEX SYDNEY HOBART YACHT RACE 2003. PHOTO: IAN MAINSBRIDGE

contents

IMAGES

- 8 FIRST THOUGHT
Classic yacht *Love & War* heads for Hobart.
- 74 LAST THOUGHT
Skandia silhouetted against a silvery sea east of Tasmania.

VIEWPOINT

- 10 AT THE HELM
CYCA Commodore John Messenger reviews the Rolex Sydney Hobart Yacht Race 2003.
- 71 DOWN THE RHUMBLINE
Peter Campbell's memorable interview with veteran US yachtsman Dr Huntington 'Skip' Sheldon.

2003 ROLEX SYDNEY HOBART

- 12 PUSHED TO THE MAX
How *Skandia* beat *Zana* in the super maxi showdown.
- 14 THE QUIET ACHIEVER
Michael Spies upsets the big boys with his Beneteau 40.7 production boat.
- 16 HONOUR ROLL
Overall and division winners and placegetters.
- 17 ULTIMATE ACCOLADE
Winning is everything to Michael Spies.
- 18 WISED UP
One race, one win – Chris Wise can't complain about such a fine *Balmain Experience*.
- 20 BOUND FOR GLORY
RORC Commodore Chris Little has a poignant brush with *Yendys*.
- 22 HOBART'S HEROES
More sailors reach the 10 race mark for women, 25 races for men, but others didn't make it to Hobart.
- 24 WEBSITE PROVES BIG HIT/FULL RESULTS
www.rolexsydneyhobart.com proves popular, plus your complete official guide to who placed where.

SOMETIMES YOU JUST WANT TO CHUCK IT ALL IN



www.peugeot.com.au

The new Peugeot 307 Touring captures the spirit of the moment. Stylish roof rails, wide-opening tailgate, extraordinary interior space, climate-control air conditioning, cruise control and six speaker CD stereo make the most of any weekend experience. While Peugeot's renowned ride and handling are guaranteed to raise a smile through the week. Available as either the fuel efficient Touring XS HDi turbo diesel (from \$31,690*) or the sporty Touring XSE with 100 kW 2.0 litre 16 valve engine (from \$33,490*, shown), it's also equipped for a safe escape: with six airbags, ABS brakes with Electronic Brake Force Distribution and anti-whiplash front seat head restraints. Peugeot. Engineered to be enjoyed.

ENGINEERED TO BE ENJOYED

307 Touring



PEUGEOT

* Recommended retail prices for 2.0 litre Touring XS HDi and 2.0 litre XSE Touring manual, excludes dealer delivery and statutory charges, subject to change without notice. Auto (not available on HDi) and metallic paint (as shown) where applicable available at extra cost. Freecall 1800 307 607. MOULT/PEUS363/OY


**CRUISING YACHT CLUB
OF AUSTRALIA**

New Beach Road, Darling Point, NSW 2027
Tel: (02) 9363 9731 Fax: (02) 9363 9745
email: cyca@cyca.com.au
website: www.cyca.com.au
CEO: Joe Goddard

FLAG OFFICERS & DIRECTORS

COMMODORE: John Messenger
VICE COMMODORE: Geoff Lavis
REAR COMMODORES: Roger Hickman and
Martin James
TREASURER: Alan Green
DIRECTORS: Matt Allen, Michael Cranitch,
Les Goodridge, Garry Linacre, Rod Skellet
and Graham Swan

CHAIRMEN, CLUB COMMITTEES

AUDIT, PLANNING & RISK COMMITTEE:
Rear Commodore Martin James
SAILING COMMITTEE:
Rear Commodore Roger Hickman
MARINA & SITE COMMITTEE:
Vice Commodore Geoff Lavis
MEMBERS & SERVICES COMMITTEE:
Director Michael Cranitch
TRAINING & DEVELOPMENT COMMITTEE:
Director Matt Allen
ARCHIVES COMMITTEE: Director Rod Skellet

EDITOR

Peter Campbell
64 Boronia Ave
Cheltenham, NSW 2119
Tel: (02) 9869 8197 Fax: (02) 9869 8082
email: peter_campbell@bigpond.com

PUBLISHER

Alison Manton
amanton@fpc.com.au
Tel: (02) 9353 6607 Fax (02) 9353 0080

EDITORIAL DEPARTMENT

ART DIRECTOR: Anita Jokovich
DESIGNER: Antonietta Scotto
SUB EDITOR: Cate MacKenzie
PRODUCTION: Neridah Shrimpton,
Chrissy Fragkakis

PHOTOGRAPHERS

Andrea Francolini, www.afrancolini.com
Ian Mainsbridge, Sydney 0412 241 694
Richard Bennett, Hobart (03) 6229 2559

NATIONAL SALES MANAGER

Jim Castles
jcastles@ozemail.com.au
Tel: 0403 766 673

PUBLISHED BY

FPC Custom Media
180 Bourke Road
Alexandria, NSW 2015
Tel: (02) 9353 0070 Fax: (02) 9353 0080

DISTRIBUTION

Distributed by NDD

REPRODUCTION AND PRINTING

Rotary Offset Press, Tel: (02) 9764 0222

The opinions in this magazine are not necessarily those of the Cruising Yacht Club of Australia or the Publisher. All rights reserved. No part of this publication may be reproduced in whole or in part without the written permission of the Publisher. The cover price of \$5.95 including GST is the recommended maximum charge for this publication.



CROATIA'S COAST PROVIDED A STUNNING SETTING FOR THE MARCO POLO CUP (PAGE 38). PHOTO: ANDREA FRANCOLINI

REGATTAS • OFFSHORE RACES

- 26 **A TELLING PRELUDE**
A strong fleet contests the inaugural Rolex Trophy Series.
- 32 **A KEEL ABOVE THE REST**
The best boats will fight it out at the 2004 Australian Offshore Championships.
- 34 **WITH A BANG!**
Wild Oats gives *Skandia* a run for her money in the Canon Big Boat Challenge.
- 36 **LOKI CRUISES HOME**
Loki takes out the JPMorgan Regatta.
- 52 **DUEL ON THE DERWENT**
Intrigue and *Ichi Ban* go head to head at Sailing South Race Week.
- 54 **BY GOLLY, BY GOTZE**
The sponsor's boat gets the gun in the 'West Coaster'.
- 56 **JOB WELL DON!**
Designer Don Jones scores another win in Bass Strait.
- 58 **WET'N'WILD/TAKE ON THE WORLD**
Admiral's Cup champion *Wild Oats* continues her winning streak at Coffs Harbour, while for Swan 45, *Joe*, it's today, the Coffs Harbour Series; tomorrow ...

SPECIAL FEATURES

- 30 **EURO STAR**
The Spanish port of Valencia will host the 32nd America's Cup in 2007.
- 44 **LEAP OF FAITH**
Mari Cha IV sets the pace for the future.

LIFESTYLE

- 38 **SAILING WITH MARCO**
Croatia's Adriatic Coast hosts the Marco Polo Cup.
- 62 **LET THEM EAT STEAK**
Hugh Fitzhardinge dines out on sizzling slabs of sirloin.
- 64 **TAP INTO A NEW BREW**
Ben Canaider samples a new boutique beer.

BOAT TESTS

- 48 **SUN FAST 43**
This Jeanneau vessel compromises neither speed nor luxury.
- 50 **DUFOUR 40**
Barry Tranter discovers that simple is better.

NEWS • DIARY • SOCIAL

- 66 **MOOLOOLABA MAGIC**
The movers and shakers head back to the Sunshine Coast, plus more news from all ports.
- 69 **DOCKSIDE**
The Commodore's Cocktail Party and the Rolex Sydney Hobart awards ceremony.
- 70 **OFFSHORE RACING CALENDAR**
The major offshore and inshore events.

ST290 Advantages:

- Large, high-contrast, versatile displays
- Quick and easy access to data displayed as you want to see it
- High performance – fast accurate data from active transducers
- New SeaTalk2 and NMEA 2000 high-speed communication protocols
- Multi-tasking – navigation, performance, autopilot and environmental data at your fingertips
- Connects to your PC and Raytech software



1.ST290 2.ST7001 Autopilot 3.RL80C 4. 24" Radome
5.Raystar 120 GPS 6.Ray 230E



- Radar
- Navigation Aids
- Instrumentation**
- Fishfinders
- Autopilots
- Communications
- Software
- Systems

Smarter, larger... ..and 20 times faster!



marine
intelligence

Introducing the next generation of advanced on-board instruments.

With data communication rates up to 20 times faster than the competition, the new ST290 instrument system sets the pace.

No other system can boast the big, bold, daylight-viewable interactive graphic display, which clearly shows the accurate high-speed data, giving you precise information.

The ST290's active transducers and easily customised unique displays work together with navigation, performance, autopilot and environmental information using Raymarine's remarkable SeaTalk communications network. Producing quick access to data you need, as you need it. ST290 – information at your fingertips.

Raymarine are leaders in marine electronics, with the best support service network and warranty worldwide.

Raymarine
ON BOARD

OCEANTALK AUSTRALIA

36/176 South Creek Road
Dee Why NSW 2099, Australia
Telephone 61 (02) 9981 9500
Tollfree 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 Raymarine range brochure.



NAME _____

ADDRESS _____

TEL. _____ BOAT SIZE _____ TYPE _____

MARINE TECHNOLOGY

www.oceantalk.com.au

FIRST THOUGHT

The oldest boat in the Rolex Sydney Hobart Yacht Race 2003, the 30-year-old classic *Love & War* sails down the east coast of Tasmania







AT THE HELM

John Messenger, Commodore, Cruising Yacht Club of Australia

The Rolex Sydney Hobart Yacht Race 2003 has now been completed, and I would like to congratulate all skippers and crews for the seamanship they displayed and for the extremely competitive racing that took place.

As well as the duel for line honours between *Skandia* and *Zana*, there were many other boat-on-boat contests within the fleet.

This made the race very interesting for spectators, their ability to follow the fleet being further enhanced by our highly successful web and tracking sites. All those who assisted in the setting up of these sites must be congratulated.

I would like to thank our staff at the Cruising Yacht Club of Australia, the staff at the Royal Yacht Club of Tasmania, all our volunteers in Sydney and Hobart, the many government departments, the media and our major sponsor Rolex for all the work put into making the event the success that it was.

A special thankyou must go to Club Member Harcourt Gough for making his yacht *Four Seasons* available as the radio relay vessel for the second year running and also to the crew, headed by past Commodore David Kellett AM. Their contribution helped enormously in monitoring the race fleet.

This year will mark the 60th year of the Sydney Hobart race, and I look forward to a much greater number of competitors taking part.

Organisation for this race has already commenced, and at the time of writing the Board of the Cruising Yacht Club of Australia is determining whether the Tattersalls Cup will be contested under the IMS or IRC rule. Our main aim is

to have as many of the fleet as possible eligible to win this historic trophy.

My congratulations go to Michael Spies and the crew of the Beneteau 40.7, *First National Real Estate*, on winning the Tattersalls Cup. All handicap results show that any yacht taking part has an equal chance of winning.

The lead-up to the Sydney Hobart is always a very busy time at our Club and requires assistance from all members and boat owners. To all those who moved their yachts to accommodate our visitors and media, I wish to record my thanks.

Club life is now returning to normal with the resumption of twilight racing and various pointscores, and before long we will be preparing for the Sydney Mooloolaba Race.

I hope that our fleet numbers increase in offshore events, and I recommend that all owners look at competing in the Sydney Newcastle Race during February. The new Newcastle Cruising Yacht Club has an excellent marina facility in Newcastle, and I know that it will give us a warm welcome.

Patronage of our Club bistro and restaurant continues to increase, and I have received very good reports about our caterers and function organisers.

Remember, these facilities are there for Members and their guests to enjoy, and the Board continues to work actively on providing Member benefits.

I look forward to seeing you all at our Club in the near future. ■

“ THE ABILITY TO BE MANY THINGS
 a great entertainer
 an impressive performer
 a coastal cruiser, ocean passage maker
 and exciting club racer ”

With everything that matters to make your cruising days and club racing
 both pleasurable and rewarding.

Beneath the sleek lines is an attractive saloon with room to move, cook and dine
 in comfort as well as generous stowage. The deck layout is clean and simple and
 works extremely well, fitted with first class deck hardware and keel stepped mast.

• 333 •

• 37 •

• 40 •

• 45



elan

Designed by *Rob Humphreys*



T H E N E W P O W E R

Elan yachts are built under the permanent technical supervision of Germanischer Lloyd.

HARKEN



spinlock

AVSAIL

Ferguson's Marina, The Spit Mosman NSW 2088 Australia

www.navsail.com.au

1800 35 35 21 elan@navsail.com.au

www.elan-marine.com

PUSHED TO THE MAX



PHOTO: JAY WAINSPROCK

A super maxi duel was a script that could not have been better written for the Rolex Sydney Hobart Yacht Race 2003, reports Peter Campbell

When the Australian super maxi *Skandia* won the Rolex Sydney Hobart Yacht Race 2003 line honours by just 14 minutes, it was the climax of 628 nautical miles of virtual match-racing against her New Zealand rival *Zana*.

With owner/skipper Grant Wharington at the helm, *Skandia* crossed the finish line off Castray Esplanade at 4.14am on December 29 for an elapsed time of 2 days, 15 hours, 14 minutes, 06 seconds, some 20 hours out from the record set by *Nokia* in 1999. *Zana*, skippered by Stewart Thwaites, of Wellington, New Zealand, finished at 4.28am for an elapsed time of 2 days, 15 hours, 28 minutes, 30 seconds.

For the Cruising Yacht Club of Australia it proved that the upper speed limit of 1.61 was effective in evenly matching two super maxis. For Rolex it was a magnificent crowd-pleaser and great for international media coverage in a race that had only 56 starters.

From a spectacular downwind start with most of the fleet setting spinnakers on Sydney Harbour (except the two super maxis whose speed turned the apparent wind forward of the beam), *Skandia* led *Zana* out to sea. In fact, a little too far, as it turned out.

The two went hunting stronger winds and the south-running current offshore, while most of the fleet, led by Sean Langman's Open 66, *Grundig AAPT*, headed straight down the coast. Eventually, when *Skandia* led *Zana* back into the coast near Jervis Bay, they were astern of *Grundig AAPT*.

But not for long. By the time the leaders were abeam of Montague Island, *Skandia* was back in the lead and stayed there to the finish line, although strongly challenged by *Zana* several times. The fleet continued south in light to moderate headwinds down NSW's south coast, but in Bass Strait encountered fresh to strong south-westerly winds and rough seas.

The cat-and-mouse game continued down Tasmania's east coast, with the maxis still within sight of each other but far offshore, despite a setback to *Skandia* when she struck a sunfish.

When the two 98-footers rounded Tasman Island and entered Storm Bay, shortly before midnight on December 28, they were only three minutes apart. But the Australian yacht accelerated away to a commanding lead as they

sailed the 30 miles across Storm Bay.

"How good is that?" yells owner/skipper Grant Wharington, with both thumbs proudly up in triumph. "We could see [*Zana*] the whole way, except for 30 minutes early this morning. Off Cape Raoul we were just four boat lengths in front, but luckily for us the wind stayed in and we accelerated away."

Third to finish was the luckless *Grundig AAPT* which snapped one of her twin rudders in Bass Strait, crossing the line 4 hours, 51 minutes astern of *Zana*, followed by George Snow's *Brindabella* less than 10 minutes later.

Skandia is the first Australian designed, built, equipped and owned yacht to win line honours in six years, and the only Victorian boat to get the gun in the 59-year-old race other than *Kurrewa IV*, a Victorian/NSW entry, back in the 1950s. She is also the first yacht with a canting keel to win line honours. ■

OPPOSITE:
SKANDIA CHARGES
TO THE FINISH,
TAKING LINE
HONOURS. BELOW:
TEAM LEXUS
IS DWARFED
BY ZANA'S SAILS
AT THE START





THE QUIET ACHIEVER

The overall handicap winner's status has dispelled any claims the Rolex Sydney Hobart Yacht Race 2003 is dominated by big boats and rich men, as editor Peter Campbell uncovers

FIRST NATIONAL REAL ESTATE, SKIPPED BY TENACIOUS YACHTSMAN MICHAEL SPIES, SURFS TOWARD OVERALL VICTORY

While *Skandia* and *Zana* grabbed the headlines as they duelled southwards, creating great excitement for the media and general public, the real winner of the Rolex Sydney Hobart Yacht Race 2003 was a production yacht with a small sponsorship budget that gave her the race name of *First National Real Estate*.

This Beneteau First 40.7, a so-called "beach ball boat" (nicknamed by yachties because of the roundish shape of her hull and pleasure-orientated concept), became the first boat to win under both the IMS and the IRC, taking out overall first place in both handicap divisions.

A comfortable cruiser/racer built in France, but designed by famous American-based New Zealander Bruce Farr, the Beneteau 40.7 is probably the first true production boat ever to win the ocean classic since its inception in 1945, although *Zeus II*, the 1981 winner, was a Currawong 30 class. Its success will certainly attract more entries from the expanding one-design and production yacht fleet in Australia.

First National Real Estate took top handicap honours in a race that was dominated by smaller boats, mostly cruiser/racers. This included other production boats that

enjoyed a late spinnaker run down Tasmania's east coast, which resulted in the bigger, grand prix racers being pushed down the results board. In the IMS division, boats of 40ft LOA and less filled the first 11 placings overall on corrected time. In the IRC division, the first 13 boats were 40ft LOA or less.

The best of the grand prix racing yachts on corrected time was the Farr 49 *Bounder*, the 1999 overall winner (as *Yendys*) chartered for the 2003 race by Chris Little, Commodore of England's Royal Ocean Racing Club. Ahead of her on corrected time was the 30-year-old classic S&S 46, *Love & War*, a former Admiral's Cup team yacht and two-time overall winner of the Sydney Hobart, skippered by her 79-year-old original owner, Peter Kurts. *Loki*, Stephen Ainsworth's Swan 48, the teak-decked cruiser/racer, was the best of the bigger boats under IRC handicap.

First National Real Estate won IMS overall and the historic Tattersalls Cup quite comfortably on corrected time (1 hour, 29 minutes, 02 seconds) from a boat that is essentially a cruiser, *Tilting at Windmills*, skippered by Thorry Gunnensen from Melbourne's Sandringham

Yacht Club. Described as a John Dory 41, the stoutly built timber boat was designed by Peter Joubert, the retired Victorian Professor of Engineering and part-time yacht designer. In preparation for this race, *Tilting at Windmills* circumnavigated New Zealand's South Island.

The more racing-orientated *Nips-N-Tux*, owned by CYCA member Howard de Torres, is an imported IMX 40 designed by Danish naval architect Neils Jeppesen. She finished a close third (just under five minutes the margin) with just over 10 minutes to the Sydney 38, *Chutzpah*, skippered by Bruce Taylor from the Royal Yacht Club of Victoria.

One of the smallest boats in the fleet was the 9.1m LOA *Toecutter*, skippered by her designer, builder and owner Robert Hick, also from the RYCV. She finished second to *First National Real Estate* overall in the IRC handicap division. Here, the winning margin on corrected time was a more substantial 25 minutes. *Chutzpah* was placed third, *Nips-N-Tux* fourth.

While credit must go to Bruce Farr's fast hull design and a competitive IMS rating (not as good as the earlier rating of the 40.7s), the win by *First National Real Estate* was truly the result of the persistence and dedication of the boat's skipper, part-owner and CYCA member Michael Spies. His life has been dedicated to sailing, apart from some interest in motorsport.

The boat's other part-owners, Peter Johnston (who sailed the race – his first Sydney Hobart), David Beak and Kenn Dunnett, must agree that Spies is the key factor in the success of the boat. They became partners after the original major part-owner, Ashley Reed, died at sea of a heart attack two years ago.

Spies put together a competent crew of experienced ocean racing sailors, most of whom had sailed with him previously, including Warren Miller, Angus Roxburgh, Gail Harland, Peter Johnson, Luke Ratcliff, Andrew Joyce and Murray Hughes. "There were no paid hands, we all chipped in, it was a real Corinthian effort," stresses Spies.

The winning boat was originally entered as *Fitness First*, but that sponsorship failed and it wasn't until early December that Spies and his partners convinced the *First National Real Estate* company to take up naming rights sponsorship, with Spies guaranteeing media coverage.

The budget was relatively small; half of it went on ensuring coverage on the Network TEN live broadcast of the Boxing Day start and in the review of the race that went to air in January. Spies knows most of the yachting media and he worked hard in getting stories placed in Sydney daily newspapers and in the suburban weeklies,

even getting coverage as far as Townsville, from where one of his crew members hailed. Radio was another area in which he gained airtime for his sponsors, before and during the race.

In between, he and his crew worked tirelessly on making *First National Real Estate* the best-prepared boat of its size in the fleet. "We paid a lot of attention to detail. We had the keel and rudder perfectly faired, all skin fittings were turned aft to reduce drag. On deck we took off the toe rail aft to be make it more comfortable to sit on the rail. Below, we took out the floorboards and installed lightweight pipe cots instead of the conventional bunks," he says.

Spies and the crew paid great attention to the mast and cut a window in the lead keel to remove about 100kg of ballast. This gave the boat an IMS handicap advantage. "IMS encourages a tender boat whereas IRC does not penalise a stiff boat," Spies explains.

"We have also spent a lot of time in developing the sails with our sailmaker, Ian Short. We bought up the best available sailcloth.

"I like to think she is the fastest of the 500 of her type ... If there is such a thing as a freak boat these are probably it"

"We also paid attention to ensuring that the Ratheon instruments were perfectly calibrated to give us the essential feedback for the steerer and the sail trimmers."

Some 500 Beneteau First 40.7s have been built since the famous French boatbuilders commissioned Bruce Farr to design them a fast cruiser/racer suitable for family cruising and competitive offshore racing. Spies believes that his boat is the best-optimised of them all.

"We've worked hard to get the rating down. If I listed all the changes we've made it would take a couple of foolscap pages," he says.

"I like to think she is the fastest of the 500 of her type, but we can take her back to Sydney and it will only take us two hours to transform her back into a boat you'd happily cruise for a week in. If there is such a thing as a freak boat these are probably it."

Preparation is all-important for a long, hard ocean race like the Sydney Hobart, but good tactics, sailing techniques, crew work and seamanship are also vital to success. In every Sydney Hobart race, the weather plays a key role, and the skipper and his crew must take full advantage when the weather favours them.

Spies put the win down to sticking to a fairly simple game plan. "Push the boat, keep her

pointing to Hobart at 95% of her maximum speed, 100% of the time," he explains after race committee chairman Tim Cox declared *First National Real Estate* unbeatable in the IMS category on the afternoon of December 30.

"We were tactically sound. We didn't go out on any limbs. A couple of boats took a flyer here and a flyer there and they paid short dividends, but then the next flyer they took came back to bite them," Spies says. "Yesterday we had 12 hours of hard spinnaker running and for six hours we were right on the edge. We knew we had to keep pushing it to stay with the boats we had to beat.

"We stopped for a couple of hours in Bass Strait when

the wind died, and we thought we had lost it, but the rest of the fleet stopped too. We stopped again at Tasman Island and coming into Storm Bay, but finally got an early morning breeze that carried us up the river," he recalls.

Spies singles out 19-year-old navigator Andrew Joyce for special praise. "The guy's 19 years old and he acts as though he's been doing this all his 19 years," Spies says. "He's obviously a name you're going to hear a lot more of. I'm honoured to have spotted that talent earlier this year."

So will Michael Spies be back for Hobart number 28? He doesn't hesitate. "Yeah. Of course!" ■

ROLEX SYDNEY HOBART YACHT RACE 2003 HONOUR ROLL

OVERALL WINNER & PLACINGS (1ST OVERALL IN IMS)

1. FIRST NATIONAL REAL ESTATE, Beneteau 40.7, Michael Spies & Peter Johnston, CYCA, NSW
2. TILTING AT WINDMILLS, John Dory 42, Thorry Gunnensen, Sandringham Yacht Club, Victoria
3. NIPS-N-TUX, IMX40, Howard de Torres, CYCA, NSW

IMS:

IMS OVERALL

1. FIRST NATIONAL REAL ESTATE, Beneteau 40.7, Michael Spies & Peter Johnston, CYCA
2. TILTING AT WINDMILLS, John Dory 41, Thorry Gunnensen, Sandringham Yacht Club
3. NIPS-N-TUX, IMX40, Howard de Torres, CYCA

IMS DIVISION A

1. BOUNDER, Farr 49, Chris Little, Royal Ocean Racing Club, UK
2. QUEST, Nelson/Marek 46, Bob Steel, CYCA
3. YENDYS, Judel/Vroljik 52, Geoff Ross, CYCA

IMS DIVISION B

1. NIPS-N-TUX, IMX40, Howard de Torres, CYCA
2. CHUTZPAH, Sydney 38, Bruce Taylor, Royal Yacht Club of Victoria
3. ANOTHER CHALLENGE, Sydney 38, Lou Abrahams, Sandringham Yacht Club, Victoria

IMS DIVISION C

1. FIRST NATIONAL REAL ESTATE, Beneteau 40.7, Michael Spies & Peter Johnston, CYCA
2. TILTING AT WINDMILLS, John Dory 41, Thorry Gunnensen, Sandringham Yacht Club
3. IMPECCABLE, Peterson 34, John Walker, Middle Harbour Yacht Club, NSW

IRC:

IRC OVERALL

1. FIRST NATIONAL REAL ESTATE, Beneteau 40.7, Michael Spies and Peter Johnston, CYCA
2. TOECUTTER, Hick 31, Robert Hick, Royal Yacht Club of Victoria
3. CHUTZPAH, Sydney 38, Bruce Taylor, Royal Yacht Club of Victoria

IRC DIVISION A

1. ICHI BAN, Farr 52, Matt Allen, CYCA
2. MERLIN, 15m cruiser/racer, David Forbes & Richard Brooks, Royal Sydney Yacht Squadron, NSW
3. QUEST, Nelson/Marek 46, Bob Steel, CYCA

IRC DIVISION B

1. CHUTZPAH, Sydney 38, Bruce Taylor, Royal Yacht Club of Victoria
2. NIPS-N-TUX, IMX 40, Howard de Torres, CYCA
3. ANOTHER CHALLENGE, Sydney 38, Lou Abrahams, Sandringham Yacht Club

IRC DIVISION C

1. FIRST NATIONAL REAL ESTATE, Beneteau 40.7, Michael Spies & Peter Johnston, CYCA
2. TOECUTTER, Hick 31, Robert Hick, Royal Yacht Club of Victoria
3. AFR MIDNIGHT RAMBLER, Northshore 369, Ed Psaltis & Bob Thomas, CYCA

PHS

1. BALMAIN EXPERIENCE, NSX38, Tony Williams, CYCA
2. KICKATINALONG, Adams 13, Geoff Smith, Royal Motor Yacht Club, NSW
3. WAHOO, Frers 40, Brian Emerson, CYCA

SYDNEY 38 ONE DESIGN DIVISION

1. CHUTZPAH, Bruce Taylor, Royal Yacht Club of Victoria
2. ANOTHER CHALLENGE, Lou Abrahams, Sandringham Yacht Club
3. TEAM LEXUS, Rupert Henry, CYCA

LINE HONOURS

1. SKANDIA, Don Jones super maxi, Grant Wharington, Mornington Yacht Club, Victoria. Elapsed time: 2 days 15 hours 14 minutes 06 seconds
2. ZANA, Bakewell-White super maxi, Stewart Thwaites, Royal Port Nicholson Yacht Club, Wellington, New Zealand. Elapsed time: 2:15:28:30
3. GRUNDIG AAPT, Open 66, Sean Langman, Newcastle Yacht Club, NSW. Elapsed time: 2:20:19:39

ENTRIES: 57 STARTERS: 56 FINISHERS: 52

ULTIMATE ACCOLADE

A lifetime of sailing pays off for skipper Michael Spies, writes Peter Campbell

Sailing – hard, competitive sailing – has been the lifeblood of Michael Spies since, as a child, he first dipped his toe into the tidal seawater of the Lane Cove River in the Sydney suburb of Hunters Hill. From the very first time he went sailing, in a Sabot and as a pint-sized forward hand for his father in a Heron dinghy, Spies (pictured with the Tattersalls Cup) has always set his mind on winning. He hasn't always been a winner, but he has come up with some remarkable achievements.

