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FEBRUARY/MARCH 2005

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TATTERSALL'S WINNING PARTNERSHIP

WITH THE SYDNEY TO HOBART YACHT RACE



Tattersall's Managing Director, Duncan Filscher, presents the George Adams (Tattersall's) Cup to the overall winner, Nick Lykiardopulo of Aera.

In 1945 a group of Sydney yachtsmen planned a post World War II cruise to Hobart. Nine yachts sailed out of Sydney Harbour on Boxing Day 1945 and four days later the 39 foot Rani, having battled through stormy weather, took both line and handicap honours. It was on this day one of the world's great blue-water classics, the now legendary Sydney to Hobart, was established.

Outside the blue-water sailing fraternity, few people know the handicap honours trophy for which the Sydney to Hobart fleet competes is The George Adams (Tattersall's) Cup. In 1945 William Adams (great nephew of Tattersall's founder George Adams) tracked down what he believed to be a suitable trophy for the fledgling event. Designed by silversmiths at Prouds of Sydney, the Cup was originally struck for a trans-Tasman yacht race that never eventuated. Prouds described the trophy to William Adams in the

following manner... *Hand-wrought 288 ounces sterling silver cup and plinth 25 inches high under a glass dome. Decorations of mermaids, grapevine and seahorses at base. Lid surmounted with mermaid on crest of wave calling up winner. Entirely Australian origin.* Handicap honours under the International Offshore Rule System recognise that all bluewater yachts are not created equal and that it takes extraordinary skill to skipper a smaller craft competitively in the event. It's a rule system George Adams would understand and heartily approve of.

Having begun life in Australia as a penniless immigrant, George Adams learned early the lessons of fair play and the level playing field. That a trophy bearing his name would come to acknowledge the blue water battlers of the Sydney to Hobart seems somehow fitting and appropriate. The George Adams (Tattersall's) Cup was first presented to the handicap winner

of the second Sydney to Hobart in 1946, but Rani, the original race winner's name, was later engraved on the plinth. Again, both fitting and appropriate.

Tattersall's are delighted to have once again participated as the Trophy Sponsor for the 60th Anniversary Sydney to Hobart as well providing the 60th Anniversary Commemorative Lapel Pins presented to all participating crew members. It was a fitting close to 2004, a year that also marked the centenary of the establishment of the will of the Late George Adams, whose principles still guide the company today.





PHOTO: RON ISRAEL
COURTESY: HELICOPTER FILM SERVICES



FIRST THOUGHT

As is so often the case, the start of the 60th Rolex Sydney Hobart Yacht Race and the race to the Heads proved to be a spell of absorbing light entertainment followed by several acts of serious drama. Here, in this amazing panoramic image shot by Ron Israel flying with Helicopter Film Services, it is possible to see where just about every boat was immediately after the start. For technical details see page 57.



AT THE HELM

Martin James, Commodore, Cruising Yacht Club of Australia

Sixty years ago there was a cruise that became a race that became history. An extraordinary blue water classic that now represents one of the greatest yachting challenges in the world. The 60th Anniversary Rolex Sydney Hobart Yacht Race was no exception.

Our enquiries disclose that only six of the original crewmembers from 60 years ago remain – Peter Luke and Geoff Ruggles from *Wayfarer*, John Gordon from *Winston Churchill*, Gordon Elliot and John Taylor from *Kathleen* and Ray Richmond from 1945 race winner *Rani*. We owe these gentlemen, and the other original crewmembers, an immense debt of gratitude for charting a course from Sydney to Hobart 60 years ago.

In a continuation of a tradition started in 2001, John Gordon, Geoff Ruggles and Ray Richmond fired the starting cannons for the 2004 Rolex Sydney Hobart.

The 2004 race subjected the fleet to two days of strong headwinds and rough seas. To participate required a preparedness to take on a challenge. To finish in the conditions facing the fleet required thorough preparation, seamanship and the will to prevail. To all those that reached Hobart, congratulations. To those that did not prevail on this occasion, may the winds and seas favour you more the next time you compete.

Of an original starting fleet of 116 boats there were 57 retirements. The CYCA is very pleased with the high levels of seamanship the fleet demonstrated. Many boats made tough but prudent decisions during the difficult conditions that prevailed, and they are to be commended for that.

The race winner, the Ker 55 *Aera* owned by Nick Lykiardopulo and skippered by Jez Fanstone, sailed an excellent tactical race to end up winning by the impressive margin of almost four and a half hours from *Nicorette*, with Matt Allen's Farr 52 *Ichi Ban* in third place. The full results and detailed reports on the race appear in this edition of *Offshore Yachting*. Congratulations to the crew of *Aera*, to the crew of *Nicorette* for Line Honours, and to the crews of all other boats that won their division.

An event such as this could not occur without the help of many organisations and individuals. On behalf of all at the CYCA, I would like to thank them for their invaluable contributions. In particular, I would like to

thank NSW Maritime, the Water Police of both NSW and Tasmania, Hobart Ports Corporation, the Bureau of Meteorology, Royal Volunteer Coastal Patrol, the community of Eden, Hobart City Council, Tourism Tasmania, TC Communications, Austan Rentals and Fairchild Multi Media for their assistance with the staging of the event.

We are particularly grateful to Harcourt Gough for again making available his beautiful yacht *Four Seasons* to accompany the fleet as the Radio Relay Vessel, and to News Limited for its assistance in creating the archive exhibition shown in Sydney and Hobart.

To the Royal Yacht Club of Tasmania and its members and volunteers, many thanks for your help and hospitality in Hobart. Thanks also to our own tireless team of employees ably led by CEO Mark Woolf.

Many participants noted with pleasure the many Sydneysiders who watched the start on Boxing Day and the extraordinary but typical welcome by the people of Hobart when they arrived. These are features unmatched by most major yachting events around the world. We hope that this support for the race continues.

It would be remiss not to acknowledge a significant contribution to our race by a gentleman in the sport. In 1946, a cadet reporter by the name of Peter Campbell first wrote a piece on the race for the *Mercury*. In 2004 he reported on our 60th Anniversary Race. I suspect that Peter is one of the longest term reporters of an event such as this. Allowing those not fortunate enough to participate in the race an opportunity to do so via the written and spoken word has been a very valuable contribution over many years.