If nothing else, the 44-year-old must get A-plus marks for perseverance. He finds the right boat and optimises it; he gets the sponsor and makes sure they get their money's worth; then he and his crew sail that boat to the maximum of its capacity. And winning is the ultimate objective.

After competing in the Rolex Sydney Hobart Yacht Race 2002 in his Beneteau 40.7, then called *P&O Nedlloyd*, Spies jumped into a 10ft Mirror dinghy to contest the Australian and World Championships. He didn't win either the Sydney Hobart or the Mirror Worlds, but he was always up there amongst the action.

This summer 'Spiesy' has been a real winner, skippering the same Beneteau 40.7, now named *First National Real Estate*, to overall first in the 59th Sydney Hobart, then dashing back to be in the winning crew of the 11m Australian and World Championships sailed out of the Royal Prince Alfred Yacht Club.

Proudly wearing the Rolex Oyster Perpetual Submarine watch he collected as winning skipper of *First National Real Estate*, Spies recounts some of his varied achievements in sailing for nearly 40 years. Apart from crewing for his father in winning Heron state championships, he won state titles and was runner-up in a national title in Sabots. Then, as a teenager, it was into Flying 11s and skiffs – at 15 the youngest skipper to represent Australia in 12-foot skiffs. He was the youngest competitor in the first Laser regatta in Australia 30 years ago, and still sails a Laser most weekends with Hunters Hill Sailing Club.

The 18-footers were Spies' scene in his early twenties, winning two World Championships with Winfield Racing at a time when the big 18s were in their heyday of sponsorship and promotion. By then ocean racing had caught Spies' imagination – why else would someone consider sailing a tiny Triton 28 called *Telerent* to Hobart in 1992? "It was actually 27 feet and six inches long and we



finished third in our division," says Spies. "We think she was the smallest ever boat to race to Hobart, although the CYCA records say the smallest was a boat called *Klinger*."

Spies has now sailed in 27 Sydney Hobarts; he was the youngest sailor to reach the milestone of 25 Hobarts and have his name engraved on the CYCA Honour Roll. He has sailed on big boats such as *Apollo*, *Starlight Express*, *Hammer of Queensland*, and the controversial maxi *Rothmans*, as well as a lot of smaller boats. In 1999 he was co-skipper of the Volvo 60, *Nokia*, which slashed 17 hours off the Sydney Hobart record with a remarkable time of 1 day, 19 hours, 48 minutes, 02 seconds.

But none of these successes matched the moment he received the Tattersalls Cup as skipper of *First National Real Estate* in the Rolex Sydney Hobart Yacht Race 2003. In an emotional moment in Hobart, Spies dedicated the win to the memory of his friend and former co-owner of the Beneteau First 40.7, Ashley Reed, who died in his arms after a heart attack on the same boat in the 2002 Sydney Mooloolaba Race.

"Ashley and I won our division in the Sydney Hobart two years ago. We have carried on the tradition of the boat. His name came up quite a bit on the way down here," Spies says, clearly with a lump in his throat.

But then it was back to the business of sailing, his immediate role being tactician for Steve McConaghy as they headed for victory in the World 11m Sailing Championships. His next project is to win the IRC division of the Australian Offshore Championship off Palm Beach in March, either with the faithful Beneteau 40.7 or perhaps with a secret small boat with an unbeatable rating. Competing is important, but his demeanour suggests that winning is everything to Michael Spies. ■



PHOTO: ANDREA FRANCOLINI

WISED UP

One long distance ocean race for one win! Chris Wise could get used to this, write Craig Macaulay and Jim Gale

WHETHER IT'S HARD RACING OR LEISURELY CRUISING, SAILING IS A PASSION FOR CHRIS WISE

Sailing instructor Chris Wise had time to think about it as he flew back to Sydney on New Year's Day. One and a half hours in the air back along the rhumbline course, which, as a crew member of Tony Williams' *Balmain Experience*, he had followed south for four days.

Time to think about the day and a half of being sea-sick. A night to remember somewhere in Bass Strait, at the helm, heart beating triple time as the boat raced down a double wave with the speed log hitting 17 knots. A fellow crewman injured as the boom swung across the boat. Another crew member, a surgeon by day, applying his sewing skills to a torn spinnaker.

Also, the camaraderie of sitting alongside the rest of the crew on the rail rounding Tasman Island, sensing victory. Nearing the finish and hearing calls of "well done" from the shore as they motored into Constitution Dock – three days, 22 hours, 27 minutes and 26 seconds after the start, 38th across the line in the 57-boat fleet.

"Tony pushed the boat but pushed it sensibly and it paid off for all of us"

Sailing on board a 38-footer is a race of endurance – not a sprint like being on the bigger, faster thoroughbreds. Eight crew, four hours on watch, four hours off until Tasman Island, when they realised they were well-positioned and had a real chance of taking out the PHS division. That helped extract an extra dollop of energy and commitment to bring the boat home.

The Kaufman/Jutson-designed 38-footer took out the PHS division, one of three handicap divisions in

the Rolex Sydney Hobart Yacht Race 2003. An NSX38, *Balmain Experience* won the PHS division from the aluminium-hulled, modified Adams 13, *Kickatinalong*, skippered by Geoff Smith, and Brian Smith's Frers 40, *Wahoo*.

"Tony pushed the boat but pushed it sensibly and it paid off for all of us," Wise recalls of the race to Hobart.

Wise has been teaching sailing at the Pacific Sailing School for the past 10 years. Some of his students were, like himself, competing in their first Sydney Hobart race. He knew there were also former students crewing again in the fleet.

Sailing since he was eight years old at the encouragement of his mother, Yvonne, and a winner of state and national dinghy titles, Wise came to long-distance ocean racing late in life. Although having Ben Lexcen, one of the great names of international sailing and boat design, as his stepfather must surely have had some impact on him. "I thought – why not me?" Wise says simply.

As is the case with most of the 700 skippers and crew members in the 2003 race, sailing is one of life's pleasures for 51-year-old Wise, be it competition in a 2.5-metre sailing dinghy or racing around the harbour buoys every Saturday.

For Tony Williams, his second Sydney Hobart race and his first as the boat's owner, this was the climax of a career that has seen the lad from a farm near New Norfolk, Tasmania, become involved in historic boat restoration, then in offshore yachting. He put his name down on the crew list at the CYCA, went sailing and is now in the winners' circle. ■

Winners choose **D4 Sails** ...again!

1st and 2nd to Hobart

THIS YEARS' Rolex Sydney-Hobart race saw a match race fought out between the two largest yachts ever to compete; Skandia and Zana. At the end only minutes separated these 98-foot Super Maxis.

CONCEPTUALLY these yachts were very different – however they had one thing in common – both owners chose D4 sails for their no-compromise campaigns.

GRANT WARRINGTON, jubilant skipper of Skandia commented "We sailed upwind for two and a half days and our D4 sails are still in mint condition – a true reflection of the outstanding quality and workmanship. Coupled with the great service provided by the loft, D4 is definitely a winner!"

From 98 footers
to 30 footers,
D4 provides
the solution for
the serious racer.
In fact the 2003
Sydney to Hobart
race saw more than
35% of the fleet
using D4 sails!



To find out how D4 sails can improve your yacht's performance, contact your nearest Doyle Fraser Loft
Head Office and Manufacturing Tel: (02) 4340 5083. E-mail: sales@doylefraser.com
Web: www.doylefraser.com

BOUND FOR GLORY

Geoff Ross may have a sore neck from looking over his shoulder, but you would never know. By Peter Campbell



When the British chartered yacht *Bounder* (pictured) pulled in alongside the new *Yendys* at Hobart's Constitution Dock, Sydney yachtsman Geoff Ross justifiably might have felt miffed. After all, *Bounder* was the previous *Yendys*, which he had sailed to an overall IMS win in 1999. And now she had defeated his latest *Yendys* on corrected time in the Rolex Sydney Hobart Yacht Race 2003.

Ross displayed no disappointment, however, as he led his crew in three cheers for *Bounder's* skipper, Royal Ocean Racing Club Commodore Chris Little, and his British crew. "Welcome, Commodore!" Ross shouted as his former boat backed into its berth. Then he reached over to shake Little's hand, while hundreds of onlookers admired the camaraderie from dockside.

Yendys, a Judel/Vrolijk 52 and former Mediterranean IMS champion, crossed the line only 17 minutes ahead

"It was a long and frustrating drifter all the way to the finish, although *Bounder* came home fast over the last couple of miles up the Derwent under a shy kite to further close the gap with *Yendys*"

of *Bounder*, a Farr 49, which started life as *Yendys* in 1999 and then was re-named *Sting* after being sold by Ross. Provisional placings in IMS division A showed *Bounder* in an almost unbeatable position, a result confirmed early next morning by the race committee. Bob Steel's Nelson/Marek 46, *Quest*, the 2002 overall winner, was placed second, with the new *Yendys*, third.

Ross was full of praise for the British crew. "They sailed their boat very well," he says, but adds that *Yendys*

had been 30 miles ahead when she rounded Tasman Island at 3am that morning. "We just drifted in from Cape Raoul, but these things happen in ocean racing," Ross adds, going on to describe his new *Yendys* as "a stunning yacht ... the best I have ever sailed on."

Chris Little, sailing his first Sydney Hobart, said the first two days had been a "fantastic tussle, literally a match race, with *Ragamuffin*." But the Australian boat had tacked inshore and ended up 30 miles astern.

Little describes the sail down Tasmania's east coast as "brilliant", roaring down the coast at 26 knots under spinnaker before a north-easterly breeze hitting 39 knots. That was, until the wind died away as they rounded Tasman Island and reached Cape Raoul. From there on, it was a long and frustrating drifter all the way to the finish, although *Bounder* came home fast over the last couple of miles up the Derwent under a shy kite to further close the gap with *Yendys*.

Yendys did not contest the IRC category and *Bounder* did not fare well in this system, with first place in IRC division A going to Matt Allen's Farr 52, *Ichi Ban*, second to the cruiser/racer, *Merlin*, designed and owned by Olympic gold medallist David Forbes and Richard Brooks, and third to *Quest*.

IMS division B saw the well-sailed IMX40, *Nip-N-Tux*, skippered by CYCA member Howard de Torres, placed first (and third overall) after a close battle with the two Sydney 38s from Melbourne, Bruce Taylor's *Chutzpah* and Lou Abrahams' *Another Challenge*.

Chutzpah reversed the placings to win IRC division B from *Nips-N-Tux* and *Another Challenge*. ■



TAYLOR'S CHALLENGE

The Sydney 38 winner is already drumming up stronger competition for the next Sydney Hobart, Peter Campbell reports

SPECIAL TROPHY WINNERS:

- Plum Crazy Trophy for first yacht under 9.5m to finish: Toecutter (Robert Hick)
- Apollo Trophy for first yacht under 18.5m to finish: Ichi Ban (Matt Allen)
- Volvo 60 Trophy: Andrew Short Marine (Andrew Short)
- Battery Point Trophy for first small yacht to finish: Krakatoa (Rod Skellet)
- Jane Tate Memorial Trophy for highest placed female skipper: Denise Caffari (formula1sailing.com)
- Port of Hobart Trophy for first Tasmanian yacht on IMS: Pippin (David Taylor)
- Alan Payne Memorial Trophy for designer of winning yacht: Bruce Farr
- Bill Owen Memorial Trophy for navigator of winning yacht: Andrew Joyce (First National Real Estate)

Melbourne yachtsman Bruce Taylor has thrown out a challenge to the owners of at least 15 other Sydney 38 One Design class yachts to enter the Rolex Sydney Hobart Yacht Race 2004. Representing the Royal Yacht Club of Victoria, Taylor won the 2003 Sydney Hobart 38 division with *Chutzpah*, after a race-long duel with his rival from across Port Phillip, veteran Lou Abrahams with *Another Challenge* from Sandringham Yacht Club.

"As Louie said after we finished early today, it was like we were joined by a rubber band; one of us would get a break, then we would snap back together again," Taylor says as he berths in Hobart's historic Constitution Dock. "This continued throughout the 628 nautical miles of the race. Wonderful competition."

Chutzpah finished less than 15 minutes ahead of *Another Challenge*, with *Team Lexus* (Rupert Henry, NSW) a further 53 minutes astern and only 1 minute 38 seconds in front of *Asylum* (Wayne Kirkpatrick, Qld), the latter two boats contesting their first Sydney Hobart.

Taylor has sailed in 23 Sydney Hobart races with boats named *Chutzpah*, the last two with his Sydney 38. In 2002 he finished fifth overall and second in IMS division C. This year it was fourth overall and second in IMS division C, while in IRC *Chutzpah* won division B and was placed third overall, as well as winning the Sydney 38 One Design division.

Abrahams, sailing his 41st Sydney Hobart, his fourth with *Another Challenge*, was placed second in the Sydney 38 division, third in IMS division B, third in IRC division B and sixth overall in IMS. The other two Sydney 38s who finished the race (*Dodo* retired with a torn mainsail, *Obsession* finished the course but was declared DNF for failing to radio in after passing Green Cape) were *Team Lexus*, eighth overall and *Asylum*, ninth overall. ■

HOBART'S HEROES



Race stalwarts honoured as 10-, 25- and 40-year milestones are achieved

FELICITY NELSON
SAILED HER 10TH
HOBART ON
IMPECCABLE

Five sailors, including two women, had their longtime personal achievements in the Rolex Sydney Hobart Yacht Race 2003 recognised at the prize giving for the 59th event held at The Royal Yacht Club of Tasmania (RYCT).

Loudly applauded was Sydney yachtsman Tony Cable who completed his 40th Sydney Hobart race, as noted by Cruising Yacht Club of Australia Commodore John Messenger.

The RYCT will urge the Tasmanian Government to strike a special medallion to present to Sydney Hobart competitors when they reach the 'seamark' of having competed in 40 ocean classics.

The Government already presents a distinctive medallion to yachtsmen when they achieve 25 Hobart races and to yachswomen when they accomplish 10 races.

The RYCT hopes the Government can strike the 40-plus medallion for Tasmanian John Bennetto who has now sailed in 43 races, Victorian Lou Abrahams who sailed his 41st race this summer, retired navigator Richard 'Sighty' Hammond, and Cable who completed his 40th aboard *Witchdoctor*.

Three yachtsmen who sailed their 25th race in the Rolex Sydney Hobart Yacht Race 2003 were *Quest* sailing master Michael Green, *Ragamuffin* navigator Phil Eadie and *KAZ* watch captain Kim Jaggard, all from Sydney.

Michael Green's father, the late Peter Green, sailed in 35 Hobart races, and Michael completing the 2003 race marked the first time in the race's 59-year history that a father and son have both sailed in 25 or more races.

Felicity Nelson, who sailed on *Impeccable*, and Sally Gordon, who raced on *Ichi Ban*, received medallions for competing in 10 Sydney Hobarts. Nelson has sailed all her Hobart races aboard *Impeccable*, skippered by 81-year-old John Walker from Sydney.

Apart from receiving the Tasmanian Government medallions, the names of these sailors will be engraved on the Huon pine honour rolls at the Cruising Yacht Club of Australia in Sydney.

A hard-luck story of the race was that of Ralph Carlier, who was to have sailed his 25th race aboard *Strewth*, but engine problems prevented it from leaving its berth. ■

TROUBLED TIMES FOR NICORETTE

While the Swedish maxi yacht *Nicorette* retired from the Rolex Sydney Hobart Yacht Race 2003 with a host of troubles, she still managed to win line honours within the week.

In a comfortable fourth place on retiring, *Nicorette* suffered damage to her new canting keel supporting structure and, subsequently, to the adjacent part of the carbon fibre hull, in Bass Strait's rough seas. Earlier, she had broken her retractable canard.

Nicorette had undergone major modifications before the 628-nautical-mile ocean classic, being fitted with a triple foil system that included the canting (swinging) keel, the canard rudder (a retractable centreboard forward of the main keel) and trim tabs to the rudder.

The maxi returned to Sydney where her canting keel structure was repaired and a new canard made, allowing her to contest and take line honours in the Pittwater to Coffs Harbour Race that started on 2 January.

The green-hulled 80-footer's mishaps were not over, however, as she broke her mast in the 168th Australia Day Regatta short ocean race from Sydney Harbour to Botany Bay and return. ■

SO CLOSE ...

The Rolex Sydney Hobart Yacht Race 2003 was set to be a sentimental voyage for Melbourne 47-footer *Dysons Cobb & Co*. Not only did it commemorate her 10th race to Hobart, but also the 10th anniversary of winning line honours. Unfortunately it ended in tears, with a dismasting off Tasmania's east coast, only 102 nautical miles from the finish line.

When the *Farr 47* was known as *Ninety Seven*, she outlasted the gale-battered Sydney Hobart 1993 fleet. As the fancied maxi yachts and other large yachts retired, she stormed through becoming the smallest line honours victor in 30 years.

"The crew's plans for dockside celebrations went pear-shaped when *Dysons Cobb & Co* broke her mast as she ran under spinnaker before a 15 to 20 knot north-west/north-east breeze"

Current owner Chris Dare, a member of Sandringham Yacht Club, Melbourne, invited two members of the original 1993 winning crew along for the ride: Adam Brown, of Sydney, and Darren Senogles, of Gosford.

After a gruelling race and so close to finish, the crew's plans for dockside celebrations went pear-shaped when *Dysons Cobb & Co* broke her mast as she ran under spinnaker before a 15 to 20 knot north-west/north-east breeze.

In total, three boats retired from the 56-strong fleet that set sail on Boxing Day – *Dado*, *Nicorette* and *Dysons Cobb & Co*. The race committee also declared *Obsession* DNF (did not finish) for failing to comply with sailing instructions for failing to report in by radio on passing Green Cape on NSW's south coast. ■

Full details of Mariner Boating Holidays
on www.marinerboating.com.au
or call 02 9966 1244

Email info@marinerboating.com.au

or call in at Suite 802/83 Mount Street, North Sydney NSW 2060

MARINER BOATING
VACATIONS • EVENTS • REGATTAS

WEBSITE PROVES BIG HIT

The Rolex Sydney Hobart Yacht Race website has been lauded number one by Yahoo!, writes Lisa Ratcliff

Yahoo! Australia and New Zealand has named the Rolex Sydney Hobart Yacht Race website as 2003 Site of the Year.

A late surge of online voting on the final day of the competition, December 31, cemented the website's top position. "Traffic to the site was beyond expectations, with 569,626 user sessions and 5.6 million page hits, a 250% increase on 2002," says CYCA web developer Adrian Wiggins, of Massive Interactive.

Hitwise.com.au statistics reveal the incredible traffic that propelled the site, www.rolexsydneyhobart.com, to become the number one sports site for Australian Internet users over the first three days of the race, ousting racetab.com.au and theworldgame.com.au from their customary positions. For the same period in 2002 the site peaked at the number two spot in the sports category.

"Having spent thousands of hours developing the site,

we are extremely pleased that our concept for a website for our great ocean race has been validated," says CYCA Rear Commodore Martin James. "First by collecting a Silver World Medal in the Best Innovative Feature category of the 2003 New York Festival's Interactive Awards in December, and secondly by being named Yahoo!'s top site for 2003 in Australia and New Zealand.

"From the number of user sessions, as well as emails sent to the club, we can see that members and other users found the website a useful way to view up-to-date information about the race and to see how their family and friends were progressing."

"This win affirms the place of the Rolex Sydney Hobart Yacht Race site as one of the world's pre-eminent yachting sites," says Massive Interactive chief executive officer, Ron Downey. ■

SYDNEY 38

PL	BOAT, OWNER/SKIPPER	LINE PL	DIV	ELAPSED TIME	TCF
1	<i>Chutzpah</i> (Bruce Taylor) VIC	20		3:14:20:50	
2	<i>Another Challenge</i> (Lou Abrahams) VIC	21		3:14:45:47	
3	<i>Team Lexus</i> (Rupert Henry) NSW	23		3:15:30:04	
4	<i>Asylum</i> (Wayne Kirkpatrick) QLD	25		3:15:40:40	
Retired: <i>Dodo</i> (Adrian Dunphy) NSW					
Did not Finish: <i>Obsession</i> (Scot Wheelhouse) NSW					

PHS DIVISION

PL	BOAT, OWNER/SKIPPER	LINE PL	DIV	ELAPSED TIME	TCF	CORRECTED TIME
1	<i>Balmain Experience</i> (Tony Williams) NSW	38	A	3:22:27:26	1.0083	3:23:14:28
2	<i>Kickatinalong</i> (Geoff Smith) NSW	46	A	4:01:47:37	0.9891	4:00:43:40
3	<i>Wahoo</i> (Brian Emerson) NSW	45	A	4:01:43:52	1.0048	4:02:12:01
4	<i>Witchdoctor</i> (Maurie Cameron) NSW	49	A	4:07:13:16	0.9612	4:03:12:58
5	<i>Bright Morning Star</i> (Randal Wilson) NSW	39	A	3:23:33:42	1.0459	4:03:56:53
6	<i>Seriously TEN</i> (John Woodruff) NSW	6	A	2:22:53:56	1.4825	4:09:06:27
7	<i>KAZ</i> (David Pescud) NSW	16	A	3:13:10:27	1.2615	4:11:26:50
8	<i>Pale Ale Rager</i> (Gary Shanks) SA	17	A	3:13:11:51	1.2918	4:14:03:29
9	<i>Nokia 2UE</i> (Peter Sorenson) NSW	9	A	3:04:42:28	1.4795	4:17:29:21
10	<i>Katinka</i> (Paul O'Connell) NSW	52	A	6:00:07:30	0.8213	4:22:22:12



Professional grade EPIRBs for safety at sea

Fastest
Easiest
Reliable
Rugged

Sportfishing, Ocean racing, Cruising. However you spend time at sea, EPIRBs by ACR give you the most for your money. That goes for the feature-loaded GlobalFix 406 with integral GPS data, the always-ready Rapidfix 406 and the value-oriented Satellite2 406. Add a fully-enclosed, high density bracket with hydrostatic release and you'll be stowing the most

ACR durable, automatically-deploying EPIRB available. For convenience, ACR has more than 140 Authorised Battery Replacement Centres worldwide. What's more, ACR has been building and improving the finest EPIRBs since 1956. So choose the one with the right features for your vessels needs. After all, your crew's survival could be at stake.

YOUR ULTIMATE WAY OUT

RFD

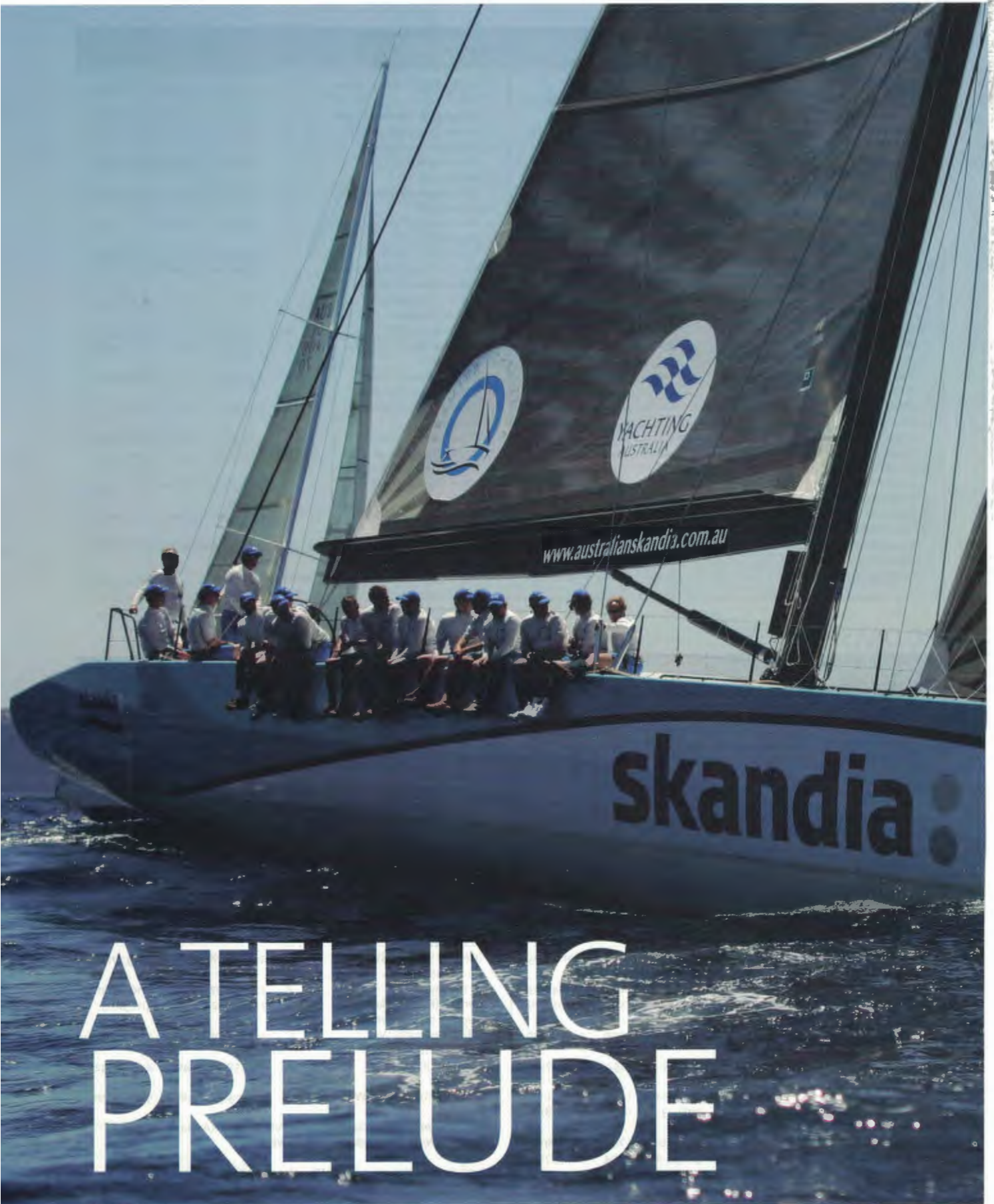
For your nearest supplier contact:
RFD (Australia) Pty Ltd
1800 646 086
www.rfd.com.au

IMS DIVISION

PL	BOAT, OWNER/SKIPPER	LINE PL	DIV	ELAPSED TIME	TCF	CORRECTED TIME	PL	BOAT, OWNER/SKIPPER	LINE PL	DIV	ELAPSED TIME	TCF	CORRECTED TIME
1	First National Real Estate (Michael Spies/Peter John)	29	C	3:16:32:24	0.9740	3:14:14:17	21	Ichi Ban (Matt Allen) NSW	8	A	3:03:33:44	1.2297	3:20:55:08
2	Tilting at Windmills (Thorry Gunnersen) VIC	35	C	3:19:53:38	0.9546	3:15:43:19	22	Loki (Stephen Ainsworth) NSW	22	B	3:15:05:44	1.069	3:21:06:19
3	Nips-N-Tux (Howard De Torres) NSW	27	B	3:16:03:01	0.9972	3:15:48:13	23	Aurora (Jim Holley) NSW	44	C	4:01:39:54	0.9553	3:21:17:58
4	Chutzpah (Bruce Taylor) VIC	20	B	3:14:20:50	1.0189	3:15:58:45	24	Midnight Rambler II (Dennis Millikan) VIC	40	C	4:00:13:54	0.9705	3:21:23:34
5	Impeccable (John Walker) NSW	47	C	4:04:20:44	0.8837	3:16:40:31	25	Mirabooka (John Bennetto) TAS	37	B	3:20:03:22	1.0153	3:21:27:52
6	Another Challenge (Lou Abrahams) VIC	21	B	3:14:45:47	1.0229	3:16:45:00	26	Fuzzy Logic (Paul Roberts) VIC	30	B	3:17:19:15	1.0479	3:21:35:57
7	Pippin (David Taylor) TAS	42	C	4:00:20:59	0.9223	3:16:51:48	27	Ragamuffin (Syd Fischer) NSW	14	A	3:11:23:22	1.127	3:21:58:48
8	Team Lexus (Rupert Henry) NSW	23	B	3:15:39:04	1.0208	3:17:28:27	28	Zaraffa (Skip Sheldon) USA	7	A	2:23:56:36	1.3106	3:22:17:20
9	Toecutter (Robert Hick) VIC	36	C	3:19:55:27	0.9747	3:17:35:55	29	Merlin (David Forbes/Richard Brooks) NSW	13	A	3:08:30:12	1.1828	3:23:13:10
10	Asylum (Wayne Kirkpatrick) QLD	25	B	3:15:40:40	1.0236	3:17:44:49	30	Aint Misbehavin (JJ Provoyeur) UK	32	B	3:18:34:07	1.0616	4:00:08:51
11	AFR Midnight Rambler (Ed Psaltis & Bob Thomas) NSW	31	B	3:18:25:15	0.9927	3:17:45:39	31	Liberator (Geoff Catt) SA	48	C	4:05:39:32	0.95	4:00:34:33
12	Love & War (Peter Kurts) NSW	41	C	4:00:18:42	0.9344	3:17:59:37	32	Brindabella (George Snow) NSW	4	A	2:21:30:08	1.391	4:00:40:39
13	Bounder (Chris Little) UK	12	A	3:07:58:06	1.127	3:18:07:28	33	Andrew Short Marine (Andrew Short) NSW	5	A	2:22:10:50	1.3792	4:00:47:35
14	Interum (Craig King) TAS	24	B	3:15:40:03	1.0379	3:18:59:24	34	Shere Khan (Graeme Fraser) NSW	33	B	3:19:41:14	1.0585	4:01:03:03
15	Quest (Robert Steel) NSW	15	A	3:11:34:27	1.0946	3:19:28:49	35	Ice Fire (Hans Butter) WA	18	A	3:13:19:23	1.1421	4:01:26:51
16	Matangi (David Stephenson) TAS	43	C	4:00:22:45	0.9502	3:19:34:46	36	Degrees of Freedom (Mike Reynolds) WA	50	C	4:10:38:05	0.9562	4:05:57:51
17	Yendys (Geoff Ross) NSW	10	A	3:07:40:23	1.1517	3:19:45:34	37	Berrimilla (Alex Whitworth) NSW	51	C	5:18:29:32	0.8057	4:15:34:59
18	Krakatoa (Rod Skellet) NSW	34	B	3:19:48:12	1.0052	3:20:16:51	Retired: Dysons Cobb & Co (Chris Dare) VIC A and Dodo (Adrian Dunphy) NSW B						
19	Terra Firma (Nicholas Bartels) VIC	28	B	3:16:14:41	1.0475	3:20:26:11	Did not finish: Obsession (Scot Wheelhouse) NSW B						
20	Secret Mens Business (Geoff Boettcher) SA	19	A	3:14:13:46	1.0767	3:20:50:36							

IRC DIVISION

PL	BOAT, OWNER/SKIPPER	LINE PL	DIV	ELAPSED TIME	TCF	CORRECTED TIME	PL	BOAT, OWNER/SKIPPER	LINE PL	DIV	ELAPSED TIME	TCF	CORRECTED TIME
1	First National Real Estate (Michael Spies/Peter John)	29	C	3:16:32:24	1.076	3:23:16:09	20	Zana (Stewart Thwaites) NZ	2	A	2:15:28:30	1.607	4:06:00:16
2	Toecutter (Robert Hick) VIC	36	C	3:19:55:27	1.041	3:23:41:35	21	Zaraffa (Skip Sheldon) USA	7	A	2:23:56:36	1.42	4:06:09:34
3	Chutzpah (Bruce Taylor) VIC	20	B	3:14:20:50	1.117	4:00:26:59	22	Bounder (Chris Little) UK	12	A	3:07:58:06	1.281	4:06:26:22
4	Nips-N-Tux (Howard De Torres) NSW	27	B	3:16:03:01	1.098	4:00:40:45	23	Liberator (Geoff Catt) SA	48	C	4:05:39:32	1.016	4:07:17:08
5	AFR Midnight Rambler (Ed Psaltis & Bob Thomas) NSW	31	C	3:18:25:15	1.07	4:00:45:01	24	Fuzzy Logic (Paul Roberts) VIC	30	B	3:17:19:15	1.159	4:07:31:22
6	Another Challenge (Lou Abrahams) VIC	21	B	3:14:45:47	1.117	4:00:54:52	25	Ragamuffin (Syd Fischer) NSW	14	A	3:11:23:22	1.245	4:07:49:11
7	Tilting at Windmills (Thorry Gunnersen) VIC	35	C	3:19:53:38	1.056	4:01:02:24	26	Ice Fire (Hans Butter) WA	18	A	3:13:19:23	1.228	4:08:46:36
8	Impeccable (John Walker) NSW	47	C	4:04:20:44	0.968	4:01:08:04	27	Grundig AAPT (Sean Langman) NSW	3	A	2:20:19:39	1.535	4:08:52:58
9	Pippin (David Taylor) TAS	42	C	4:00:20:59	1.01	4:01:18:48	28	Andrew Short Marine (Andrew Short) NSW	5	A	2:22:10:50	1.495	4:08:55:12
10	Team Lexus (Rupert Henry) NSW	23	B	3:15:39:04	1.112	4:01:28:05	29	Shere Khan (Graeme Fraser) NSW	33	B	3:19:41:14	1.147	4:09:09:55
11	Asylum (Wayne Kirkpatrick) QLD	25	B	3:15:40:40	1.114	4:01:40:23	30	Brindabella (George Snow) NSW	4	A	2:21:30:08	1.515	4:09:17:45
12	Krakatoa (Rod Skellet) NSW	34	C	3:19:48:12	1.077	4:02:52:20	31	Aint Misbehavin (JJ Provoyeur) UK	32	B	3:18:34:07	1.176	4:10:30:31
13	Matangi (David Stephenson) TAS	43	C	4:00:22:45	1.026	4:02:53:06	32	Kontrol (Peter Blake) VIC	26	A	3:15:46:52	1.23	4:11:58:15
14	Loki (Stephen Ainsworth) NSW	22	B	3:15:05:44	1.142	4:03:27:47	33	Degrees of Freedom (Mike Reynolds) WA	50	C	4:10:38:05	1.022	4:12:58:50
15	Secret Mens Business (Geoff Boettcher) SA	19	B	3:14:13:46	1.158	4:03:51:13	34	formulasailing.com (Denise Caffari) NSW	11	A	3:07:50:50	1.407	4:16:20:42
16	Ichi Ban (Matt Allen) NSW	8	A	3:03:33:44	1.323	4:03:58:08	35	Berrimilla (Alex Whitworth) NSW	51	C	5:18:29:32	0.882	5:02:09:01
17	Merlin (David Forbes/Richard Brooks) NSW	13	A	3:08:30:12	1.242	4:03:59:07	Retired: Dysons Cobb & Co (Chris Dare) VIC A, Dodo (Adrian Dunphy) NSW B and Nicorette (Ludde Ingvall) SWE A						
18	Quest (Robert Steel) NSW	15	A	3:11:34:27	1.204	4:04:37:24	Did not finish: Obsession (Scot Wheelhouse) NSW B						
19	Skandia (Grant Wharington) VIC	1	A	2:15:14:06	1.603	4:05:21:57							



A TELLING PRELUDE



SKANDIA CUTS THE WAVES DURING THE ROLEX TROPHY SERIES WITH ALL HANDS – OR SHOULD THAT BE ‘ALL BUMS’? – ON DECK

Skandia stretched her legs and *Yendys* made a dashing debut, as a strong fleet lined up for the Rolex Trophy Series. By Peter Campbell

After three days of concentrated, round-the-buoys Rolex Trophy Series racing off Sydney Heads, *Yendys*, *Ichi Ban*, *Ragamuffin*, *Bounder* and *Chutzpah* all proved themselves to be hot contenders for the Rolex Sydney Hobart Yacht Race 2003. As did Grant Wharington's 98-footer *Skandia*, which took line honours in each race and sailed well up to her rating, although she used an old spinnaker.

Missing from the fleet were other Sydney Hobart starters, including American yacht *Zaraffa*, *Another Challenge*, Melbourne's *Toecutter* and the ultimate overall winner, First National Real Estate, and the 2002 overall winner *Quest*.

Unlike Sydney Hobart, where there is one overall winner, there were three overall winners in the Rolex Trophy Series – IMS division: *Yendys* (Geoff Ross' former European champion 52-footer designed by Judel-Vrolijk); IRC division: *Ichi Ban* (Matt Allen's Farr 52); Farr 40 One Design division: *Team Shockwave* (Super maxi owner Neville Crichton's 'other boat').

Each winner received Rolex trophies at a post-regatta presentation at the Cruising Yacht Club of Australia, and will have their name engraved on the historic perpetual trophy (the original British Trophy) as joint winners for 2003.

With six wins in seven races (she did not sail the final race), *Yendys* sailed a brilliant series, her first in Australia. "*Yendys* was clearly the best IMS boat in the European competition last year; we've taken this platform and optimised it for heavier conditions," says Geoff Ross.

Matt Allan was equally impressed with *Ichi Ban*. "This has been a terrific series. Normally the form boats come out of this regatta and the IMS is open for sure." ■ →



ABOVE: *ICHI BAN* TOOK OUT THE IRC DIVISION. LEFT: THE FARR 40 FLEET ATTRACTED INTERSTATE AND INTERNATIONAL ENTRIES



RESULTS

IMS division

1. *Yendys*, Judel/Vrolijkj 52 (Geoff Ross, CYCA) 4-1-1-1-1-1-DNS, 388 points
2. *Ragamuffin*, Farr 50 (Syd Fischer, CYCA) 2-3-2-2-5-6-4-1, 374
3. *Ichi Ban*, Farr 52 (Matt Allen, CYCA) 1-6-4-5-3-3-2-3, 372
4. *Bounder*, Farr 49 (Chris Little, RORC, UK) 3-5-5-3-6-5-3-2, 366

IRC division

1. *Ichi Ban*, Farr 52 (Matt Allen, CYCA) 1-4-2-1-1-1-1-3, 387 points
2. *Joe*, Swan 45 (Stephen David, RSYS) 8-3-1-3-4-6-3-1, 373
3. *Skandia*, super maxi (Grant Wharington, Mornington YC, Vic) 3-1-5-6-6-2-2-2, 373
4. *Ragamuffin*, Farr 50 (Syd Fischer, CYCA) 2-7-3-2-9-8-4-4, 362

Farr 40 One Design

1. *Team Shockwave* (Neville Crichton, CYCA) 4-1-2-1-4-3-2-1, 18 points
2. *Rapscallion* (Dick Voorderhake, CYCA) 5-2-3-2-5-1-1-2, 21
3. *Barking Mad* (Jim Richardson, USA) 6-5-4-3-1-24-3, 28
4. *Weapon* (Robert Skinner, CYCA) 2-4-1-6-7-5-6-6, 37



Foto: Michael Good - SWISSBOAT/Yachting

BAVARIA 38 match

www.bavaria-match.com



BAVARIA YACHTS



North South Yachting
The Quays Marina
1856 Pittwater Road, Church Point, NSW, 2105
Tel (02) 9979 3266 · Fax (02) 9979 3244
E-Mail: sales@northsouthyachting.com.au
www.northsouthyachting.com.au

BAVARIA Yachtbau GmbH
Bavariastraße 1
D-97232 Giebelstadt, Würzburg
Tel +49 (0) 9334 9420 · Fax +49 (0) 9334 9421 16
E-Mail: info@bavaria-yachtbau.com
www.bavaria-match.com



EURO STAR

In a hard-fought battle for the 2007 America's Cup, the Spanish city of Valencia has come out on top, writes Peter Campbell

SPAIN'S VALENCIA
EDGED OUT
MARSEILLE, NAPLES
AND LISBON IN ITS
BID TO WELCOME
THE AMERICA'S
CUP 2007

Valencia will be the first European city to welcome the America's Cup in more than 150 years, when the Swiss Alinghi syndicate defends the world's oldest sporting trophy on the Mediterranean in June-July 2007.

While Switzerland is precluded from staging the event (it doesn't touch the sea), it didn't stop the Nautical Society of Geneva from forming a company to choose the European city to host the competition and organise the 32nd America's Cup challenge.

If the announcement celebrations in Valencia alone are any indication, America's Cup 2007 will be huge. The festivities in Valencia were massive, as it celebrated fending off strong opposition from other cities, short-listed to Marseille, Naples and Lisbon.

Up to 17 syndicates are expected to challenge Alinghi, including Australia and New Zealand, but early estimates show they will need between \$78m and \$130m to be a contender. The New Zealand syndicate, headed by Grant Dalton, is already up and running, while in Australia a group called OzeBoys is promoting itself as a challenger.

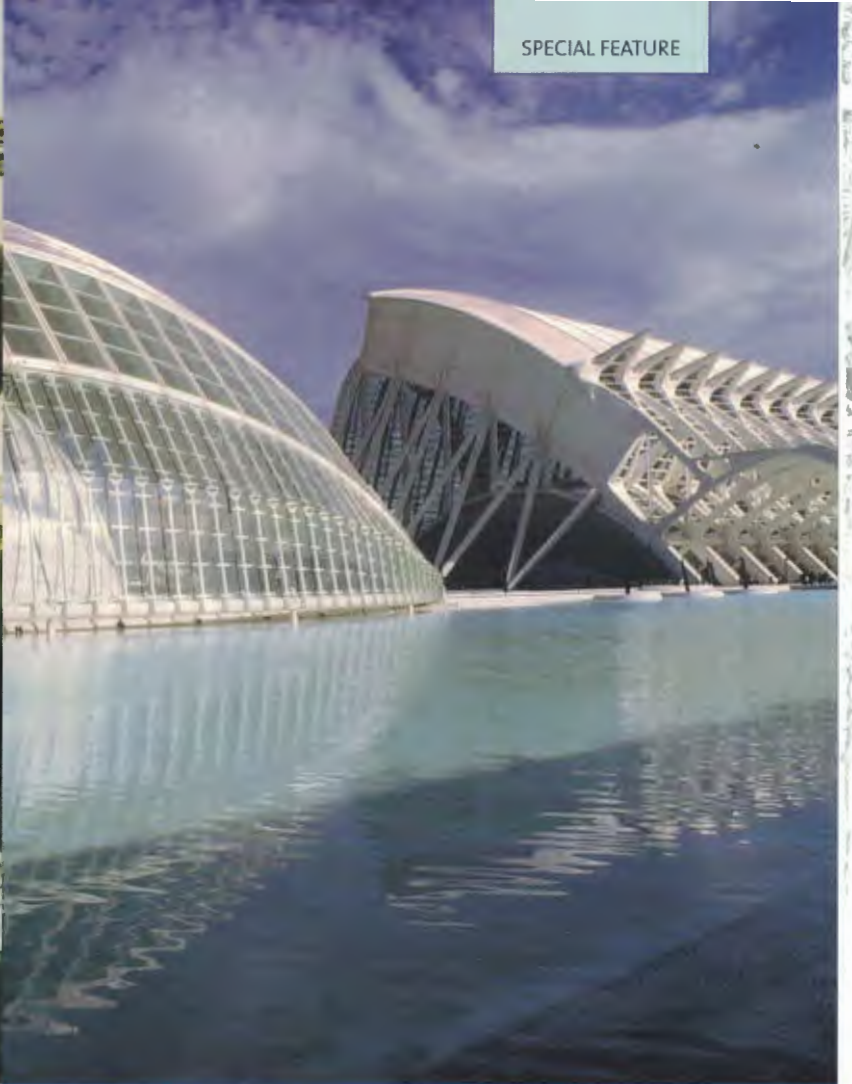
However, the event will be staged without one of its most iconic figures. Dennis Conner is retiring from the

fray. "I raised \$40m last time. Raising \$100m in the United States today for an event that goes on in Europe at three in the morning is a dream," says the only man to have lost, won back, then lost the Cup again.

The first contest of the 100 Guinea Cup, which eventually became known as the America's Cup, was sailed around the Isle of Wight off England's south coast in 1851 watched by Queen Victoria, among others. Since that time, Spain will become only the fourth country in the world, after the United States, Australia and New Zealand, to host the America's Cup. Spain will also be the first non-English speaking country to host the Cup.

So why was Valencia chosen to host America's Cup 2007? According to the official announcement, the decision was primarily based on sailing conditions. James Boyd of *The Daily Sail* (who was in Australia for the recent Rolex Sydney Hobart Yacht Race 2003) was not convinced, given the Portuguese option (Lisbon-Cascais) was very much the sailor's favourite.

"It is believed that Valencia came out on top because, while racing off Cascais might have offered more lively conditions, as a venue it was possibly the more volatile



with a threat of disputes with local fishermen,” reports Boyd. “In contrast, Valencia has a moderate sea breeze which you can set your watch by, a race course which is just a 15-minute ride from campaign bases, and sufficient depth to allow the laying of marks close to the shore giving spectators a bird’s-eye view of the action.”

Valencia also has one of the oldest nautical clubs in Europe. Founded in 1903, the Royal Nautical Club boasts 1206 berths for boats of more than 20m LOA, making it the largest in Spain. To welcome the America’s Cup, an ambitious project of expansion and improvement is planned, including the building of five new floating jetties plus a new dock to berth 30 boats of 50m LOA.

The inner dock at the Port of Valencia will be the headquarters for the America’s Cup, where a development project includes the construction of a canal 80m wide and almost 400m long to enable the America’s Cup yachts to reach the race area in just 15 minutes from their shore bases. ■

(James Boyd’s comments courtesy of The Daily Sail, www.thedailysail.com)





PHOTO: ANDREA FRANCESCHI

BOB STEEL'S GUEST
 EXPECTED TO
 MAKE A SPLASH
 IN THE JOICO
 AUSTRALIAN
 OFFSHORE TITLES

KEEL ABOVE THE REST

All eyes will be on *Wild Oats*, as the best of our nation's racers vie for the Australian offshore titles. By Rob Mundle

Some of Australia's best racers are signalling their intention to compete in March's Joico Australian Offshore Sailing Championship and Joico Regatta at Sydney's Royal Prince Alfred Yacht Club.

The big showdown will be between the canting-keeled record breaker *Wild Oats* and a powerful fleet of more conventional IRC division designs.

Owned by Bob Oatley, *Wild Oats* has been granted a special dispensation by the Yachting Association of NSW to use her radical canting keel to the maximum leverage possible in any event in the state ranked category 2 and below. The yacht led the Australian team to victory in the world's premier offshore teams racing event, the Admiral's

"The big showdown will be between the canting-keeled record breaker *Wild Oats* and a powerful fleet of more conventional IRC division designs"

Cup, in England this year and is the record holder for the Pittwater to Coffs Harbour race.

The early starters list for the event includes the two yachts that dominated December's Rolex Trophy Series; Geoff Ross' Judel Vrolijk designed 52-footer *Yendys*, and Matt Allen's Farr 52, *Ichi Ban*.

Also set for the championship are two very competitive Swan production yachts, Stephen Ainsworth's *Loki* and Stephen David's *Joe*. Bob Steel's Rolex Sydney Hobart Yacht Race 2002 winner, *Quest*, is also expected in the fleet, defending the title she won in Melbourne last year.

The regatta is scheduled for 3-7 March and will be contested on courses set off Broken Bay and Palm Beach. It will have the added impetus of the Sydney 38 One-Design Australian Championship being sailed concurrently with the IMS, IRC and PHS offshore titles. Sydney 38 class organisers expect up to 30 to compete.

The Australian championships will be staged as an extension of the Royal Prince Alfred Yacht Club's

annual Joico Regatta, which will be decided over the weekend of 6-7 March 2004. The regatta is open to IMS, IRC and PHS offshore racers not entered for the Australian titles, plus Farr 40s, 11m One-Designs and Sportsboats.

It was the remarkable success of the first series in 2002 that led to the Royal Prince Alfred Yacht Club applying to Yachting Australia for the right to stage the Australian Offshore titles for the 2003-2004 season.

As a result of the efforts of *Wild Oats* and Colin O'Neil's *Aftershock*, the Royal Prince Alfred Yacht Club now holds the Admiral's Cup. The club is going to great lengths both on the water and ashore to guarantee a memorable Joico series for competitors and their supporters.

The club's magnificent waterfront facilities, recognised as being among the best in Australia, will take on a party atmosphere over the five days. ■

dubarry - handmade for winners

Established since 1937 Dubarry of Ireland is the only brand in the world totally dedicated to performance marine footwear. Generations of skilled craftsmanship is combined with the best of modern developments in footwear technology to create products offering underfoot security, comfort and protection in the most demanding yachting environments. A non-slip non-marking outsole, water resistant leathers from Pittards Plc. and Gore-tex® lining in selected styles ensures that other brands only ever aspire to Dubarrys standards.

Sporty Gore-tex® lined **Seaquest** yachting boot with built in elasticated adjustable fabric top leg and combined Kevlar®/leather upper. Style **Americas** is a three eye deck shoe made from water resistant nubuck leather, on the duo compound non-slip rubber cup sole providing superior traction and lateral stability for those active on deck.



www.DubarryofIreland.com

Burke Pty. Ltd.,

1/5 Clyde Street, Rydalmere, NSW 2116, Australia.

Tel: 2 96384333, Fax: 2 96387951, E-Mail: bburkept@bigpond.net.au

dubarry 
of Ireland

ACCOMPANIED BY
WILD CLAPS OF
THUNDER, WILD
OATS CAME VERY
CLOSE TO A
DRAMATIC WIN
IN THE RACE



"The big showdown will be between the canting-keeled record breaker *Wild Oats* and a powerful fleet of more conventional IRC division designs"

Cup, in England this year and is the record holder for the Pittwater to Coffs Harbour race.

The early starters list for the event includes the two yachts that dominated December's Rolex Trophy Series; Geoff Ross' Judel Vrolijk designed 52-footer *Yendys*, and Matt Allen's Farr 52, *Ichi Ban*.

Also set for the championship are two very competitive Swan production yachts, Stephen Ainsworth's *Loki* and Stephen David's *Joe*. Bob Steel's Rolex Sydney Hobart Yacht Race 2002 winner, *Quest*, is also expected in the fleet, defending the title she won in Melbourne last year.

The regatta is scheduled for 3-7 March and will be contested on courses set off Broken Bay and Palm Beach. It will have the added impetus of the Sydney 38 One-Design Australian Championship being sailed concurrently with the IMS, IRC and PHS offshore titles. Sydney 38 class organisers expect up to 30 to compete.

The Australian championships will be staged as an extension of the Royal Prince Alfred Yacht Club's

annual Joico Regatta, which will be decided over the weekend of 6-7 March 2004. The regatta is open to IMS, IRC and PHS offshore racers not entered for the Australian titles, plus Farr 40s, 11m One-Designs and Sportsboats.

It was the remarkable success of the first series in 2002 that led to the Royal Prince Alfred Yacht Club applying to Yachting Australia for the right to stage the Australian Offshore titles for the 2003-2004 season.

As a result of the efforts of *Wild Oats* and Colin O'Neil's *Aftershock*, the Royal Prince Alfred Yacht Club now holds the Admiral's Cup. The club is going to great lengths both on the water and ashore to guarantee a memorable Joico series for competitors and their supporters.

The club's magnificent waterfront facilities, recognised as being among the best in Australia, will take on a party atmosphere over the five days. ■

dubarry - handmade for winners

Established since 1937 Dubarry of Ireland is the only brand in the world totally dedicated to performance marine footwear. Generations of skilled craftsmanship is combined with the best of modern developments in footwear technology to create products offering underfoot security, comfort and protection in the most demanding yachting environments. A non-slip non-marking outsole, water resistant leathers from Pittards Plc. and Gore-tex® lining in selected styles ensures that other brands only ever aspire to Dubarry standards.

Sporty Gore-tex® lined **Seaquest** yachting boot with built in elasticated adjustable fabric top leg and combined Kevlar®/leather upper. Style **Americas** is a three eye deck shoe made from water resistant nubuck leather, on the duo compound non-slip rubber cup sole providing superior traction and lateral stability for those active on deck.



www.DubarryofIreland.com

Burke Pty. Ltd.,

1/5 Clyde Street, Rydalmere, NSW 2116, Australia.

Tel: 2 96384333, Fax: 2 96387951, E-Mail: bburkept@bigpond.net.au

dubarry 
of Ireland

WITH A BANG!

Mother Nature set a spectacular scene for the near upset finish in the Canon Big Boat Challenge

A 60-footer almost outclassed a 98-footer in a dramatic finish to December's Canon Big Boat Challenge. Bob Oatley's 60-footer *Wild Oats* came within 60 metres of causing the biggest racing upset in a decade of big boat challenges staged on Sydney Harbour.

The massive 98-footer *Skandia* overtook *Wild Oats* only that distance from the finish line and finished a mere two boat lengths in front as violent strikes of lightning flashed around the harbour. Loud thunder claps almost overshadowed the roar of cannon fire as the race finished off historic Fort Denison.

Third place went to George Snow's 80-footer *Brindabella* in a race that saw many major wind shifts, calms and gusts, with the wind only occasionally reaching about 10 knots, more often only 5 knots.

Former tennis star Pat Rafter went sailing for the first time when he sailed as a guest aboard Ludde Ingvall's *Nicorette*, the 80-footer that laboured in the light breeze and was on the wrong side of several major wind shifts. ■

Lisa Ratcliff



RESULTS

Line honours: *Skandia* (Grant Wharington)

IRC division

1. *Wild Oats* (Bob Oatley)
2. *Skandia* (Grant Wharington)
3. *Brindabella* (George Snow)

PHS division

1. *Seriously TEN* (Woodruff/Robinson/James)
2. *UBS Wild Thing* (Geoff Lavis)
3. *B3* (David Fuller)

FROM TOP:
ANDREW SHORT
MARINE USES ITS
CODE ZERO IN THE
LIGHT CONDITIONS;
AN APPREHENSIVE
PAT RAFTER; THE
FLEET HEADS TO
WINDWARD



LOKI CRUISES HOME

The JPMorgan Regatta set the stage for a month of magnificent offshore racing in Sydney, reports Peter Campbell

ABOVE: THE SYDNEY 32 YACHTS WERE AMONG MORE THAN 70 BOATS IN THE JPMORGAN REGATTA. **OPPOSITE:** OBSESSION WAS ONE OF THE 26-BOAT FLEET OF SYDNEY 38S

Loki, Stephen Ainsworth's Swan 48, again proved she is more than a luxury cruising boat by outsailing a grand prix fleet in the IRC division of the JPMorgan Regatta off Sydney.

In fact, she did it with aplomb, winning three out of four races, with the likes of *Grundig*, *Brindabella*, *Ragamuffin*, *Nips-N-Tux* and *Austmark* unable to upset her grip on corrected time handicap honours.

Arguably the best-known production luxury cruising yachts in the world, the Swan Nautor yachts from Finland are also excellent ocean racers, particularly fast to windward in a good breeze.

Skandia, Grant Wharington's awesome new 98-footer from Melbourne, was the only boat to beat *Loki* on corrected time, winning the final race by a margin of just two seconds.

After his IRC division win, Ainsworth, a Sydney businessman with a range of investments in the leisure industry, including Black Wolf camping and hiking

gear and the large Sydney Harbour charter boat *Whitehaven*, emphasised that *Loki* can essentially be described as a cruiser/racer.

"After Hamilton Island Race Week, I took the family cruising in the Whitsundays, and this was her first racing since then," he says. "The good windward beats over the short courses suited *Loki*, although we would have liked more wind."

The 2003 JPMorgan Regatta, Middle Harbour Yacht Club's 27th annual Short Ocean Racing Championship, attracted more than 70 boats, underlining the wise decision made by sailing manager John Hurley in making this a stand-alone regatta for IMS, IRC, JOGs and the One Design Sydney 38, Farr 40 and Sydney 32 classes.

Loki, with Tony Kirby on the helm, won the IRC division with 5 points, comfortably ahead of *Skandia* on 10 points. Third place went to the Swan 45, *Joe*, steered by Chris Links for owner Stephen David, with

14 points, and Syd Fischer's Farr 50, *Ragamuffin*, placed fourth with 16 points.

Skandia swept away from the IMS and IRC fleet to take line honours in all four races and achieved an impressive corrected time scoreboard of 5-2-2-1, obviously improving with every race, notably in crew work.

While *Ragamuffin's* IRC results disappointed, the Farr 50 made amends by dominating the smaller IMS division, winning all four races on corrected time, from the Lyons 47, *Austmark* (Gunther Schmidt-Linder) and *Nips-N-Tux* (Howard de Torres).

To win IMS was *Ragamuffin's* main objective and she turned in her best performance since being recently optimised with a new sweptback spreader rig.

The combination of young Michael Dunstan on the helm and the highly experienced Michael Green calling tactics plus highly efficient sail handling by the crew proved successful.

From strength to strength

The Sydney 38 division attracted 26 boats, the largest One Design offshore racing fleet ever seen in Australia, a statistic indicative of the remarkable growth of this Australian-designed, built and rigged, high-performance racing yacht.

The Sydney 38s and Farr 40s sailed within a crowded Sydney Harbour on the Saturday, but all divisions raced offshore on Sunday, both days providing ideal sailing conditions in a building nor'easter, which increased from 10-12 knots on Saturday to 12-18 knots on Sunday.

Unlike the rated divisions, there were plenty of winners and placegetters in both divisions, with the Sydney 38s providing spectacular, close racing.

Victorians John Savage and Andrew Plympton won the Sydney 38s with consistent sailing, placing 3-4-2-1 with *38 Degrees South* – a similar result to when they teamed up to win the Etchells World Championship in 1988. Their performance certainly surprised the locals, winning comfortably from Justin Lambeth's *London Tavern* (4-2-3-5) and *Rush* (1-3-9-2), helmed by another former Etchells world champion, Cameron Miles.

Other winners included *AMI Jade* (Peter McNamara), which finished fourth, and *Shining Sea* (Steve Kulmar), which dropped from provisional fourth overall to ninth after being disqualified from the last race at a protest hearing.

The Farr 40 division saw four different winners: *Buon Giorno* (Stephen Ellis), *Weapon* (Rob Skinner), *Emotional Hooligan* (Marcus Blackmore) and *Corinthian Doors* (Richard Perini). But in the end, class stalwart *Emotional Hooligan* collected the major trophy.

Again, consistency was the key, with *Emotional Hooligan* scoring placings of 3-2-1-2 to finish with eight points, six clear of *Weapon* (2-1-7-4) and *Corinthian Doors* (4-6-4-1) just one point back on 15 points. *Kokomo* (Lang Walker) finished on 16 points and *Buon Giorno* on 17. ■



RESULTS

IMS division

1. *Ragamuffin*, Farr 50 (Syd Fischer, MHYC) 1-1-1-1, 4 points
2. *Austmark*, Lyons 47 (Gunther Schmidt-Linder, MHYC) 3-2-2-3, 10
3. *Nips-N-Tux* (Howard de Torres, CYCA) 2-3-4-2, 11

IRC division

1. *Loki*, Swan 48 (Stephen Ainsworth, CYCA) 1-1-1-2, 5 points
2. *Skandia*, Wildthing 99 (Grant Wharington, Mornington YC) 5-2-2-1, 10
3. *Joe*, Swan 45 (Stephen David/Chris Links, Palm Beach YC) 2-6-6-3, 14

JOG division

1. *Out of Sight*, Masrm 30 (Matt Wilkinson, CYCA) 1-1-2-1, 5 points
2. *Fujifilm* (Jeff Carter, RPAYC) 4-2-1-2, 9
3. *Marigot Bay* (Greg Daven/Alan Clark, Balmain SC) 2-3-3-3, 11

Sydney 32 One Design

1. *Jester* (Dave Bull, MHYC) 1-2-1-1, 5 points
2. *Mainstay* (Stan Montgomery) 2-1-3-2, 8
3. *Whoz Nutz* (Jim McCormack, RPAYC) 4-3-2-3, 12

Sydney 38 One Design

1. *38 Degrees South* (John Savage/Andrew Plympton, Royal Brighton YC) 3-4-2-1, 10 points
2. *London Tavern* (Justin Lambeth, RPAYC) 4-2-3-5, 10
3. *Rush* (John Robson/Cameron Miles, RPAYC) 1-3-9-2, 15

Farr 40 One Design

1. *Emotional Hooligan* (Marcus Blackmore, RPAYC) 3-2-1-2, 8 points
2. *Weapon* (Rob Skinner, CYCA) 2-1-7-4, 14
3. *Corinthian Doors* (Richard Perini, RSYS) 4-6-4-1, 15

BASKING IN THE
ADRIATIC SUN,
DUBROVNIK IS AS
IMPOSING AS IT IS
DELIGHTFUL

SAILING WITH MARCO

John Borthwick joined the Australian competitors in the Marco Polo Cup Regatta off the stunning coast of Croatia

The north-easterly bora wind that rips through the narrow strait at Korcula could blow a sailor all the way from Croatia to China. Which is pretty much the story of Korcula's most famous son, Marco Polo. As the fleet in his namesake event, the 2003 Marco Polo Cup Regatta, sprints for the finish of race four, one yacht finds itself bearing down on an exhausted windsurfer for whom the Croatian shoreline is starting to look about as close as China's.

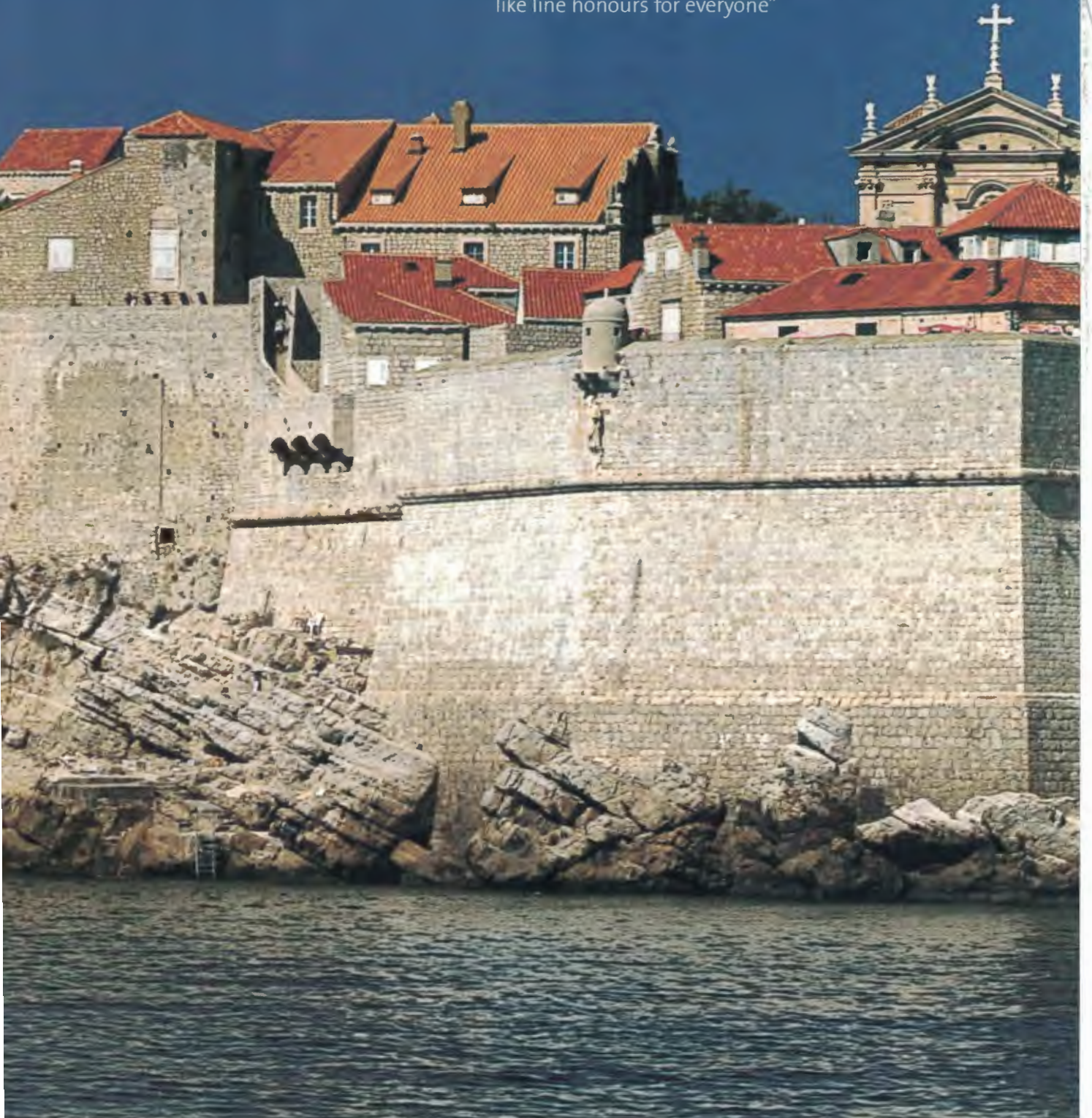
Race to the line or to the rescue? The question that faces *Gibou's* crew has only one answer. Dropping sail, the Oceanis 423 comes about while skipper Anthony Goodwin radios the committee boat to announce their retirement. "She would have weighed seven stone wringing wet," Goodwin says of the grateful windsurfer.

The Marco Polo fleet started its south-east run from Kornati Marina near Biograd on 7 September last year. The fun regatta finished six races, some 130 racing miles and 13 days later at the spectacular medieval fortress city of Dubrovnik. The fleet of 16 yachts was a mix of Beneteau Oceanis, Jeanneau Sun Odyssey, Grand Soleil and Dufour yachts, crewed mostly by Australians who ranged from weekend to professional sailors.

Like most competitors, I had little prior knowledge of Croatia's Dalmatian coast – and what I did assume to know was dead wrong. I had imagined the place to be mostly about bullet holes and brawls of centuries past. Instead, with settlements that run from the Greeks and →



“To cruise beneath the massive, glowing walls of Dubrovnik – a castle the size of a city – feels like line honours for everyone”





"I had imagined the place to be mostly about bullet holes and brawls of centuries past ... we soon discover we are sailing a tranquil gallery of overlooked European history"

Romans through to the Normans, Venetians, Turks and the Austro-Hungarian Empire, we soon discover we are sailing a tranquil gallery of overlooked European history.

Race one is a 15-nautical mile, south-east shakedown. A barrier of long islands that protects much of the coast from swell allows us comfortable cruising. We reach Vodice in five hours, with first blood going to George Snow and his family and friends aboard a Grand Soleil 46.3. A trophy presentation and dinner in

The Marco Polo Cup 2004 runs from 5-19 September. Prices per person range from \$5,590 aboard a Jeanneau Sun Odyssey 45.2 (4 cabins) to \$8,250 on a brand-new Grand Soleil 56 (3 cabins). Prices include Lauda/Austrian Air economy roundtrip airfares from Sydney/Melbourne to Vienna then Croatia; bareboat yacht charter for 13 nights and marina berthing; post-race functions and activities in regatta program, regatta entry fee; transfers and accommodation in Dubrovnik and Vienna. For more information, contact Mariner Boating on (02) 9966 1244, email info@marinerboating.com.au or visit www.marinerboating.com.au

the evening sets the pattern for the regatta: race hard, party harder, followed by a day or two of sightseeing before racing again.

"Dalmatia's about 1,000 kilometres long and half a mile wide," reckons ebullient race organiser, Trevor Joyce of Mariner Boating. "It's the best piece of real estate in the Mediterranean." Curiously, there are no Dalmatian dogs here, but what Croatia lacks in spotted canines, it makes up in sunny islands – 1185 of them – plus excellent marinas and spectacularly clear, blue water.

On our first lay day we cruise up the St Ana Channel to Fort St Nikola, the most important Renaissance fortress in the Adriatic. We return to Sibenik in the evening to moor beneath St Jacob's Cathedral, a World Heritage-listed marvel built of stone but no mortar; like most of the ancient structures on this coast, it is made of grey-white karst limestone. Sibenik is typical of a score of Dalmatia's walled towns – within their medieval ramparts nestle maze-like streets, marble plazas, chapels, mansions and 600-year-old homes.

Race two, from Sibenik to Trogir – 26 miles – starts with us almost becalmed on a mirror sea, but when the wind kicks in the day becomes an endless series of short, hard tacks. A headwind is, as they say, "blowing dogs off chains", and the chop is far from fun. Nine boats throw in the towel, while Gino Knezic (a former Sydney Hobart winner) in a Grand Soleil 40 persists and wins on handicap.

There's a day for sightseeing in beautiful Trogir or to visit Split, the largest city in the southern Adriatic, famous for its huge palace of the Roman emperor Diocletian. Split swarms with tourists but is mostly →



OPPOSITE PAGE
FROM LEFT:
DUBROVNIK BY
NIGHT; ST MARK'S
CATHEDRAL,
FROM AFAR, WITH
KORČULA IN THE
FOREGROUND.
THIS PAGE: THE
BUSY MARINER
AT TROGIR



memorable for the stunning Croatian women – who seem to maintain their beauty on a contrary diet of ice-cream and nicotine.

With the usual gate start, race three heads us 21 miles down towards historic Hvar. (Is any town not historic here?) Tony Goodwin in Gibou wins and we berth at Palmizana Marina on pine-clad St Klement Island. That night there's a huge seafood dinner and memorable knees-up at Dagmar Meneghello's restaurant and gallery. Two lay days follow, the highlight of which is taking a water taxi across to stunning Hvar, a town encrusted with Venetian history, marble piazzas, pricey pizzerias and sulky waiters.

Race four, the longest of the regatta, is a 32-mile hiccup event. There's almost too much wind at first, then the race is abandoned after three hours, and restarted after another four. The fleet comes flying down to Korcula in close formation to finish right in front of its storybook towers, turrets and battlements. Heather Johnston and pals in a Sunsail Odyssey 45.2 aptly named Perfect Form take the honours.

"What I loved is the mystery – arriving somewhere and opening it like a book," observes participant Shaaron Walsh. Among the mysteries of Korcula is a ruin with a plaque that claims Venetian-Genoese sailor and explorer Marco Polo was born here in 1254. No one lets the fact that several places around the Adriatic make a similar claim get in the way of a good regatta. Honouring someone – not old Marco, I suspect – most of the fleet's 100 participants attempt one Korcula night to drink the Adriatic dry, and almost succeed.

"Still life with yachts" might describe the image of the fleet during race five. The leg from Pomena to Janska Cove – 22 miles – is calm to the point of comatose. "Let's have a motoring race," someone suggests over the radio. However, the wind picks up and *Damiana*, a Grand Soleil 43 chartered by Queenslander Barbara Battaglini with a local skipper, wins.

More partying leads to more sightseeing, which inevitably leads to more racing. The final leg, from Jakljan 15 miles down to fabled Dubrovnik, runs into – or out of – those capricious Adriatic breezes and is cancelled. But who really minds? To cruise beneath the massive, glowing walls of Dubrovnik – a castle the size of a city – feels like line honours for everyone. Like sailing with Marco the man, not just his regatta. ■

** John Borthwick and Andrea Francolini travelled courtesy of Mariner Boating and Lauda Air.*

FROM LEFT:
ST MARK'S
CATHEDRAL
FROM STREET
LEVEL; HVAR
BEARS A STRONG
VENETIAN LEGACY

RESULTS

Overall honours went to Windwhistle (Sun Odyssey 45.2) skippered by Nik Ehnborn and later David Sampson for Robert Tardif and family. Second was Heather Johnston's Perfect Form (Sun Odyssey 45.2) and third, Rumba (Oceanis 423) crewed by Michael Delaney and friends.

Performance

FAST 42

PASSION PRECISION PERFORMANCE

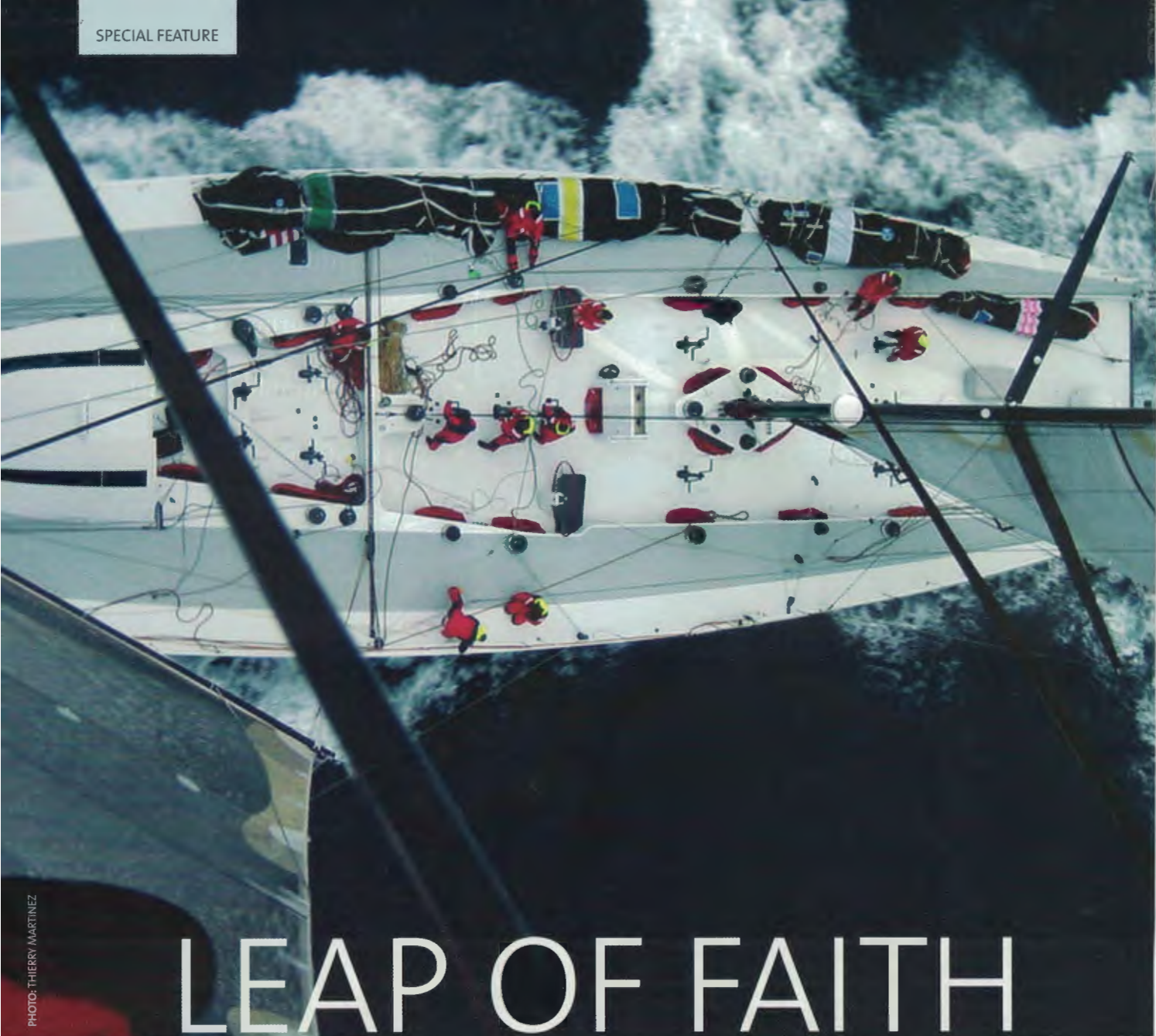
- Race Winner
- Ocean Performance Cruiser
- Strong, Durable, Comfortable
- CE Certified



Fast Yachts Australia
T +61 3 9533 5358
F +61 3 9533 5312
e-mail: info@fastyachts.com.au


FAST YACHTS
PASSION PRECISION PERFORMANCE

Enterprise | IG



LEAP OF FAITH

Ivor Wilkins speaks with New Zealand-based Greg Elliott, one of the principal designers of the magnificent *Mari Cha IV*

CLOCKWISE FROM ABOVE: MASTHEAD VIEW; *MARI CHA IV* HAS A 24-STRONG CREW; THE SCHOONER RIG WAS CHOSEN FOR ITS GREATER SPEED; "WE DIDN'T GET A DROP OF WATER IN THE NAVIGATION STATION"

The remarkable record sail across the Atlantic from Ambrose Lighthouse, New York, US, to Lizard Point off the south-west coast of England – 2,925 nautical miles in 6 days 17 hours 52 minutes and 39 seconds – almost certainly will be the first of many records for *Mari Cha IV*.

However, the design process for the massive 44.3m monohull super yacht began four years ago and continued for 18 months with no guarantee that the groundbreaking vessel would ever be built.

"It is a real credit to the owner [Bob Miller] that he took the leap of faith to go ahead with the project," says New Zealand-based Greg Elliott, who, with Clay Oliver and Philippe Briand, was one of the principal designers.

The project began when Elliott was asked to submit

a concept design to fulfil a one-sentence brief: to create the fastest monohull in the world.

Into unbridled speed in a big way, Elliott made a name for himself with a series of out-and-out speed machines. Something of a maverick, he has little patience for rating rules, most of which, he says, stifle speed. His yachts typically feature maximum waterline length for a given size, very light displacement, a hint of reverse sheer, deep, powerful appendages and plenty of sail area.

The *Mari Cha IV* project was governed by the fact that ocean record attempts have to be conducted on manually operated yachts. All the sail trimming and handling functions, apart from the vang and rig tensioning, must be driven by human power.



“That was the overall controlling factor,” says Elliott. “Everything had to be kept within the bounds of realistic deck hardware and, for example, the size of rope crew can get hold of and put around a winch.”

Almost from the start, this limitation ruled out a sloop rig. Elliott has developed considerable experience with his very fast 50-foot equal-masted schooner, and it is no real surprise to see a similar configuration on this yacht.

“But the decision was made easier by the fact that all the wind-tunnel testing we did showed that the schooner rig was faster than a sloop on any given day and on all points of sail,” says Elliott.

Elliott’s 50ft schooner sports rotating wing masts, which must also have tempted the designers of this

project. “We looked at all kinds of rig configurations,” he says, “including, sloops, ketches and schooners. We looked at rotating wing masts as well. There was no doubt it could be done, but the owner took the decision to go with what had been tried and proven.”

“Let’s face it, the boat is already ‘out there’ compared to any other 140ft yacht on the water. I think the feeling was, let’s not be ‘too out there’. We still have the option to retrofit the boat to a faster rig.”

The trimming crew is split in two: the main section operates the forward mast, which carries the mainsail and headsails, and a smaller group handles the mizzen mast. This carries an equal size mainsail, but only utilises staysails when the sailing angles are quite broad.

Kiwi contribution

New Zealanders made up a third of the 24-strong international crew on board *Mari Cha IV* when she embarked on her record-setting voyage across the Atlantic Ocean. "It was one of those happy occasions when everything went right," says Kiwi navigator Mike Quilter of the historic voyage. "Straight out of the blocks, the boat went really well. We had no damage, apart from a trawled spinnaker. The boss was happy. Everyone was happy."

The crew assembled in New York on 1 October and the following day the giant yacht was officially timed off Ambrose Light at the start of her attempt.

The navigation strategy was to skirt around the north of the Atlantic high pressure zone and seek out winds in the mid to high 20s. The course took them about 3 degrees north of the great circle route, coming into Ireland from the north and then working down the west coast. Then it was a sprint to the finish off the Lizard on the Cornish coast.

They completed the 2,925 mile passage in 6 days 17 hours 52 minutes and 39 seconds, smashing Swiss solo ace Bernard Stamm's 2001 record of 8 days 20 hours 55 minutes and 35 seconds. Their 525 mile 24-hour run beat the previous monohull record of 484 miles set by illbruck last year.

"This is one special boat," Quilter says. "You sail 450 miles in 24 hours on a Volvo boat and you are just about dead at the end of it. On this boat we did 525 miles and we didn't get a drop of water in the navigation station. Everybody was comfortable. We all slept in dry beds. It was good."

New Zealand's involvement in this project included not only Greg Elliott on the design team, but also masts by Southern Spars and a customised sail wardrobe from North New Zealand.

The twin-wheel steering positions are quite well forward, with the mainsheet and headsail trimmers in front of the helmsman. Principal communication is with these trimmers, while the mizzen trimmers largely work intuitively to keep their set-up in balance.

With the typical speeds of this huge machine, the apparent wind is usually well forward, so that the mizzen sail is more often than not sheeted to the centreline or above. The speeds are more akin to multihull performance than anything usually associated with monohulls.

In reaching mode, the yacht almost always exceeds wind speed. "In 12 knots of wind, with a true wind angle of 135 degrees, the apparent wind angle will be 55 degrees and the boat speed will be 20 knots," says Elliott, who joined the crew for the inaugural trans-Atlantic passage from France to the US. "Upwind, with the apparent wind speed at 20 knots, you will be doing 12.5 knots in a seaway."

On the first trans-Atlantic passage, Elliott says he was impressed that the boat maintained high speeds for long periods. "On lots of other boats you will see 17 knots in bursts, but then it's back down to 12 or 13 knots," he says. "This boat just sits there. It produces phenomenally high average speeds."

Elliott says for one 24-hour period they had winds of about 16 knots on a broad angle and clocked up 420 miles. The boat's predecessor, *Mari Cha III* – which set many records in her own right – never did a 24-hour run over 400 miles. The target for this boat is 500 miles.

Stability is provided by a combination of canting keel and water ballast. The keel with its 10-tonne bulb can swing to 40 degrees either side and 10 tonnes of water ballast can be pumped into the side tanks. "You use combinations of keel and water ballast," says Elliott. "You can't have the keel fully canted, plus full water ballast, it would be too much. The rigs would not take the loads."

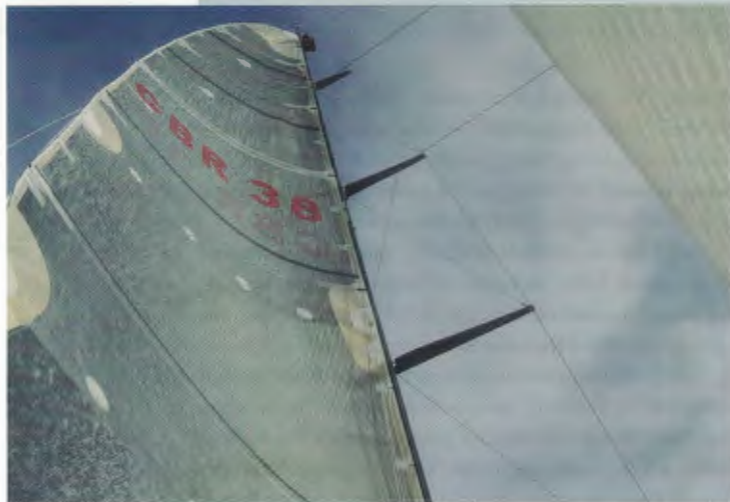
In the absence of forward dagger boards, or canard rudders, the upwind configuration is to lock the keel in the vertical position to maximise lift and use water ballast for added displacement and stability. Then, as the wind angles come aft, you progressively get rid of water and increase the keel angle for stability.

Elliott says designing the boat was a team effort, with project manager Jeff d'Etivaud presiding over the principal design team of himself, Oliver and Briand, and Mike Sanderson directing the sails and deck layout. "The design team would meet about every two months in New York for intensive three-day sessions," Elliott explains. "Out of those meetings, we would assign areas for further investigation and research."

No deadline was set. The initial task was to investigate the creation of the fastest monohull in the world but with no guarantees that the project would ever be more than a theoretical exercise. Finally, after 18 months of design and research, d'Etivaud judged the project ready to be presented to Bob Miller.

Miller had already revealed a pioneering spirit with *Mari Cha III*, but this is a further leap to the edge. And the result: a no-frills, no-compromises racing machine. ■

THE ONLY DAMAGE ON THE RECORD-SETTING VOYAGE WAS A TRAWLED SPINNAKER



We understand
what drives **you.**

At Club Marine, we know why you're hooked. After all, we're all boat enthusiasts ourselves. That's why Club Marine is a major supporter of boating events. Fishing tournaments. Boat shows. Powerboat and water-ski races. Exciting events that further the boating lifestyle. We also go further with insurance protection. With a priority claims service for on-the-spot repairs, nationwide. A 60% saving when your boat is laid up. Our exclusive Club Card* for numerous members-only services. Club Marine is Australia's largest boat insurer. We're part of the 111 year old Allianz Group, one of the world's leading insurance groups with over 1,600 billion dollars in assets. For a fast quote or to purchase a policy, simply click on to our website, day or night. Whether you're dangling a fishing line, or racing to the finish line, Club Marine is right with you. In more ways than one.



**CLUB
MARINE**
BOAT INSURANCE

www.clubmarine.com.au

MILNE 21017B

BELOW: THE 43'S INTERIOR DESIGN MAKES THE MOST OF SPACE AND COMFORT. **OPPOSITE:** IN A DECENT BREEZE, THE 43 SHOULD HAVE A SLIGHT UPWARD EDGE ON A SYDNEY 38



SUN FAST 43

The Sun Fast 43 certainly turns heads, and may even be the catalyst for new interest in cruising/racing, writes Barry Tranter

You need look no further than the Jeanneau range to understand what is happening in European yacht design. Jeanneau builds two design series – Sun Fast and Sun Odyssey. Sun Fast is the cruiser/racer line, while Sun Odyssey boats are intended as cruisers. The surprising fact is that both Sun Fast and Sun Odyssey 43s have the same hull and interior.

The Sun Fast has a bigger rig, deeper keel and rudder, revised traveller position and deck gear, but otherwise the boats are the same except for those features that directly affect performance. Sun Fast 43 rates at 1.090 under IRC and sails to her rating. She has had some big IRC wins in Europe including *La Trinite sur Mer*, the *Obelix Trophy* and *Spiouest*, says Ron Jacobs of Performance Boating Services, Sydney.

But the owner of the boat displayed here optioned her very carefully for his needs. He wanted a recreational weekend boat that he could also race in twilights. He has plans to step up to offshore passage racing and aspires to events such as the Hamilton Island Race Week.

So he ordered his 43 with a headsail furler and lazy-jacks for the main, but she has a set of medium-tech Hood gear from the Sydney loft to accommodate his racing aspirations. The owner of the next 43 on order had more straightforward needs. He is a racer and his 43 will have the standard twin-groove headfoil and a full set of North 3DL gear.

You can order the 43 with two, three or four cabins. The three-cabin set-up shown on this boat has two equal-sized cabins aft, but the divider between the cabins is removable so you can create a huge sleeping area.

The ensuite portside cabin, with the bigger of the two bathrooms, features a shower recess with shower curtain. This head also has a door to the saloon so it serves as the boat head. The owner's cabin forward is not huge but has its own ensuite bathroom, smaller than the one aft, and it should be a comfy stay.

The navigation area is big and so is the galley, with two-burner stove with oven and good work area. You can brace yourself against the companionway while cooking. The companionway may be the best ever built; the steps are wide, at an easy angle and radiused at the sides, and halfway down is an extra wide step for reassurance.

Backstay is hydraulic, a gas vang is standard. The rig is a three-spreader near-masthead with an I of 17.52 metres. The mainsheet is split and the tails lead to self-tailing winches, which the helmsman can reach because the traveller spans the cockpit immediately in front of the twin helm positions.

You can easily step over the traveller – it's mounted low. Controls are straightforward – the jammers are each side of the companionway recess within easy reach. There are little roller-bearing deflectors so you can free any of the lines from the jammers and lead them to the



PHOTO: BARRY TRIMMER

windward side winch if needed. The helm stations feature lovely hide-trimmed wheels and a nicely radiused floor for support, but the vertically challenged folk will have to lean out a bit to see the tufts. Jacobs suggested fixing a wood pad to the teak floor each side.

We had 14 knots of sea breeze and the furler No. 2 gave us 7.5 knots hard on the wind. The big hull heeled to each gust, then stiffened and that deep rudder, working through a cable system that is weighted and geared perfectly, kept her tracking straight. She is rated for a crew of 11 so would usually have almost a tonne of beef on the windward rail. Ron Jacobs believes that in a decent breeze the 43 should have a slight upwind edge on a Sydney 38 and lose out a little off the breeze. In light air, he is waiting to see.

Perched to windward on such a beamy, high-freeboard hull you are a long way from the water and the wake noise is remote. It is very quiet up here, but the 43 generates good power. It accelerates quickly in response to pressure.

As mentioned earlier, the Sun Fast 43 exemplifies the modern production cruiser/racer, which is fast and rates well but is also comfortable and can be tailored to be very easy to handle. This will only encourage new people into the sport, a healthy state of affairs for owners and for the future of accessible yacht racing. ■

SUN FAST 43

LOA	13.21m
Hull length	12.84m
LWL	11.43m
Beam	4.19m
Draught	2.55m
Displacement (light)	9200kg
Keel weight	2800kg
Engine	Volvo Penta 55hp. Geared folding 2-blade prop
Fuel	200 litres
Water	400 litres
I	17.52m
J	4.75m
P	16.30m
E	5.60m
Main	53.9 sq m
Genoa	63.5 sq m
IRC Rating	1.090
Designer	Daniel Andrieu
Price	\$435,429. With sails, safety gear and VHF
Contact	Performance Boating Services, Bayview NSW. Tel: (02) 9979 9755, (02) 9979 9122



DUFOUR 40

The new Dufour 40 IRC cruiser/racer exudes simplicity, writes Barry Tranter

THE NEW DUFOUR 40 IRC CRUISER/RACER IS A CLEAR CASE OF LESS IS MORE WITH ITS STREAMLINED DESIGN AND FLOWING LINES

All boats have virtues and features that make them unique. The new Dufour 40 IRC cruiser/racer cleverly embodies simplicity, and much work has gone into achieving this. After all, simple design is harder to attain than the complex.

The hull is a sweet and pretty design by Umberto Felci, built in a foam/glass/Kevlar-vacuumed sandwich, while the deck is injection-moulded and vacuumed.

Deck layout and below deck designs are by Patrick Roseo who has produced an original and brilliant cockpit and deck arrangement.

With the below decks you can specify a layout comprising two or three cabins with one bathroom, or three cabins with two bathrooms. The boat shown here has the three-cabin/one bathroom arrangement, the latter set amidships and serving the whole boat. The second bathroom, if fitted, then becomes the ensuite for the owner's cabin in the bow.

The twin cabins in the stern, and the owner's cabin in the bow, have large beds, hanging lockers and plenty of stowage.

The galley is L-shaped, and the cook can get some support by bracing against the companionway ladder.

Layout for the saloon is straightforward. The table has a drop leaf, which spans the passageway so you can sit six to eight guests for a meal.

On deck the theme is – let me say it again – simplicity. The mast has two spreaders, the diagonals are discontinuous and there are single lowers. The backstay has a mechanical tension adjuster.

The wheel is right aft and there are good foot supports for the helmsman, timber pads in the side deck for sitting out and you can see the tufts easily from windward or leeward sides. The mainsheet traveller is on the floor; the mainsheet is a 5:1 system held by a cam on the mainsheet block immediately ahead of the steering binnacle.

Primary winches – Harken #48 self-tailers – are mounted just ahead of the wheel so the skipper can tack or trim the headsail from his steering position, or walk around and trim the main while keeping one hand on



PHOTO: BARRY TRANTER

DUFOUR 40

LOA	12.32m
Hull length	11m
LWL	10.74m
Beam	3.90m
Draught	2.10m (1.60m)
Displacement	7300kg
Keel weight	2700kg
I	14.65m
J	4.19m
P	14.25m
E	5.25m
Mainsail	435qm
Total sail	895qm
Spinnaker	1105qm
Engine:	Standard is 40hp Volvo Saildrive (55hp optional) with Volvo three-blade feathering prop
Price:	Base boat \$345,000 (with lead keel). As tested (with all the gear mentioned plus spinny gear and Raytheon instruments with plotter) \$395,000
Contact	From Pacific Yachting, Newcastle Cruising Yacht Club, 7/91 Hannell Street, Wickham, NSW 2293 Phone (02) 4962 5288

the wheel. There's a trick, though. The mainsheet is double-ended, so with the aft tail cammed off, the forward tail can be led to a secondary winch for fine-trimming or for help in heavy weather. You can also lead the headsail sheets from the turning blocks to the secondaries to keep crew weight forward.

We sailed the test boat that had the optional teak decks, electric anchor winch and headsail furler as well as the bigger motor, a 55hp Volvo instead of the standard 40hp.

You can also specify a taller mast or a shallower, cast-iron keel.

The lead keel draws 2.1 metres and shows a modest aspect ratio with a flared/bulb arrangement. The designed angle of diminishing stability is high, always a comforting thought. With standard rig, the IRC rating is 1.047. It would be interesting to evaluate the taller rig and its higher rating.

This boat carried the standard Elvstrom main, which Pacific Yachting's Rod Mackay suggests could be a bit longer on the foot with a bit more roach. The headsail

was a nice-looking local North medium #1 of about 140 per cent.

The breeze on Lake Macquarie was soft, 5 to 11 knots true and back again. The Dufour 40 was easy to handle but we did not have the conditions to test her. She certainly felt light and slippery. The steering had no lost motion and was quite firm, so that in 10 knots she steered herself.

This new boat is still building a race record, taking two third places under IRC in major European regattas during the last northern season, including the Cowes-Dinard-St. Malo.

The Dufour 40 feels light, as if the effort that has gone into keeping her weight down has paid off without stinting the interior.

She should be easy to race and particularly easy to handle on a social day sail, or weekend away, because the skipper can handle everything without disturbing the guests. These production IRC boats are meant to satisfy the whole family, and the evidence is that indeed they do. ■



DUEL ON THE DERWENT

Age proved no barrier for *Intrigue* as she wrestled with *Ichi Ban* for victory in the Sailing South Race Week, writes Peter Campbell

Ichi Ban and *Intrigue* staged a jaw-dropping duel on the Derwent River and out into Storm Bay to go into the final day equal on points in the IRC division. The highlight of the Royal Yacht Club of Tasmania's third annual Sailing South Race Week emphasised the yachts' differences.

Ichi Ban is a two-year-old, all carbon fibre 52-footer built in Malaysia from the drawing board of Bruce Farr and Associates. *Intrigue* is a timber-hulled 40-footer created

by Tony Castro and built down Tasmania's d'Etrecasteaux Channel in 1984.

Ichi Ban won IRC division A of the Rolex Sydney Hobart Yacht Race 2003 after winning the IRC trophy in the Rolex Trophy Series. *Intrigue* is the only Tasmanian yacht to represent Australia at the Admiral's Cup in England, back in 1985 and, apart from club racing, has done little since then.

Intrigue, skippered by her original owner Don Calvert, a past Commodore of the Royal



ONE OF THE SPORTS BOATS DASHES UP THE DERWENT IN THE SAILING SOUTH RACE WEEK

“Competition in the IRC division would have been stronger had the RYCT allowed multiple entries in both IRC and IMS, as was the case in the Rolex Sydney Hobart Yacht Race 2003”

Yacht Club of Tasmania (RYCT), won the opening distance race, a longer than expected 50-miler that took the fleet to the Isle of Caves in Fredrick Henry Bay, south-east of Hobart.

Skipped by Matt Allen, a CYCA director, *Ichi Ban* finished second in that race and responded by winning race two, a windward/leeward race on the Derwent River, with *Intrigue* second. However, the wily Calvert used his knowledge of the Derwent to win race three that afternoon, sailed in a wild westerly that had many boats broaching out of control.

Ichi Ban levelled the series with a runaway win in the second distance race to Variety Bay on the eastern shore of Bruny Island, and then around Betsy Island in Storm Bay. *Intrigue* again was placed second.

Ichi Ban went into the final day with a powerful win in the morning windward/leeward race, following this with another strong showing in race six to win the IRC division with six points from *Intrigue* on eight points. The Sydney 38, *Pitch Black*, skippered by David Kellett, came third with 16 points.

Ichi Ban's success provided expat Tasmanian yachtsman Roger Hickman with his third successive winning boat in the third annual Sailing South Race Week.

Hickman, who learnt to sail out of the RYCT, is still a member, but is now a Rear Commodore of the CYCA in Sydney. He skippered *Bumblebee 3* in the inaugural Sailing South Race Week and has been sailing master for Matt Allen aboard *Ichi Ban* in the Farr 52's back-to-back wins.

Sailing South Race Week 2004 attracted just on 70 entries, but the competition in the IRC division would have been stronger had the RYCT allowed multiple entries in both IRC and IMS, as was the case in the Rolex Sydney Hobart Yacht Race 2003.

The IMS division, vying for the prestigious Charleston Trophy, was virtually sewn up by the Mumm 36, *Tequila Slamma* (John Radonic) when it won the second last race and major rival *Invincible* (Harold Clark)

finished back in sixth place. Even though *Invincible* won the final race, with *Tequila Slamma* third, the Mumm 36 won the series by two points.

Well-known Hobart helmsman Stephen Boyes won the PHS division 1 with his well-sailed Payne 39, *It Happens*, scoring two wins, two seconds and a fourth to finish with 10 points, well clear of Josh Ey's *Quetzacoatl* on 18 points and the Farr 37, *Silver Mist* (Andrew Sutherland) on 20 points.

PHS division 2 went to Ron Bugg's *Buggbear* after scoring a win and a third on the final day, defeating *Wild West* (Michael Denney) and *Saga* (Ken Boden) by a comfortable margin.

The Tamar River boat, *Shoot the Dog*, skippered by Richard Fischer, won the Sportsboat division without finishing worse than third in any race, beating *Maxpower*, skippered by West Australian Steve Battley, and RYCT member Bruce Calvert in ABN Amro *Morgans*.

The strong Cruiser divisions ended Race Week with a distance race down the Derwent to Opposum Bay with the fleet encountering some gusts of 28 knots as they worked back up the river.

A third on corrected time in cruiser division 1 assured retired schoolteacher Ian Smith a first place in the regatta with *Innovator*, his 23-year-old classic Compass 33. David Gough's Buizen 48, *Eclipse*, finished second overall with Wayne Behrens' Knoop 30, *Allez-Oop*, third.

Only one point separated the two top boats at the end in the cruiser division 2 series, with Gary Evans' Roberts 35 *Joma* winning the series from *Don't Bug Me*, Peter Bugg's Bugg 26. Third place went to *Sprindrift*, Donald Cushion's Knoop 27, just one point further back in a very tight final point score.

Sailing South Race Week 2004 was sponsored by J. Boag & Son, Events Tasmania, Hotel Grand Chancellor, Stormy Australia, Sargisons, Thrifty, Pepsi Juicy Isle, Hobarts Port Corporation and Quest Apartments. ■

BY GOLLY, BY GOTZE

A sponsor winning the race? Could only happen in the eventful 'West Coaster', as Peter Campbell discovers

David Gotze has supported the Melbourne Hobart Race – the 'West Coaster' – for several years as its major sponsor and a regular competitor. His company Index Consulting sponsored the race again this summer, which resulted in huge Hobart celebrations as Gotze's Volvo 60 *Indec Merit* took line honours.

Sailing with him as co-skipper was the yacht's previous owner, Ian Treleavan, and an experienced crew that pushed the boat hard all the way to Hobart to score a comfortable line honours victory from the Elliott 47, *Prowler* (Christian Jackson).

Indec Merit's time for the 480 nautical mile race (two days 16 hours 27 minutes 10 seconds) was well outside the race record.

"Sailing with him [Gotze] ... was an experienced crew that pushed the boat hard all the way to Hobart to score a comfortable line honours victory from the Elliott 47, *Prowler*"

This was the second line honours victory for Gotze, having previously got the gun with *Prime Example* in 1993. He also scored an IMS win with *Sword of Orion* in 1996.

Gotze plans to sail *Indec Merit* in the Rolex Sydney

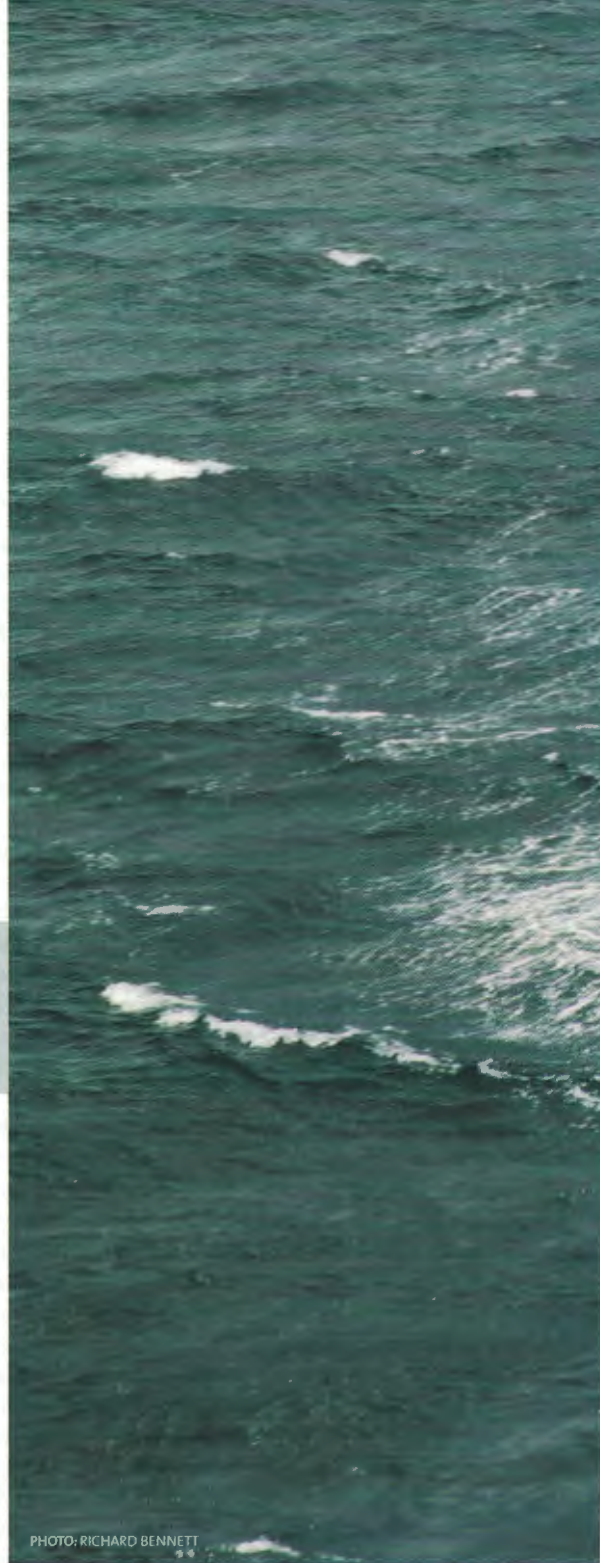


PHOTO: RICHARD BENNETT

Hobart Yacht Race 2004, throwing down the gauntlet to a fleet that could include as many as eight Volvo 60s.

The Melbourne Hobart 17-boat fleet experienced various wind conditions during the race. While *Indec Merit* led all the way from the start at Portsea, inside Port Philip Heads, *Prowler* threw out a strong challenge on the second night at sea. But the breeze built up again to 25 knots and the 64-footer was never again threatened as she sailed down Tasmania's west coast.

Off the rugged south-west coast, *Indec Merit*



reported winds of more than 30 knots and a boat speed of up to 21 knots. Closer to Hobart, the winds eased for the leaders, while the smaller boats dashed up past Bruny Island in winds that gusted to 50 knots.

One such gust dismasted a handicap favourite, *Addiction*, just 10 miles from the finish line. Skipped by Richard McGarvie, the contest finished in the Derwent River for the Inglis 37.

The AMS handicap division went to the Farr 1020, *Wavelength*, skippered by John McGill (in the absence of owner Keith O'Donnell, of Royal Melbourne Yacht

Squadron, who injured his knee the day before the race).

Wavelength won by less than an hour on corrected time from another Farr 1020, John Chatham's *Island Trader*, from Sandringham Yacht Club. In third place was *Rum Beat* (Geoff Harrington).

Geoff Roswell's Farr 1104, *Magazan 53*, from Royal Brighton Yacht Club, won the IRC handicap division from *Island Trader* and VDO *Ruthless* (John Geist). *Rum Beat* won the PHD division from *Wavelength* and *Magazan 53*, making the handicap results a clean sweep for the smaller boats in the fleet. ■

THE LITTLE SLOOP
ISLAND TRADER IS
HEAVILY REEFED
AS SHE SAILS PAST
TASMANIA'S
BRUNY ISLAND

HOOD

The Trusted name in Sailmakers



Nigel Holmans Cuckoo's Nest

SAILMAKERS

provide you with

- Performance • Durability
- Quality • Service • Results

The Key Ingredients For Success!

FKP Sydney - Mooloolaba Race
IMS Overall 1st Cuckoo's Nest Nigel Holman
IRC Overall 1st Tow Truck Anthony Paterson

Call your local loft now and benefit from

The Hood Experience

Sydney (02) 9905 0800

Brisbane (07) 3893 1022

Hobart (03) 6223 5660

Lake Macquarie (02) 4950 4485

Townsville (07) 4771 5429

Gippsland Lakes (03) 5156 7099

Email sails@hoodaustralia.com.au

www.hoodaustralia.com.au

OCEAN RACES

JOB WELL DON!



PHOTO: THE OXALIX

Don Jones' golden touch extends to the Melbourne to Launceston race

Don Jones, designer of *Skandia*, scored another design victory when his own boat *Cadibarra* won the Ocean Racing Club of Victoria's Melbourne to Launceston Race. Skipped by his son Nigel, *Cadibarra* smashed the race record, slicing seven hours and 40 minutes from *Prowler's* 2002 record.

The line honours victory came 20 hours before Jones' super maxi creation, *Skandia*, got the gun in the Rolex Sydney Hobart Yacht Race 2003. Aided by stronger than expected south-westerly winds, *Cadibarra* dashed across Bass Strait, a distance of 198 nautical miles, in 19 hours 55 minutes.

"We really did push the boat

hard last night – even when the wind went up to 27 knots, we kept pushing," Nigel Jones says.

Cadibarra took line honours in the 2001 Melbourne to Hobart Race, her maiden ocean voyage, and in 2002 contested the Rolex Sydney Hobart Yacht Race.

This year, the 42-footer from Mornington Yacht Club reached a top speed of 14.2 knots, and her winning margin over the rest of the fleet also gave her first place on corrected time under both AMS and IRC handicaps.

She also won Australia's oldest ocean racing trophy, the Rudder Cup, which was presented in 1907 by the then edi-

CADIBARRA'S CREW CELEBRATES AT THE TAMAR YACHT CLUB MARINA, BEAUTY POINT, TAS, AFTER TAKING LINE HONOURS AND FIRST PLACE OVERALL ON AMS HANDICAP IN THE MARITIME CORPORATE FINANCE MELBOURNE TO LAUNCESTON RACE.



"We really did push the boat hard last night – even when the wind went up to 27 knots, we kept pushing"

tor of the famous US yachting magazine *Rudder*.

The trophy winner is now decided on results in the AMS divisions of the Entire Cock of the Bay on Port Phillip, Mariner Corporate Finance Melbourne to Launceston Race and the Port of Launceston Cup, sailed over short courses off Low Head following the Bass Strait race.

Cadibarra won the first two events and finished third overall in the Port of Launceston Cup, while the IRC overall victory went to the veteran *Bacardi*, owned by John Williams and Graeme Ainley, president of

Yachting Australia, from Sandringham Yacht Club. She won the AMS handicap division from *Windsong* (Jim Watson, Mornington Yacht Club) and *Team Phonak Alien* (Mike Welsh, Sandringham Yacht Club).

Cadibarra also won the IRC division from *Bacardi* and *Team Phonak Alien*. *Windsong* won the PHDA division, defeating *Beyond Outrageous* (Antony Warren) and the Tamar Yacht Club entrant, *Apollonius* (Terry Herbert). *Extasea* (Paul Buchholz) finished second across the line and won the small IMS division. ■

240V POWER SOLUTIONS

mase
GENERATORS

The Italian based company Mase Generators, is a world leader in the design and manufacture of specialist Yanmar diesel powered marine generator sets.



[From 2.0kW to 29kW]

WESTERBEKE™
The Name You Can Trust

Westerbeke petrol and diesel generator sets from the US are a world class product, distributed Australia wide by Power Equipment.



[From 4kW to 95kW]

NORMACH

Australian-built Normach marine gen sets 15 to 45 kVa are powered exclusively by Yanmar TNE series marinised diesel engines. Quiet, low cost, reliable and backed by a world wide warranty, these gen sets are designed specifically for marine applications. Open frame models also available.



[From 15kW to 45kW]

POWER EQUIPMENT

PTY LTD

A5 Scoresby Industry Park, Janine Street, Scoresby Vic 3179

Email power.equipment@yanmar.com.au

Tel (03) 9764 0711 Fax (03) 9764 0678



www.yanmar.com.au

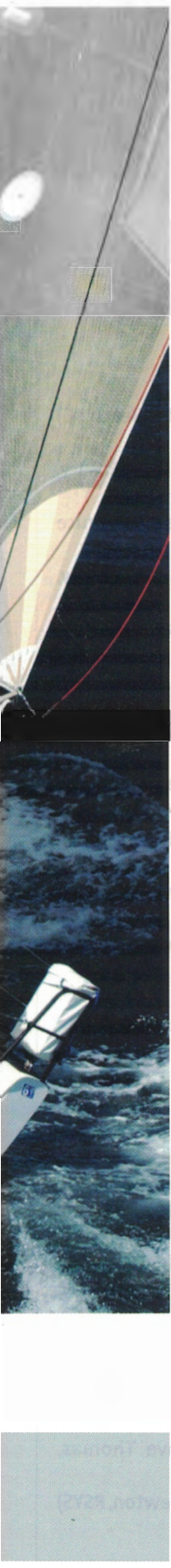
Melbourne • Sydney • Brisbane • Perth • Adelaide • Darwin • Hobart



PHOTO: IAN MAINSBRIDGE

WET'N'WILD

Wild Oats takes out the Pittwater to Coffs Harbour Race, reports Peter Campbell



WILD OATS SHOWS
OFF HER WINNING
FORM – AND
APPENDAGES

Bob Oatley's 60-footer *Wild Oats*, with its canting keel and other appendages, continued its domination of category 2 offshore racing in the Pittwater to Coffs Harbour Race. Without doubt, the Reichel/Pugh 60 is consistently proving that she is one of the best boats in Australia, even the world, racing under the IRC and category 2 safety requirements.

Wild Oats won the 2003 Hamilton Island Race Week, set a record in the 2003 Pittwater to Coffs Harbour Race, led the Australian team from the Royal Prince Alfred Yacht Club to victory in the 2003 Admiral's Cup in England and, for the second year in a row, has become the IRC overall winner of the 2004 Strathfield Pittwater to Coffs Harbour Race.

With further modifications to her appendages, such as the canting keel, canard keel and hi-tech rudder, plus a dispensation from the Yachting Association of NSW to use her swinging keel beyond Australian Yachting Federation requirements on stability, *Wild Oats* sailed a brilliant race.

She finished only one hour and five minutes astern to the IRC maxi *Nicorette* in the 226-nautical mile race up the NSW North Coast and on corrected time comfortably defeated *Nicorette* in what was hailed the largest IRC fleet ever to race in the Southern Hemisphere.

Nicorette, Ludde Ingvall's 80-footer, took line honours following her retirement midway through the Rolex Sydney Hobart Yacht Race 2003 with internal damage to the mechanism that controls her canting keel. The stainless steel fittings developed cracks where they were welded to the carbon fibre hull, while earlier the canard keel had snapped in two.

Quick repairs, including building a new canard to replace the one broken in the Rolex Sydney Hobart Yacht Race 2003, enabled *Nicorette* to start in the Coffs Harbour race. She took line honours in a hard tacking duel with *Wild Oats* up the coast into fresh north-east-erly sea breezes that at times reached 30 knots.

However, soon after *Nicorette* and *Wild Oats* finished, the breeze died away and by early next morning it was obvious that they could not be beaten for first and second place on IRC handicaps. In fact, the third boat to

“[*Wild Oats*] comfortably defeated *Nicorette* in what was hailed the largest IRC fleet ever to race in the Southern Hemisphere”

finish, Richard Hudson's IRC45, *Pretty Woman*, did not cross the line at Coffs Harbour for another 10 hours.

Back in the fleet it was a case of tacking into the breakers in every bay, picking a lift off the next headland and then continuing on that tack to the southerly set line offshore. Tack, tack, tack, with occasional headsail changes to relieve the monotony! Some boats picked up more pressure offshore, or a favourable wind shift. Others didn't. Sometimes it was the reverse. It was all very frustrating.

The Royal Prince Alfred Yacht Club (RPAYC) had been forced to ballot out yachts because of the limit on marina berths at Coffs Harbour this year, but in the end 39 boats fronted up for the IRC division and 27 for the PHS division.

In the end, *Wild Oats* was declared IRC overall winner from *Nicorette*, with third place going to Bill Ebsary's *Le Billet*, a Beneteau 40.7 from the RPAYC and a sister ship to *First National Real Estate*, the overall IMS and IRC winner of the Rolex Sydney Hobart Yacht Race 2003.

The J35, *J Walkin on Easy Street*, skippered by Lewis Perrin from Royal Queensland Yacht Squadron, was placed fourth overall, ahead of Rod Wills' *Great Xpectations*, an X43 from the Cruising Yacht Club of Australia, and Tony Kirby's Bavaria 38 Match, *Game Set*, sailing under a RPAYC burgee.

First of the 13 Sydney 38s in the fleet was *Risk*, skippered by Geoff Payne from RPAYC, while the Swan 45, *Joe*, skippered by Stephen David, was placed eighth overall on corrected time. With three wins and a third in the lead-up races and a 5th and 14th in the final races off Coffs Harbour, *Joe* went on to win the Pittwater and Coffs Series, by a commanding points margin.

The local boat, *Coffs Harbour Challenge*, skippered by Paul Jolly, was first to finish among the PHS fleet, but on corrected time first place overall went to the Flying Fish Sailing School's entrant, *First Priority*, another Beneteau 40.7 skippered by Andy Fairclough. Runner-up was the veteran Holland 40, *Turkey Shoot* (Dave Thomas), and third place went to Greg Newton's Beneteau 47.7, *Antipode*. ■ →

TAKE ON THE WORLD

Stephen David's string of successes could be the start of something big, Rob Kothe reports

Sydney yachtsman Stephen David is considering an international campaign with his Swan 45, *Joe*, after winning the 2004 Strathfield Pittwater and Coffs Series.

Having won the Boss Hog trophy, *Joe* was placed second behind *Wild Oats* at the Hahn Premium Race Week. In January she won the prestigious Strathfield Pittwater and Coffs Series from the largest IRC fleet to have raced in the Southern Hemisphere.

With a stellar crew including steerer Chris Links, tactician Michael Coxon, navigator Adrienne Cahalan, Darren 'Twirler' Jones and David 'High Tower' Sampson, owner Stephen David is thrilled. "The boat is proving to be a real gem and the guys were awesome," he says.

Joe, named after David's late grandfather, won both IRC overall and division 1. Second place in division 1 was Richard Hudson's IRC45, *Pretty Woman*; Rod Will's X43, *Great Xpectations*, came third. Second in the series overall and first in division 3 was Bill Ebsary's Beneteau 40.7 *Le Billet*. In third place in the series and second in division 3 was Jim King and Bruce Staples' Pacesetter 11.3, *Dark and Stormy Witch*, which finished the series with a first and a second in the races off Coffs Harbour.

In the PHS division of the Pittwater and Coffs Series, Royal Sydney Yacht Squadron member Greg Newton had a double celebration after his Beneteau 47.7 *Antipodes* won the last race to give him an overall PHS win. The previous evening his son Sam, along with Neville Wittey and Jean-Claude Strong, were crowned the 2004 Yngling World Champion crew.

The final victory at Coffs Harbour meant that *Antipodes* and Colin Wells' Jutson 37 *Gusto* tied in point score. With both boats recording two wins, it was *Antipodes*' third place in the long race that decided the series. "We are short-masted with a short cruising keel so we needed the breeze to be solid to allow us to hit the beaches and we had that for most of the long race," explains Greg Newton.

Launched in January 2001, *Antipodes* has competed in numerous offshore races, regularly achieving podium places. After explaining *Antipodes*' racing history, a proud father soon shifted the conversation as he reminded everyone that 17-year-old Sam had a much bigger day than his dad. "Right now he is a current Australian 29er and 29er Youth Champion, the Australian Elliott Match Racing Champion, US Junior Match Racing champion – a World Champion crewman in the Yngling keelboat class."

The Northshore 370 *Gusto* finished second on PHS overall and won PHS division 2. An excellent performance also came from Andy Fairclough's Flying Fish Sailing School entry *First Priority*, which finished third in PHS Overall and second in division 2 ahead of Dave Thomas' *Turkey Shoot*. ■

RESULTS

IRC Series:

1. Joe, Swan 45 (Stephen David, Palm Beach YC) 3-1-1-1-8-5-14, 19 points
2. Le Billet, Beneteau First 40.7 (Bill Ebsary, RPAYC) 5-6-14-12-3-4-6, 36
3. Dark & Stormy Witch, Pacesetter, 11.3 (Bruce Staples/Jim King) 8-12-11-8-11-1-2, 41
4. Game Set, Bavaria 38 Match (Tony Kirby, RPAYC) 9-7-9-11-6-2-8, 41
5. The Business, Sydney 38 (Jeff Matthes/Grant Halliday) 1-3-4-3-26-8-7, 44

PHS Series:

1. Antipodes, Beneteau 47.7 (Greg Newton, RSYS) 5-6-7-21-3-1-1, 23 points on cb
2. Gusto, Jutson 37 (Colin Wells, RPAYC) 1-1-5-8-5-6-4-6-, 23
3. First Priority, Beneteau 40.7 (Andy Fairclough, RYA) 8-9-2-5-1-6-5, 27
4. Granny Apple, Farr 37 (Chris Durman, RPAYC) 2-8-17-6-4-2-12, 34
6. Turkey Shoot, Holland 40 (Dave Thomas, RPAYC) 9-2-10-4-2-16-9, 36

Strathfield Pittwater to Coffs Harbour Race

IRC Overall:

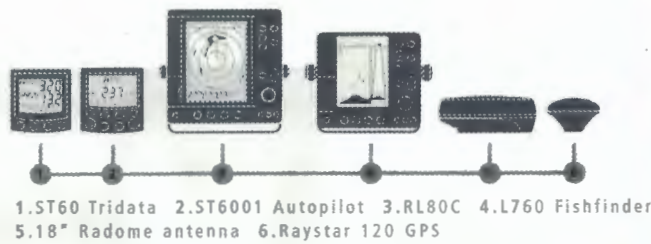
1. Wild Oats, Reichel/Pugh 60 (Bob Oatley, RPAYC)
2. Nicorette, IRC maxi (Ludde Ingvall, KSSS)
3. Le Billet, Beneteau 40.7 (Bill Ebsary, RPAYC)
4. J Walkin on Easy Street, J35 (Lewis Perrin, RQYS)
5. Great Xpectations, X-43 (Rod Wills, CYCA)
6. Game Set, Bavaria 38 Match (Tony Kirby, RPAYC)

PHS Overall:

1. First Priority, Beneteau 40.7 (Andy Fairclough, RYA)
2. Turkey Shoot, Holland 40 (Dave Thomas, RPAYC)
3. Antipodes, Beneteau 47.7 (Greg Newton, RSYS)

Raymarine system integration:

- PC link into hsb² system with RayTech software
- Mix/match displays (7"-10.4") or type (LCD/CRT)
- Run up to 10 different displays at any one time
- Turn every display into a chartplotter with Raychart
- Full VGA (High Resolution) colour displays
- SeaTalk and NMEA compatible
- MARPA as standard on 10" and 7" displays
- 12 channel WAAS GPS
- Dome: 2 or 4KW, Array: 4' or 6' - your choice



you can't beat the best system



marine
intelligence

Raymarine's single wire, high-speed, marine tested* navigation network uses hsb² to let you add components and share radar, chartplotter and fishfinder data on any display.

No hubs, no growing pains, no problems. Easy installation, easy set up, no tricky communication protocols - just plug and play. Instrumentation, GPS, autopilot and VHF radio data** plus RayTech PC chart planning software give you all the information you need, right at your fingertips.

So... if your needs change or you just want to add more displays, go for Raymarine's truly integrated solution and build the system you need.

Raymarine are leaders in marine electronics, with the best support service network and warranty worldwide.

* waterproof to USCG-CFR 46 standard ** data uses SeaTalk (precise, high-speed protocol)



OCEANTALK AUSTRALIA
36/176 South Creek Road
Dee Why NSW 2099, Australia
Telephone 61 (02) 9981 9500
Tollfree 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 Raymarine range brochure.



NAME _____
ADDRESS _____
TEL. _____ BOAT SIZE _____ TYPE _____
MILNE 118870Y

www.oceantalk.com

LET THEM EAT STEAK

While New York might be the steak mecca for Hugh Fitzhardinge, he reckons nothing beats an Aussie barbie and a beer



A beautifully cooked steak devoured at least once a month is something that can make a tedious day at work bearable. Anticipating that glorious slab of meat, accompanied by a smooth Shiraz in winter or a lighter Pinot in summer, is one of life's many pleasures.

For my money, steak is best served with French fries or if you can't perfect them at home, then try baked spuds. Cut them up into quarters, cover liberally with salt, pepper, thyme and olive oil, and cook in a heavy oven dish. A simple green salad also makes a great friend for meat.

New York is a great place to enjoy steak. They take it very seriously – maybe it's the weather. If you're ever in that fabled metropolis try one of the great steakhouses like Smith and Wolensky, or Sparks, which was the scene of a famous Mafia murder some 10 years ago. It's quite an experience. Professional waiters who've been there for years, grandiose wood-panelled interior, beautifully starched white linen tablecloths and a list of steaks as long as your arm.

Another great way to experience steak is with a good mate. Sorry girls, I know I'll cop it for saying this but steak just seems like a 'blokey' thing to me. A cold beer and hot English mustard are essential. I have fond memories of enjoying a steak barbie in the backyard with my mate Nick accompanied by a 1992 Wendouree Cab Malbec: a rare wine from South Australia's Clare Valley.

HOW TO PERFECT A MEDIUM-RARE STEAK:

1. Find a steak at least 2cm thick and same thickness throughout
2. Use a heavy based frypan (if not barbecuing)
3. Ensure frypan or grill is piping hot before cooking
4. Cook on one side until moisture is just visible on surface
5. Turn only once and cook until surface moisture is visible again
6. Remove from heat and place steak in warm dish covered with foil for up to 10 minutes

The best steak is without doubt a New York cut or sirloin – a beautiful piece of meat, with a side of fat on it. When cooked the juiciness of the fat permeates the meat, making it tasty and succulent. You'd think a steak would be an easy thing to get right, but surprisingly few restaurants I've visited have managed to pull it off. In Sydney try Prime or Bistro Moncur. The latter offers incredible Café de Paris steak frites.

My local butcher gave me the key to a great steak a couple of years ago. It's simple. After cooking you must let it sit so the moisture or blood is allowed to leak from the meat, which finishes cooking in its own juices. All I do is remove the steak from the cooking surface and put it in a dish and cover it with foil to ensure it stays warm. Ideally it should sit for 10 minutes. ■

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

Grand Soleil - a proven winner, racing and cruising.



Grand Soleil is the World and European IMS championship winner.

IMS Worlds at Capri, May 2002, Grand Soleil wins class C1 & C2.

IMS European championship, Punta Ala, June 2002, Grand Soleil wins the Overall classification.

Whether racing or cruising Grand Soleil wins, a result of great research into accurate design and an innovative study of underwater profiles.

All Grand Soleil are built using state of the art technology to produce strong, stiff hulls with a low centre of gravity.

The deck gear is simple yet highly efficient, while the sail plan is designed to guarantee the boats best potential without any compromise in ease of handling. The high quality materials used are the result of intensive testing in tough racing conditions. Whether cruising or racing safety is paramount and Grand Soleil only use the best materials.

We have entered the competitive racing world to test the hull shape, deck gear, sail plan and build techniques. This tough environment has helped develop precisely engineered yachts that form the Grand Soleil range and improve performance, safety and comfort.



Yacht Italia Pty Ltd

Fergusons Marina, The Spit Bridge

Mosman NSW 2088

Ph. (02) 9969 8577 - Fax: (02) 9969 8677

www.yachtitalia.com.au

TAP INTO A NEW BREW

Next time it's 'beer o'clock', be adventurous and try one of the many boutique beers now available, writes Ben Canaider



PHOTO: ANDREA FRANCOLINI

BREWED IN AUSTRALIA SINCE 1999, ST. ARNOU HAS FIVE BEERS IN ITS RANGE

Somewhere between home brews and the big industrial beers that dominate Australian drinking, sit boutique beers. These beers offer more flavour and personality than the standards, and demand sipping over skolling.

They are often about experimentation and evolution too. Boutique beers test new styles and tastes, and they do more than any other beer category to drag Australians away from the very boring and mediocre mainstream beers that have afflicted us for decades.

Here are a few of the latest offerings, and some tried and tested boutique beers, for your contemplation and own rigorous testing.

Mountain Goat Brewery in Richmond, Victoria, has been running a quality outfit for a few years now, producing a range of beers at the ale end of the beer stick for an ever-growing band of devotees. Mountain Goat India Pale Ale is probably the pick of the beers, being both technically sound yet also full of personality and character.

With a darker-than-most pale ale colour, and an aromatic, zesty, hoppy smell, the beer is round and quite rich in your mouth, but stays on track thanks to the extra bitterness that comes with this particular style. It finishes with that little bit of a punch, which awakens your taste-buds and gets them calling for another. This India Pale Ale is also organic. Organic beers, as many beer drinkers have discovered, are a great way of convincing yourself – and everyone else – that it is okay to have another.

From the other side of the country, in Fremantle, comes Matilda Bay's Bohemian Pilsner. Matilda Bay was one of the original boutique or 'microbreweries' back in the colourful 1980s. Nowadays it is owned by CUB, who thankfully have left it to its own devices, which gives the brewer the freedom to mess about with

brews as happily as Ratty messed about with boats.

One outcome is the Bohemian Pilsner we mention. Made with Saaz hops – the Czech hop of choice for pilsener styles – this is the perfect beer for a hot day. Chill it and serve in a chilled glass and you'll quickly find one is not enough.

Pilseners, being lagers, are ideal for hot weather anyway, but this one, with its combination of creamy malt and taut hops, really nails the texture and flavour required in such beastly weather. It will also clean up any saltwater residuum left over after a hard day's sailing.

Of course, there is a reverse of the medal when it comes to boutique beers. Some of them are closer in taste to home brews than you'd perhaps like. But that's the price you pay for beers that are pushing the flavour envelope. Beer drinkers have encouraged the boutique boom, so much so that the big brewers have jumped onto the bandwagon. James Squire and Cascade Four Seasons beers are a case in point. Some other honest boutique beverages to try include Holgate Old Pale Ale and Hazard's Ale – the latter from Tasmania and made by winemakers with a thirst for more than grapes.

And one more thing, more and more boutique beers are creeping out of the bottleshop fridges and into taps, as pubs and bars realise the unique pulling power these specialist products have. St. Arnou is one such beer. There are five in the range: the clean and bitter pilsener and the wheat beer are winners. St. Arnou has been brewed in Australia since 1999. The original Arnou is the Belgian patron saint of brewing. Hard to go wrong, really! ■

Ben Canaider's beer guide, Beer: Slabs Stubbies and Six-Packs, is out now, published by Random House. \$22.95.

WOULD YOU CHEAT ON THIS WOMAN?



GOQ

LOOK SHARP//LIVE SMART

AUSTRALIAN AUTUMN '04 ISSUE ON SALE NOW

NEWS FROM ALL PORTS



PHOTO: IAN MAINSBRIDGE

OVERALL WINNER OF LAST YEAR'S SYDNEY MOOLOOLABA RACE, *TOW TRUCK*, INTENDS TO RACE IN THE EVENT AGAIN THIS YEAR

MOOLOOLABA MAGIC

Most of the 30-footers that made their mark on the FKP Limited Sydney Mooloolaba Race last year are again expected to sail in the 2004 race to Queensland's Sunshine Coast.

Headed by IRC overall winner Anthony Paterson's Lake Macquarie Mumm 30, *Tow Truck*, other 30-footers among the top finishers on handicap last year include Rod Skellet's Young 31, *Krakatoa*, and James and Jenny O'Neill's super-fast Super 30, *Cone of Silence*.

These three, along with other regulars – Syd Fischer's Farr 49 *Ragamuffin*, Bob Steel's Nelson Marek 46 *Quest*, Matt Allen's Farr 52 *Ichi Ban* and Howard de Torres' IMX 40 *Nips-N-Tux* – are all expected to enter.

When *Offshore Yachting* went to press, the three latter boats were holding the top three positions in the CYCA's Blue Water Pointscore, Cape Byron Series and Tasman

Pointscore with another two races to sail before the final 469 nautical mile race to Mooloolaba on 31 March.

Victorian yachtsman Grant Wharington is returning with a serious threat to the race record, with his 98-foot super maxi *Skandia*, which took line honours in the Rolex Sydney Hobart Yacht Race 2003. And Sean Langman is sure to pull something out of his bag of tricks with his successful 66-footer *AAPT*.

For the second year, a mid-week start has been set by the CYCA's Sailing Committee to allow competitors to return to work prior to the Easter break.

"We trialled a Wednesday start last year and it proved extremely popular," says sailing manager Justine Kirkjian. She is expecting close to 50 on the start line.

– Lisa Ratcliff

ENDURANCE AT ITS FINEST



For its second year, Hydro Tasmania will support the 2004 Three Peaks Race. The unique event, a combination of ocean sailing and endurance mountain running around Tasmania's east coast, will start on Good Friday, 9 April.

From Beauty Point, the fleet of yachts, each carrying two specialist endurance runners, will sail to Flinders Island, then down the east coast to Coles Bay with the final leg to Hobart. Over four days, participants will sail 600km and run 140km, which includes dashing to the peak of three mountains, the last one being Mount Wellington in Hobart.

Race director Alastair Douglas has already received expressions of interest from more than 20 teams, including past winners Terry Travers and Robin Chamberlin with their catamaran *API Mersey Pharmacy*; Josh Ey from Hobart with *Quetzacoatl*; Queenslander Craig Coulsen with *Trumpcard*, Newcastle's David Leask with his new Hick 50, *Funnel Web*; and, Victoria's Brian Claque with his S&S 34, *Misty*.

For the Notice of Race and entry forms, visit www.threepeaks.org.au

ADELAIDE TO PORT LINCOLN 55TH RACE

This year's 55th Adelaide to Port Lincoln Race has a new sponsor, with the race to be known as the Adelaide Motors BMW Blue Water Classic. The overnight dash to Port Lincoln starts on Friday, 27 February. Cruising commences at 10am, with racing starting at 3pm.

The fleet is expected to be headed by *Skandia*, the line honours winner of the Rolex Sydney Hobart Yacht Race 2003. The Lincoln race will be followed by the popular Lincoln Week Regatta from 1-4 March, comprising six races.

Closing date for entries is Friday, 20 February. For more details, visit www.plyc.com.au

WORLD TITLE TO SPIES

Michael Spies, skipper of *First National Real Estate*, the overall winner of the Rolex Sydney Hobart Yacht Race 2003, notched up more victories within three weeks of his Hobart win. He sailed as tactician for Steve McConaghy on *Tempnet* in winning the Australian and World championships for the 11m keelboat class at the Royal Prince Alfred Yacht Club.

Pains Wessex

Flares

AURORA FLARES

- Available in red and white handflares and orange handsmoke
- Manufactured locally to Australian standards
- Easy to operate
- Reliable in extreme conditions

Pains Wessex Australia Pty Ltd
PO Box 25, Glen Iris, Victoria 3146
Ph (03) 9885 0444

painswessex
.com.au

YACHT DEATH SPARKS SAFETY ALERT

The NSW Coroner has completed his inquest into the deaths of two crew members of *Rising Farrster*. The Farr 38, owned by UK-based organisation Flying Fish Leisure Management International, was built by Binks Yachts of South Australia in 1993.

The Coroner found that both deaths occurred as a result of drowning when the keel of the yacht separated from the hull, causing the vessel to capsize.

He has recommended that a précis of his summing up, findings and recommendations be distributed to owners of light displacement yachts fitted with fin keels built subject to pre-1994 ABS approval. The Coroner made this recommendation so that owners can make appropriate decisions with respect to checking and/or modification of their yachts.

Rising Farrster was on a sail training passage from Southport, Queensland, to Sydney after having previously made the passage from Sydney to Southport, when she capsized off Evans Head. The wind was about 20 knots with a 1.5 metre

swell. The Coroner established that the cause of the capsize was that the fin keel separated from the hull unexpectedly. Within 15 to 20 seconds the yacht had capsized.

The Coroner established that the yacht did not founder on a reef. Two of the six crew died when they were unable to make their way out of the yacht's cabin.

The Coroner investigated the causal factors of the capsize and subsequent actions.

In arriving at his recommendation to advise other owners, the Coroner investigated the design and building of *Rising Farrster* and her requirement to be built to survey.

He concluded that *Rising Farrster* was not required to be built to survey standards, as she was originally contracted to be built as a private yacht.

In her subsequent role as a sail-training vessel, *Rising Farrster* was only required to be the subject of a 'visual inspection'.

The Cruising Yacht Club of Australia has already carried out the recommendations of the Coroner in advising owners of his findings.

FAREWELL TO 'HORNBLOWER'

John 'Hornblower' Hornby, well known to yacht owners for many years as head of the Yachting Association of NSW's safety committee, officially the Special Regulations Committee, has died in Sydney after a long illness.

A longtime and Life Member of the Royal Prince Alfred Yacht Club, Hornby was a regular figure around the CYCA during the lead-up safety inspections for the Rolex Sydney Hobart Yacht Race 2003.

HUNT FOR NEW COACH

A call has gone out for a coach for high-performance yachtsmen in Western Australia. Yachting Australia, the Yachting Association of WA (YAWA), the state government-backed WA Institute of Sport and the Royal Freshwater Bay Yacht Club have all collaborated to offer the position.

YAWA general manager Tony Claydon says the range of candidates was reasonably limited and selection was expected to be finalised by early February.

The role would involve identifying and developing yachting talent in youth and adults, and to prepare them to compete at an elite level. The object of the exercise is to keep talented sailors in WA, rather than having them commuting to Sydney and other eastern centres to develop their talents and further their sporting careers.

— Neil Smith

SEAMASTER SOLD

Sir Peter Blake's expedition yacht *Seamaster* has finally been sold — to Frenchman Etienne Bourgois, chief executive officer of Paris fashion company Agnes B, and a nephew of America's Cup media maestro Bruno Trouble.

New Zealander Don Robertson, who marketed the famous yacht on behalf of Sir Peter's widow, Lady Pippa Blake, says there had been wide interest. Potential buyers included a Russian daredevil, who planned to use *Seamaster* as a mothership for an attempt to sail an ice-yacht across Antarctica, via the South Pole.

Great interest came from France, where the yacht was originally built for Jean-Louis Etienne, who sailed to the Antarctic and the Arctic. "*Seamaster* has a huge reputation in France," says Robertson. "It is an icon, like the Eiffel Tower."

Bourgois has put New Zealander Alistair Moore in charge of the project. Moore sailed with Blake as part of his Blakexpeditions crew on the voyages to Antarctica and the fateful trip to the Amazon, where Sir Peter was murdered by river pirates.

The plan is to take the yacht from Newport Rhode Island to France for a refit and then onto a number of exotic adventures with artists-in-residence on board.

NavPak Pro ECS

Electronic Charting
Systems for
PCs and Handhelds

Visit website for further information

www.globenav.com

DOCKSIDE

HIGHLIGHTS OF THE SOCIAL CALENDAR SURROUNDING THE ROLEX SYDNEY HOBART YACHT RACE 2003 WERE THE COMMODORE'S COCKTAIL PARTY FOR SKIPPERS AND NAVIGATORS AT THE CRUISING YACHT CLUB OF AUSTRALIA, COMBINED WITH THE CYCA OCEAN RACER OF THE YEAR AWARDS AND THE PRIZE-GIVING AT THE ROYAL YACHT CLUB OF TASMANIA. BELOW, RICHARD DE LEYSER PRESENTS THE ROLEX OYSTER WATCHES TO OVERALL WINNER MICHAEL SPIES (MIDDLE) AND LINE HONOURS WINNER GRANT WHARINGTON (SEATED, RIGHT). BOTTOM RIGHT, OCEAN RACER OF THE YEAR, BOB STEEL, RIGHT, RECEIVES HIS TROPHY FROM COMMODORE JOHN MESSENGER.

PHOTOS: IAN MAINSBIDGE





PEUGEOT

1800 307 607
www.peugeot.com.au



OFFSHORE RACING CALENDAR

MAJOR OFFSHORE AND INSHORE EVENTS IN AUSTRALIA AND OVERSEAS 2004

LOCAL RACING

FEBRUARY

- 5-8 Australian JOG Championships, RPAYC
- 6-7 Sydney 38 OD Harbour Regatta, CYCA
- 7 Short Ocean Pointscore, MHYC
- 9-12 Hardy Cup Under 25 Match Racing, RSYs
- 13 Blue Water Pointscore Race, Newcastle Race, CYCA
- 14 Ocean Pointscore Race, Sydney-Newcastle or Botany Bay Race, CYCA
- 21 Short Ocean Pointscore, RSYs
- 27 Adelaide Motors BMW Blue Water Classic, Adelaide to Port Lincoln Race, PLYC
- 28 Short Ocean Pointscore, RSYR
- 28-29 Marinassess Regatta, CYCA

MARCH

- 1-4 Lincoln Week Regatta
- 5-9 Australian Offshore Championship, IMS, IRC, Broken Bay, Yachting Australia/RPAYC
- 6-7 Joico Regatta, IMS, IRC, PHS, Farr 40 OD, Sydney 38 OD, RPAYC
- 12-14 Rosemount Farr 40 One Design Nationals, RPAYC
- 13 Short Ocean Pointscore, MHYC
- 17 Final St. Arnou Twilight Race, CYCA
- 21 Top Jocks Regatta, CYCA
- 31 Sydney Mooloolaba Yacht Race, 469 nautical miles, CYCA

APRIL

- 9 56th Brisbane Gladstone Yacht Race, QCYC

INTERNATIONAL

JULY

- 7 International Etchells World Championship, Mooloolaba

AUGUST

- 14-28 Olympic Regatta, Athens, Greece



Document: Dorian, Bismakasi, Eretz-67 PHOTO: ANDREA FRANCOLINI

206 | 307 | 406 | 607

ENGINEERED TO BE ENJOYED



PEUGEOT



DOWN THE RHUMBLINE

Zaraffa was unsuccessful in its bid to win the Rolex Sydney Hobart Yacht Race 2003, but US skipper Dr Huntington 'Skip' Sheldon is philosophical about the race – and life – writes Peter Campbell



PHOTO: DANIEL J. SPINER/ROLEX

One of my most enjoyable interviews during the lead-up to the Rolex Sydney Hobart Yacht Race 2003 was with Dr Huntington 'Skip' Sheldon, the veteran owner/skipper of the US 65-footer, *Zaraffa*. To be more precise, it was a philosophical discussion of ocean racing with the retired pathology professor, who has managed to indulge his passion for sailing for many of his 74 years.

"Your life is measured by what you have done over the years; by its quality and volume," he tells colleague Jim Gale and myself as we sit down in the Rolex Media Centre. It was not enough for a poet to write one gem, or a scientist to make one advance in knowledge. There must be a body of work, he stresses.

It is a philosophy that Sheldon (pictured) brings to ocean racing as well. He has little time for rich men who enter the sport by buying a place on the finish line. "This is the 51st year I've been offshore in my own boat, and I have crewed for a lot of people. You have to do your apprenticeship," he says.

It was not surprising that there was nothing half-baked, nor left to chance, in Sheldon's bid to win the Rolex Sydney Hobart Yacht Race 2003. In fact, it was the culmination of a four-year program of racing and ocean cruising during which the New York Yacht Club member had already chalked up an impressive swag of successes, including the Bermuda Race, the Fastnet and the North Atlantic Challenge.

"If you want to do a campaign, you must plan for four years, select the events you want to compete in, and select a core group of good people who are like-minded, because four years is a long time to be together," he says.

And then you must stick to the plan. Sheldon and his crew sailed a meticulous race to Hobart, but unfortunately the winds did not suit *Zaraffa*. In a race dominated by small boats on

handicap, *Zaraffa* finished seventh across the line but on corrected time had to be content with 28th overall and seventh in division A in the IMS handicap category.

With *Zaraffa* berthed at Hobart's Constitution Dock, we again speak with 'Skip' as he reflects on one of those challenges he had to face once in a life of ocean racing.

"It was tough," he says as he steps off the boat. "The seas were very confused, which leaves the skipper confused from time to time. This is only the second time in 50 years of sailing that I have been seasick.

"It's curious to me how unpredictable and how rapidly the weather changes. Our predictions for this race were very different from what we experienced. We'd studied the weather of the past 10 years of the Hobart, we charted it, plotted it, set the boat up for the average of the 10 years, but there is no average weather."

For Sheldon, the fascinating challenge of the Rolex Sydney Hobart is that, for the whole race, one side of the course is blocked off, first by NSW's coast, then Bass Strait and then Tasmania. It is something that he has never encountered before and it cuts down the options available to skippers.

"So it's puzzling. Very challenging," Sheldon says. "Strategically, when we review the race, there will be very little we could have done differently, given our knowledge of the meteorology of the time."

Sadly, the sheer expense of coming down to Australia with a genuinely competitive boat makes it unlikely that Sheldon will be back for a second attempt to master the race, an ocean classic he came not just to compete in, but to win.

"I've been a delinquent dad for three years," he says. "When I get back home I will take my daughter fishing." ■



Australian Yacht Charters
"come join us in our little bit of paradise"

Luxury, club & budget class yachts, catamarans and cruisers available for charter in the magnificent Whitsundays. Quality boats and service for your bareboat or crewed charter. A holiday of a lifetime at attractive rates.

1300 300 753 + 61 4 1299 0000 www.austiyachtcharters.com.au



Bakewell-White
yacht design



www.bakewell-white.com

PO BOX 34569 Birkenhead Auckland 1330
tel: +64 9 357 0606 fax: +64 9 357 0603
email: info@bakewell-white.com

CARBON MAST SALE

OPPORTUNITY TO UPGRADE

- * Ex Ragamuffin inline spreaders – made by Southern Spars (NZ) – suit 47' to 52' yacht
- * Rigging New October 2002
- * 3 DL Headsails & Spinnakers

Phone Larry or Syd (02) 9233 3266 or 0411 100 181

nannidiesel



MARINE PROPULSION

- ADVANCED TECHNOLOGY
- SUPERIOR QUALITY

NANNI DIESEL AUSTRALIA

26/17 Bowden St, Alexandria Sydney 2015
Phone: (02) 9319 5222
Email: sales@collinsmarine.com.au

OFFSHORE
YACHTING AUSTRALIA

IF YOU WOULD LIKE TO ADVERTISE IN OFFSHORE YACHTING AUSTRALIA MAGAZINE CONTACT JIM CASTLES

e: jcastles@ozemail.com.au
t: 0403 766 673

Telephone: (02) 9363 2130
Facsimile: (02) 9327 1465
Mobile: 041 2032 130

D. & R. SHIPWRIGHTS
(C.Y.C.A.)

- REPAIRS
- PAINTING
- FITTING

New Beach Road
Rushcutters Bay NSW 2027

FURLEX

JIB FURLING & REEFING SYSTEM
The best selling Jib Furler in the World
(02) 9997 4099
1800 252 368



HICK MARINE

DESIGNERS and BUILDERS of FAST RACING and CRUISING YACHTS

Factory 4-13 Darbyshire St, Williamstown VIC 3016, Australia
Ph (03) 9399 2210 Email rhick@hickmarine.com.au



The Moorings®
The Best Sailing Holidays In The World.

Whitsundays & Worldwide
www.moorings.com

1800 553 720

BOAT SALES

Buying or selling a boat?

- MDBS typically has 300 + boats for sale.
- We always require quality listings.
- Discount Brokerage to CYC members

Please call for full details of our services.

M D B S
AUSTRALIA

Maurice Drent
Boating Services

Tel: (02) 9360 3122
Email: sydney@mdbsaustralia.com Web: www.mdbsaustralia.com

SYDNEY
02 4340 5083

HOBART
03 6234 5422



MELBOURNE
03 9646 5273

BRISBANE
07 3252 5161

PERTH
08 9430 5366

DOYLE FRASER SAILMAKERS

www.doylefraser.com

Proudly Australian - Truly International

City Boating 
International

Phone: 9331 4180 151 Bayswater Road
Fax: 9331 3427 Rushcutters Bay
Paul Williamson N.S.W. 2011

Open 7 Days
Discount Boating Gear
www.cityboating.com.au



Halsey Lidgard Sailmakers

For more information please visit our great web site at:
www.halseylidgard.com

SYDNEY LOFT
PH: 02 9529 4108
3/185 Ramsgate Rd, Ramsgate.

OTHER AUSTRALIAN LOFTS IN BRISBANE, MELBOURNE AND PERTH.

Whitsunday
rent yacht

Yachts • Catamarans • Motor Cruisers
Incorporating AUSTRALIAN BAREBOAT CHARTERS



Choose from the BIGGEST fleet of charter yachts for boating holidays in the Whitsunday Islands.

FREE CALL 1800 075 000

Website: www.rentayacht.com.au Email: rentayacht@bareboat.com.au



Most Medals – Barcelona '92
Most Medals – Savannah '96
Most Medals – Sydney 2000!

Be a Contender ... Buy Contender!

Call or write to: Contender Sailcloth Pty Ltd 4A Wilmette Place Mona Vale 2103 NSW
(02) 9997 4099 or 1800 252 350

Stockist of: Contender Sailcloth, Rutgerson Hardware, P.N.P. Products, Blue Streak Batters, Webbing, Tapes, Adhesive Sailcloths, Furtex Furlers, Selden Rodkickers, Ferrari PVC Fabrics.

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

TO ADVERTISE
IN THIS SPACE
CONTACT DIANA ON 1300 139 305

LAST THOUGHT

Silhouetted against a silvery sea, the super maxi *Skandia* sails towards her line honours victory in the Rolex Sydney Hobart Yacht Race 2003. She will defend her win this year



PHONE: (02) 9363 9731 FAX: (02) 9363 9745 EMAIL: cyca@cyca.com.au RESTAURANT: (02) 9327 6723



QUEST CREW WERE AMONG THE MAJOR RECIPIENTS AT THE 2003 OCEAN RACER OF THE YEAR AWARDS. (LEFT TO RIGHT) JACK GOLUZZI, DAVID 'DELLIS' ELLIS WINNER OF 2003 OCEAN RACING CREWPERSOON AWARD, BOB STEEL 2003 OCEAN RACER OF THE YEAR AND MICHAEL GREEN. PHOTOS: IAN MAINSBRIDGE

OCEAN RACER OF THE YEAR AWARDED TO BOB STEEL

The CYCA announced its Ocean Racer of the Year Awards, recognising excellence in four categories of ocean racing, on Wednesday 17 December to a large contingent of ocean-going yachtsmen and women, including skippers competing in the Rolex Sydney Hobart Yacht Race 2003.

Over the years, the award winners have

included many of the nation's outstanding sailors and the 2002-2003 nominations presented the selection panel with some difficult choices, particularly with regard to the Ocean Racer of the Year.

The CYCA Ocean Racer of the Year is the most prestigious award given by the CYCA to an individual. It is awarded to an owner of an ocean racing yacht that has excelled above the others in the previous year.

Four yachtsmen stood out for achieving outstanding results during the past year. They were Neville Crichton with *Alfa Romeo*, Bob Steel with *Quest*, Bob Oatley with *Wild Oats* and Colin O'Neil with *Aftershock*.

With a long list of handicap wins on his Nelson/Marek 46 *Quest*, Bob Steel was announced as the recipient of the Ocean Racer of the Year Award. He was victorious in many of Australia's major ocean racing events and offshore regattas, including the CYCA Blue Water Championship 2002-2003, the Rolex Sydney Hobart Yacht Race 2002, the 2003 IRC Offshore Championship and IMS and IRC Division 1 of the 2003

Sydney Mooloolaba Race.

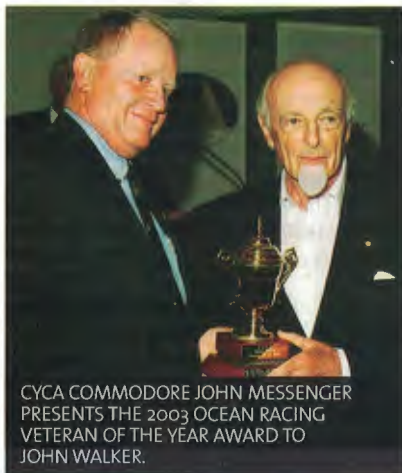
Commodore John Messenger announced, "In the 16 years that we have presented the Ocean Racer of the Year Awards, there have never been so many nominees worthy of recognition for the category of Ocean Racer of the Year, but unfortunately there could only be one winner."

The three nominees for Ocean Racer of the Year, Bob Oatley, Neville Crichton and Bob Steel were each recognised by the CYCA with a Special Commendation, a first in the 16 years of the awards.

The CYCA's Ocean Racing Crewperson award goes to a non-professional crewperson who has, by their deeds, provided enormous assistance to an owner in order to go ocean racing.

The 2003 Ocean Racing Crewperson award went to David Ellis, crewman on the 2002 Rolex Sydney Hobart Yacht Race Overall winner, *Quest*.

David, who is nicknamed 'Dellis', has been sailing for more than 30 years starting with 16-foot skiffs in the 1970s →



CYCA COMMODORE JOHN MESSENGER PRESENTS THE 2003 OCEAN RACING VETERAN OF THE YEAR AWARD TO JOHN WALKER.

ANDREW JOYCE – NO NOVICE NAVIGATOR!



FIRST NATIONAL REAL ESTATE, OVERALL WINNER OF THE ROLEX SYDNEY HOBART YACHT RACE 2003 AND FIRST IN IMS AND IRC IN DIVISION C. PHOTO: ROLEX

Young Andrew Joyce, a Tasmanian local recently relocated to Sydney, has demonstrated his flair for navigating during his inaugural Sydney Hobart race. The youngster so impressed well-known ocean racing yachtsman Michael Spies during his debut in the 2003 Brisbane to Gladstone Race that he invited him to join the crew of *First National Real Estate* for the 'Everest of sailing' later in the year.

While working solidly on the boat up until the start, Joyce kept an eagle eye on the weather forecasts, even consulting lecturers at the Department of Meteorology at the University of New South Wales for their expert advice. He also referred to the CSIRO website to check the approaching current activity.

Following a well executed start by skipper Spies, the crew aboard *First National Real Estate* were well on their way to a winning run. After heading out of the harbour the crew plotted their way south, electing a rhumbline course and enjoying the mild conditions while others in the fleet headed out to sea.

The group sailed into Bass Strait exposing first-timer Joyce to typical Hobart conditions. Reducing sail area to a #4 and a reef in the main, *First National Real Estate* was now experiencing 30 knots of constant breeze.

At one stage their winning performance looked doubtful as the crew became parked alongside Tasman Island when the breeze abated. However after eventually completing the race in only 6 knots of breeze up the fickle Derwent, Joyce's

excitement at completing his first Hobart Race was realised as *First National Real Estate* pulled into Constitution Dock to a friendly welcome from locals, relatives and interested media. "It was such a great feeling arriving in Hobart knowing that we couldn't have sailed any harder," Joyce said. As well as winning the Tattersall's Cup as the Overall winner on IMS, *First National Real Estate* was placed first overall in the IRC handicap division, also taking out both IMS and IRC in Division C.

Joyce gave credit to his sailing coaches and confirmed that his leading performance had been due, in part, to the past year that he had spent with the CYCA Youth Sailing Academy. His training included specialist instruction by a number of the Academy's top coaches such as YSA Manager Jenni Bonnitcha and experienced Olympic yachtsman Neville Wittey. The YSA's programme had unquestionably increased his confidence level, helping him to achieve a very credible result.

Michael Spies singled out 19-year-old navigator Joyce for special praise. "The guy's 19 years old and he acts as though he's been doing this all his 19 years. He's obviously a name you're going to hear a lot more of. I'm honoured to have spotted that talent earlier this year."

We look forward to hearing more about Joyce's achievements as he further enhances his sailing abilities during the next 12 months.

**Christina Del Conte,
Editor**

CONTINUED FROM PAGE 1

as the forward hand for Mike Green, another *Quest* crewman.

From there he moved into keelboat racing, competing in his first Sydney Hobart race in 1977 on board *Patrice III*. Just some of the highlights of his sailing career include the Kenwood Cup, Admirals' Cup with Syd Fischer's *Ragamuffin* in 1985, line and handicap honours on *Sovereign* in 1997, line honours win on *Ninety Seven* in the stormy Hobart of 1993 and finally an overall win in the Rolex Sydney Hobart Race 2002.

The CYCA Ocean Racing Rookie of the Year is presented to an owner of a yacht who is new to ocean racing and has shown promise in the sport.

The only interstate winner in last year's awards went to Christian Jackson from the Royal Geelong Yacht Club for the Rookie of the Year.

Christian, from Victoria's surf coast, has been a Club member for only two years but in that time has completely immersed himself in yachting.

His first purchase was a Catalina 24, which took out the 2002 Melbourne to Hastings Race in the Performance Handicap System (PHS) Division. This whet his appetite sufficiently to purchase the IMS Elliott 49 *Prowler*, which he optimised before achieving the following results:

- line honours in the 2002 Hastings Race
- new race record in the Melbourne to Launceston Race
- second over the line in the Melbourne to King Island Race this year
- handicap honours in the Southport to Mackay Race
- line honours in each race he competed in at Hogs Breath Week and Hamilton Island Race Week.

He flew to Sydney to be present at the award ceremony and was accompanied by one of his crew members, Tony Fowler.

The CYCA Ocean Racing Veteran of the Year goes to an owner or crewperson who falls into the category of being a veteran and has achieved noteworthy results.

John Walker, who just skippered *Impeccable* in his 20th race to Hobart, collected the Ocean Racing Veteran of the Year Award.

At 81, John was the oldest skipper in the fleet, and remarkably, he has completed all 20 Hobarts on *Impeccable*.

Peter Campbell

ROLEX SYDNEY HOBART YACHT RACE 2003 GIFT BAGS

The Club received overwhelming support for the Rolex Sydney Hobart Yacht Race 2003 skippers' gift bags from sponsors, Club members and other companies that donated items.

The CYCA would like to thank the following for their generosity:

BMW Sydney pens – BMW Sydney, (BMW Sydney Winter Series Sponsor)

Eskies and stubby holders – Tooheys (Hahn Premium Monday

Twilight sponsor)

Hat clips – Stern 2 (Badge Draw sponsor)

Mount Gay caps and

Absolut cocktail menus – Maxxium (Top Jocks Regatta sponsor)

Sunglass straps – Inner Circle Rum and Line 7 (YSA Sponsor)

Village Roadshow movie passes, DVDs & CDs – John Kirby (YSA Sponsor)

Verve Chocolate – Australian Chocolate Pty Ltd, Club Member Vernon Stuber

Blistex – Blistex

Coffee – Nestlé

Fisherman's Friends – Network Foods

Inside Sport – Horwitz Publications

Offshore Yachting magazine and

Australian Golf Digest – FPC Living

ROLEX SYDNEY HOBART 2003 NAMED YAHOO! SITE OF THE YEAR

In December Yahoo! Australia and New Zealand gave its users the opportunity to choose one site to be highlighted as the Pick of the Year and last month, the Rolex Sydney Hobart Yacht Race 2003 website was named 2003 Site of the Year!

A late surge of online voting on the final day of the competition, 31 December, cemented the Rolex Sydney Hobart website's top position.

"Traffic to the site was beyond expectations, with 569,626 user sessions and 5.6 million page hits, a 250% increase on 2002," said CYCA web developer Adrian Wiggins from Massive Interactive.

Hitwise.com.au statistics reveal the incredible traffic that propelled the site to become the number one sports site for Australian Internet users over the first three days of the race, ousting racetab.com.au and theworldgame.com.au from their customary positions.

'OLD SALTS' WERE OFFICIAL STARTERS FOR ROLEX SYDNEY HOBART YACHT RACE



THE OFFICIAL STARTING PARTY FOR THE ROLEX SYDNEY HOBART YACHT RACE 2003 ABOARD AUSSIE ONE. (LEFT TO RIGHT) BARNEY DAVIES, GORDON ELLIOTT, TED BRYDEN-BROWN AND BROTHER MALCOLM BRYDEN-BROWN.

One of the few remaining 'old salts' who sailed in the first Sydney Hobart Yacht Race 59 years ago, 87-year-old Gordon Elliott, fired the cannon to send the Rolex Sydney Hobart Yacht Race 2003 fleet on its way south on Boxing Day, 26 December.

The retired public accountant, now living at Ballina with his wife Ruth, accepted the invitation from the CYCA to be the Official Starter for the 2003 race. Joining him were three other 'old salts', brothers Malcolm and Ted Bryden-Brown, who jointly fired the 10-minute warning signal before the start, and Bernard 'Barney' Davies, who fired the Preparatory Signal cannon five minutes prior to the start.

Mr Elliott was 29 years old and back from serving as a gunner with the 2/1st Field Regiment of the Sixth Division during World War II when the marine artist Jack Earl invited him to crew aboard his yacht *Kathleen Gillett* in the inaugural Sydney Hobart Race in 1945. The double-ended ketch, designed by Norwegian Colin Archer and which Earl was later to sail around the world, finished fourth on handicap out of nine starters in the 627-nautical mile ocean classic.

"I believe I am the only crew member of *Kathleen Gillett* from that first race still around," said Mr Elliott, recalling that it had been a tough race in which all yachts, except the winner *Rani*, hove to or sought shelter from a south-westerly gale.

Mr Elliott was reunited with *Kathleen Gillett* two days before the start of the Rolex Sydney Hobart Yacht Race 2003. "The Australian National Maritime Museum invited me to come down to Darling Harbour and go aboard the old boat, to see how it was restored and given to the Museum as

Norway's Bicentennial gift to Australia in 1988," he said on Boxing Day. "Unfortunately, we were not able to go for a sail, but it was great to go aboard her again."

Malcolm Bryden-Brown, now aged 74, sailed as mate aboard *Ripple*, the overall handicap winner of the 1953 Sydney Hobart, earlier sailing on *Bachelor's Wife* in 1950 and *Ripple* in 1952. He continued sailing on Dragon class yachts and for the past 12 years has been a member of the race committee team with the Royal Prince Alfred Yacht Club.

His elder brother Ted, 78 has also sailed virtually all his life. During a distinguished service with the RAN in World War II, he served on cruisers, corvettes and fast patrol boats. His sailing career has ranged from Mirror dinghies to the famous cutter *Morna*. He was aboard *Morna* when she took line honours in the 1946 Sydney Hobart and also sailed on another famous big boat of the 1940s and 1950s, *Ada*.

Firing the five-minute cannon was 83-year-old Bernard 'Barney' Davies, a 37-year member of the CYCA who skippered his own yacht, *Unis J*, a 40-foot cruising ketch, in the second Sydney Hobart race in 1946.

Unfortunately, *Unis J* was forced to retire, but he sailed in several more Hobarts as crew, "because I could cook a good meal under any conditions, in any sort of weather." Yachts he sailed aboard included Sir Robert Crichton-Brown's *Pacha* and *Fare-thee-Well*.

Aboard the official starting boat *Aussie One* the four 'old salts' exchanged stories of racing to Hobart in the 'good old days' with a captivated audience on board to watch the start.

Peter Campbell

CRUISING CAPTAIN'S REPORT

Tuesday 2 March – Communications and Technology Educational Seminar. Whether cruising or racing it is wise to keep abreast of the latest developments, and know the best options for your needs in relation to communications and technology. Our first Educational Seminar for this year will focus on this topic.

In order to ensure you receive the most up-to-date and accurate information we have arranged for a representative from Australia's search-and-rescue organisation, the Australian Maritime Safety Authority (AMSA), to be in attendance to give a full presentation on current and future requirements.

Then, to assist you to put recommendations into practice, we have organised presenters who will inform you on the best way to go about setting up your yacht with the latest technology.

Our presenters for the evening will be:

AMSA will present and answer questions on Digital Selective Calling

Wayne Gallaivan from Boatbooks will speak on software needs and options

Jeff Lenton from Click IT will discuss connections and compatibility.

The Educational Seminar will commence at 7pm and meals will be available in the Bistro following the presentation.

MEDICAL INFORMATION FOR OFFSHORE SAILORS

The CYCA Cruising Committee is currently working with a highly experienced team of expert medical educators to formulate a course suitable for offshore sailors. When completed, this course will hopefully have provided sufficient information and hands-on experience, by using the latest simulation equipment, to help sailors to cope with many of the life-threatening medical emergencies that can arise at sea.

To be eligible, candidates will have to hold as a minimum a current Senior First Aid Certificate, which is only about first aid and how to assist in an accident or emergency for the first 20 minutes or so until the ambulance arrives.

There is no ambulance at sea. If you are close enough to land, a helicopter rescue may be an option, but even so this is a last resort and may not always be a practical solution.

At our last CYCA Cruising Education Seminar, 'Beyond First Aid', most if not all Senior First Aid Certificate holders expressed their concern as to their competence should a major crisis arise, especially at sea without some assistance and guidance at close hand. In fact, very few had given an injection and it was the first time they had received sufficient information and been able to practice, under supervision, such a basic requirement which may be needed to help in a medical emergency at sea.

The course we are working on is currently in its conceptual stage and will hopefully be available towards the end of 2004.

We are currently seeking sponsors to assist in our endeavours to see this through to fruition, so if you have any ideas please contact John Keelty on 02 9955 5573 or 0427 231 682.

SHORT HAUL RACES – ALL WELCOME

The first passage race of the Autumn season was to Port Hacking on the weekend of 17-18 January. This is a great sail down the coast, past Botany Bay and into Port Hacking. The local hospitality at Cronulla Yacht Club is now legendary and includes helpful hints and assistance (hopefully not needed) in navigating the entry to Gunnamatta Bay.

If you are not entered in the series you may want to consider participating as a casual entry. To do this you will need a category 4 safety certificate, a minimum of three people in your crew and to lodge an entry form with the Sailing Office. Short Haul Racing is a great excuse to go for a sail and to exercise your competitive streak without taking it too seriously.

For further information, contact Roger Wragby in the Sailing Office on 02 9363 9731.

CRUISING CALENDAR OF EVENTS FOR 2004

A summary of cruising events planned for the next few months is below. We are also planning to organise a few land based visits to places of nautical interest. For further information see the Cruising Notice Board, weekly email or email johnkeelty@bigpond.com

You will also notice we are including a member's cruising tale in each edition of *Onshore* so we would like to invite members who have been cruising to contribute to this section.

Tuesday 2 March	Educational Seminar: Radios, Electronics and Computer Technology for Yachts
April	Easter Cruising
Tuesday 4 May	Social Cruising Evening
Tuesday 1 June	Educational Seminar: Heavy Weather Sailing II

CYCA CRUISING VHF CALL SIGN

Members are reminded of the Club's VHF call sign, 'Sextant'. The call sign can be used to assist members to establish contact with other CYCA yachts in an area.

For example, if you are cruising in a certain area and notice a CYCA burgee you can call on the radio: "Sextant, Sextant, Sextant here is [your vessel's name]," then any CYCA vessels in the listening range are invited to respond.

A call sign is commonly used in many clubs, for example Middle Harbour uses 'Compass Rose'. The CYCA call sign 'Sextant' has been around for many years but has fallen into poor usage of late so this summer could be a good time to resurrect it. Give it a go.



SURAYA, SKIPPED BY CYCA MEMBER CARL SRIBER HEADS OFF TO LORD HOWE ISLAND

LORD HOWE ISLAND CLASSIC BOAT BARBIE

David Champtaloup, owner of *Caprice of Huon* contacted me by phone and said that he and Nigel Stoke, owner of *Fidelis*, were planning a barbecue on Ned's Beach, Lord Howe Island and were wondering if other classic boat owners were interested in turning up.

Suraya, an S&S 37 built in Tasmania in 1967 hadn't seen a lot of ocean recently and I'd never been to Lord Howe, so the response was, "Sure, count me in." The barbecue was set for Monday 4 November at 4.30pm so *Caprice of Huon* and *Suraya* planned to leave on the Thursday and the faster *Fidelis*, on the Friday. Also making the journey was the S&S 24 *Morning Tide* out of Lake Macquarie.

The weather map on the Thursday was not pretty. A couple of lows down south had deepened with a third forming and the effects were starting to set in. So a midday departure in sunny weather with a couple of whales frolicking on their way south, had by nightfall turned into a brisk 30-knot nor'-nor'-wester.

For the next three days it was all wind, climaxing with a gale of 60 knots and barely 15 minutes between transitions as the wind went through northwest and southwest. During the gale we took three reefs and with a storm jib we were quite comfortable, though we did have to hand steer because of the seaway. We arrived to get into the lagoon on the third day and locked onto

the Penta Comstat skeds.

Idyllic is the best word to describe Ned's Beach. Protected from the westerly, the sunny cove was picture-perfect. The crews turned up with an appetite that would do a fabulous barbecue total justice. We'd agreed to contribute \$30 a head to the local school for organising the food. The headmaster, his wife and Clive's family (many of you will know who Clive is) did the honours – the local kingfish was simply outstanding, as was the sticky date pudding! It was no ordinary barbie.

Suraya's host on Lord Howe was the irrepressible Christine Skegs. Christine, who was born on the island, has been host to Jack Earl, Ian Kiernan and the brothers Treharne to name a few. She is heavily involved with the island's welfare and is taking part in discussions regarding amendments to the Act protecting Lord Howe currently before the NSW Government.

It was also great to catch up with Bruce Stacy who I am sure will be known to many members of the CYCA. He who would have sailed back with us but unfortunately came down with a bout of flu.

This barbecue could become a regular event for classic boats. It was a great idea and I think signals a 'movement' – cruise to a barbie. If it becomes an annual event we will certainly keep you posted.

Carl Sriber

CHRISTMAS CRUISING

After watching the start of the Rolex Sydney Hobart Yacht Race 2003 we provisioned *Trim* and left for Pittwater with a keen sense of anticipation of the holiday. We flew up the coast with a following breeze under mainsail alone and headed for the CYCA mooring in Refuge Bay. There was another boat on it but as there were quite a few spare ones, we just picked one at random and hoped we weren't going to get rudely awakened in the night.

Our first CYCA Cruising friends to say hello were Peter and Patricia from their Northshore 27 *Hum*. Paul and Cathy Mulherin, Catherine and friends from *Wild Eagle* were also enjoying the peace of Refuge Bay and that evening drinks, nibbles and socialising were enjoyed aboard *Trim*.

John and Kim Clinton (plus pooch wearing his life jacket) on board their Beneteau 473 *Boardroom*, Chris and Barry Elsbury aboard their Beneteau 40.7, *Outside Chance*, Neil and Jane Whiston and kids on board their Oceanis 390 *Plums* plus the gang on board the Northshore 38 *Wings Three* were all seen to be having a good time relaxing.

The plan to return to Sydney in plenty of time for New Year's Eve was thwarted by a 30-knot nor'-easter, so *Trim* returned to Refuge Bay and a second farewell party was held on the deck of *Wild Eagle*. We then left early the next morning before the wind had a chance to pick up, and another fast ride down to Sydney saw us arrive in plenty of time to pick up our guests for the fireworks that night.

Our final few days were spent at the fish markets where we caught up with Bernie and Kate from *Solus*, then Sugarloaf Bay (where *Trim* dragged her anchor in more 30-knot nor'-easterly winds) and then finally back to the CYCA with the harbour churned up to surfing level by yet more strong winds.

Finally, may I offer apologies to anyone who tried and was unable to contact us. We now know that VHF radio and mobile phone contacts up in the creeks of Broken Bay are unreliable, to say the least. We couldn't even get a weather forecast!

Dick Smidlin & Pat Goldstiver

FROM THE YOUTH SAILING ACADEMY

YOUTH SAILORS FIND VARIED PATHWAYS TO REACH THE TOP

Two talented young CYCA sailors and Youth Sailing Academy (YSA) members achieved major goals on 30 December 2003.

Andrew Joyce, CYCA youth sailor, was part of the winning crew in both IMS and IRC divisions of the Rolex Sydney Hobart Yacht Race 2003 as navigator on the Beneteau 40.7 *First National Real Estate*. Joyce secured the position with Michael Spies after meeting Spies at the Mirror Dinghy World Championships in Hobart in January 2003.

On the same day, YSA sailor Sam Newton, who already concurrently holds one US and three Australian National titles, added the Australian Yngling Champion's title and later, the World Champion's title to this impressive list. Newton grabbed the opportunity to join Nev Wittey's Yngling World Championship campaign several months ago. "Sailing with Nev has been a great learning curve for me," stated the unassuming Newton following their great results.

Other Rolex Sydney Hobart Yacht Race 2003 sailors from the CYCA Youth Sailing Academy included Richard Howard, who joined the Academy in 2003 and set his goals early. He wanted to represent the CYCA in International Youth Match Racing (which he has already achieved by skippering the CYCA team at Cowes Week) and to sail in the Rolex Sydney Hobart Yacht Race 2003. Howard's goals were fulfilled when he was invited to join his brother, Will, and father, Rob, on the Sydney 38, *Lexus Team*.

Joel Skelton, along with father Mark, crewed on *Aurora* for his second Rolex Sydney Hobart Yacht Race 2003, having competed previously in 2002.

Elizabeth Walsh and Brad Owens were part of the disappointed *Strewth* crew who were left in Sydney with engine problems at the start of the Rolex Sydney Hobart. Elizabeth, however, hot-footed it down to Hobart and joined Geoff Hill on a Lyons 49 to compete in Sailing South Race Week.

James Christian, unable to secure a crewing position to Hobart, was fortunate to secure a position going north to Coffs Harbour.

Meanwhile, numerous CYCA youth sailors headed to Melbourne for various National and World Championships after successful performances at the Sydney International Regatta Series (SIRS) in December.

Evan Walker won the 29er division of SIRS and entered both the Australian 29er Championships and the Australian

Youth Championships.

Jeremy Wilmot won the 420 division at SIRS and will compete at both the Australian and World 420 Championships. Seve Jarvin, who was second Youth sailor in the large Laser fleet at SIRS, competed at the Laser Nationals and Australian Youth Championships in his bid to qualify to represent Australia in the Laser class at the International Sailing Federation (ISAF) World Youth Championships in mid 2004.

CYCA YOUTH SAILORS CONTINUE TO DOMINATE MATCH RACES

Four Sydney, two interstate and three international teams contested the Accord Logistics International Youth Match Racing Championship, sailed over three days in late November.

Conducted out of the CYCA Youth Sailing Academy and raced in the Club's splendid fleet of Elliott 6.0s, the event is an ISAF Grade 3 regatta that produced extremely close competition. Four teams finished the first day within one point of each other.

Volunteer International Race Officer Doug Talty gave his constant attention to running back-to-back races, which allowed such a full schedule of 70 races to be completed in the first two days of the double round robins.

Finals day saw Seve Jarvin, Robert Bell and Sam Newton take out their fourth consecutive youth match racing title in as many months with a convincing win over the Royal Sydney Yacht Squadron.

"As always, Seve was well supported by his sheet hand and bowman, and this teamwork is one of the main reasons they have yet again finished proudly holding the winners' trophy," commented regatta organiser Jenni Bonnitca.

The CYCA's second team of Jeremy Wilmot, Even Walker and Tom Clout, sailing together for the first time in this regatta, was the lightest crew on the course and while this made handling difficult in the heavier breezes on the first day, they managed to demonstrate some superb control downwind to move into third position overall.

Regatta sponsor Herman Heiligers presented trophies to the competitors. "It was wonderful to see so much talent over the three days," he said.

One week later, the CYCA youth team of Jarvin, Bell and Newton backed up at Royal Prince Alfred Yacht Club to win the 2003 Harken International. This win has enabled the team to continue to New Zealand to

compete in what is generally regarded as the 'World' Youth Match Racing Championships in February.

SMILES ALL ROUND AS SCHOOL CHILDREN CONQUER SAILING

"It was an experience we'll never forget and have greatly benefited from!" was the comment from Phoebe and her friends, following her two-day sailing experience at the CYCA Youth Sailing Academy.

Phoebe summed up the sentiments of the kids from the 12 schools who had the opportunity to experience sailing through the Freedman Foundation School Program in December.

The program aims to provide opportunities for young people to be involved in activities outside their immediate environment. Two sailing programmes, each of two days, enabled 48 secondary school students to learn the basics of sailing aboard the CYCA Elliott 6.0 sports boats.

All students quickly conquered the basics of sailing and were rigging the boats unaided and sailing without instructors on the second day. Quite an accomplishment!

Their enthusiasm was wonderful to see and their delight as they involved themselves in the sailing was rewarding for all involved.

Our thanks to the Freedman Foundation for its ongoing support and we look forward to seeing many of these young people join yachts for twilight racing in the new year.



THE FREEDMAN FOUNDATION SCHOOL PROGRAM PROVIDES SUPPORT FOR YOUNG PEOPLE ENABLING THEM TO EXPERIENCE THE JOYS OF SAILING THROUGH THE CYCA YOUTH SAILING ACADEMY.

EDEN MARINE HIGH BACK AT THE CYCA

Students from Eden Marine High School joined the CYCA Youth Sailing Academy for a week of sailing and adventure on Sydney Harbour. This is an annual event hosted by the CYCA to thank the Eden community who,

QUIET LITTLE DRINK
ANDREW SHORT
MARINE



every year, strongly support the Sydney Hobart Yacht Race.

For many of the kids it was their first experience of sailing and they took to it like ducks to water. By the end of the week, all were sailing with ease, and demonstrating handling skills as they circled the *Young Endeavour*, showing the other students from their school, the proficiency with which they tackled the Elliott 6.0s.

This program is supported by CYCA members who provide their boats for the students and staff as accommodation during their stay. Our thanks go to Don Telford, Gary Linacre, Roger Hickman and John Messenger who again provided bunks for these up-and-coming young sailors.



STUDENTS FROM EDEN MARINE HIGH RARING TO GO ON THE ELLIOTT 6.0S.

JEREMY LAWRENCE JOINS THE CYCA TO ASSIST YOUNG SAILORS

Longtime Youth Sailing Academy supporter, Jeremy Lawrence, has provided financial assistance to help kids who may not otherwise have been able to enter the Youth Sailing Academy's Advanced or Intermediate Squads in 2004.

The CYCA has traditionally provided some support to sailors entering the Youth Academy. However in 2004, with Jeremy's generous support, the Academy will be able to expand its scholarship program.

Sailors interested in joining the Advanced or Intermediate Squads in 2004 should immediately download the information from the CYCA website, www.cyca.com.au, and forward their application to the CYCA Youth Sailing Academy.



MT GAY RUM TOP JOCKS REGATTA - SUNDAY 21 MARCH, 2004

Revived in 2003, the Mt Gay Rum Top Jocks Regatta aims to find the top three CYCA members who can combine as a winning crew. This fleet racing regatta requires all crew to share the helming equally. Won by Richard Perini, Darren Jones and Terry Wetton in 2003, this coveted trophy is again open to all challengers, however in 2004, all crew must be members of the CYCA. Download the Notice of Race from www.cyca.com.au For any information on the CYCA's Youth Sailing Academy contact Jenni Bonnitca on 9363 9731 or jenni.bonnitca@cyca.com.au

PACIFIC SAILING SCHOOL

THEORY COURSES 2004

C5 - AYF SMALL CRAFT SAFETY

Essential knowledge for small boat sailors and a prerequisite for further Australian Yachting Federation (AYF) certification. Held over two Saturdays or Sundays (9:30am to 4pm); includes a three-hour practical session. On satisfactory completion and payment Waterways can issue your Boat Driver's Licence.
1/2004 Sundays 8 and 15 February
2/2004 Saturdays 8 and 15 May

C9 - AYF COASTAL NAVIGATION

Presented by ex Navy Navigation Instructor/yachtsman and AYF examiner Greg Stewart over eight Monday evenings 6pm to 9pm and a three-hour practical session.
1/2004 Monday 2 February
2/2004 Monday 3 May

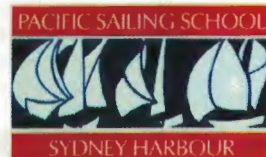
C12 - MARINE RADIO

Update your knowledge of Digital Select calling and all the recent changes over three Thursday evenings to obtain your Marine Radio Operator's Certificate of Proficiency (6pm to 9pm).
1/2004 Thursdays 4, 11, 18 March
2/2004 Thursdays 13, 20, 27 May

C14 - AYF SAFETY & SEA SURVIVAL COURSE

Be ready to join the Rolex Sydney Hobart Yacht Race 2003 crews by getting your AYF SSS Certification now. Course runs over two days and includes the flare drill and the wet drill at Qantas pool.
1/2004 Sunday 22 and 29 February
2/2004 Sunday 21 and 28 March

(Other dates, including weeknights, may be available by arrangement for groups.) \$490 fee includes comprehensive course notes, theory, flares, and wet drill.



Five per cent discount for CYCA members. For more information, or to book your place, call Pacific Sailing School on 02 9326 2399.

MEMBERS' BADGE DRAW

(TPL 03/11287)

The Members' Badge draw is gearing up for another big year. Join us on Thursday evenings for a relaxing apres work drink with the rest of your CYCA mates. Don't forget 6:30pm in the Coaster's Retreat followed by a meal in the Blue Water Grille.

Thanks to the many sponsors that support the CYCA Members' Badge draw.

GOLD SPONSORS

- Andrew Short Marine
- Beneteau Vicsail
- BMW Sydney
- D&R Shipwrights
- EastSail
- Flagship Charters
- Hood Sailmakers
- Maurice Drent Boating Services
- Maxxium
- Noakes Boatyard
- Point Marine Services
- Premier Boat Trimming
- Steve Jarvin Motors

SILVER SPONSORS

- Pacific Sailing School
- Riviera Sales Sydney

BRONZE SPONSORS

- Southcorp
- Stern 2
- Web Central



TOOHEYS PROMOTION OF THE MONTH



No fancy keel, just Becks Real Bier. See the Sydney Hobart Bar for details.

CALENDAR

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

FEBRUARY 2004

MONDAY 2	6pm	PSS AYF Coastal Navigation
	6:30pm	Hahn Premium Twilight Race
WEDNESDAY 4	6pm	St Arnou Twilight Race
THURSDAY 5		Leo & Jenny Liquor Stores Race
	6:30pm	Members' Badge Draw
THURSDAY 5 - 8		OG Australian Championships
FRIDAY 6 - 7		Sydney 38 Harbour Regatta
SATURDAY 7		Short Ocean Race (MHYC)
SUNDAY 8	9:30am	PSS AYF Small Craft Safety
MONDAY 9	6:30pm	Hahn Premium Twilight Race
WEDNESDAY 11	6pm	St Arnou Twilight Race
THURSDAY 12	6:30pm	Members' Badge Draw
FRIDAY 13	7pm	Short Haul Night Harbour Race
	8pm	Blue Water Pointscore Race Newcastle Race
SUNDAY 15	9:30am	PSS AYF Small Craft Safety
MONDAY 16	6:30pm	Hahn Premium Twilight Race
TUESDAY 17		Prawn & Trivia Night
WEDNESDAY 18	6pm	St Arnou Twilight Race
THURSDAY 19	6:30pm	Members' Badge Draw
SATURDAY 21	12pm	Short Ocean Race (RSYS)
SUNDAY 22		PSS AYF Safety & Sea Survival Course
MONDAY 23	6:30pm	Hahn Premium Twilight Race
WEDNESDAY 25	6pm	St Arnou Twilight Race
THURSDAY 26	6:30pm	Members' Badge Draw
FRIDAY 27		Insurance Industry Race
SATURDAY 28	12pm	Short Ocean Race Marinassess Regatta
SUNDAY 29		Marinassess Regatta PSS AYF Safety & Sea Survival Course

MARCH 2004

TUESDAY 2	7pm	CYCA Cruising Communications & Technology Seminar
WEDNESDAY 3	6pm	St Arnou Twilight Race
THURSDAY 4	6pm	PSS Marine Radio Course
	6:30pm	Members' Badge Draw
FRIDAY 5 - 9		Australian Offshore Championships
WEDNESDAY 10	5:30pm	St Arnou Twilight Race
THURSDAY 11	6pm	PSS Marine Radio Course
	6:30pm	Members' Badge Draw
SATURDAY 13	2pm	Short Ocean Race (MHYC)
TUESDAY 16		Prawn & Trivia Night
WEDNESDAY 17	5:30pm	St Arnou Twilight Race
THURSDAY 18	6pm	PSS Marine Radio Course
	6:30pm	Members' Badge Draw
SUNDAY 21		Mt Gay Top Jocks Regatta PSS AYF Safety & Sea Survival Course
THURSDAY 25	6:30pm	Members' Badge Draw
SUNDAY 28		PSS AYF Safety & Sea Survival Course
WEDNESDAY 31	1pm	Sydney Mooloolaba Yacht Race

THIS MONTH ON FOX SPORT

This month the Vodaphone Rugby Super 12 series kicks off. All games can be seen here at the Club, during opening hours. If you are interested in seeing a particular game live on the big screen, check with Reception.

FRIDAY 20 FEBRUARY

7:10pm	Cats v Stormers	(Johannesburg)
7:35pm	Highlanders v Reds	(Invercargill)

SATURDAY 21 FEBRUARY

5:35pm	Crusaders v Waratahs	(Christchurch)
7:35pm	Chiefs v Hurricanes	(Hamilton)
7:40pm	Brumbies v Blues	(Canberra)

FRIDAY 27 FEBRUARY

7:35pm	Crusaders v Blues	(Christchurch)
7:40pm	Brumbies v Cats	(Canberra)

SATURDAY 28 FEBRUARY

7:00pm	Waratahs v Sharks	(Sydney)
7:10pm	Bulls v Hurricanes	(Pretoria)
8:05pm	Reds v Chiefs	(Brisbane)
8:05pm	Stormers v Highlanders	(Capetown)

MANAGEMENT

Chief Executive Officer
Accountant
Sailing Manager

Joe Goddard
Nina McKinnon
Justine Kirkjian

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

Jenni Bonnitcha
Andrew Payne
Lisa Ratcliff

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

LEAD A DOUBLE LIFE



The new 307 CC




www.doublelife.com.au

MOULT/PEU5383/OY

YM/01

THERE ARE SOME THINGS EVEN THE
OCEAN CANNOT WEAR DOWN.



The Rolex Yacht-Master was designed to handle life at sea. Waterproof to 100 metres, its unique "Twinlock" screw seals the Oyster case and its 206 components off from the outside world. OYSTER PERPETUAL YACHT-MASTER • WWW.ROLEX.COM  **ROLEX**

For complimentary brochure and stockist details contact Rolex Australia Pty Ltd 70 Collins Street Melbourne 3000 Tel 03-9654 3988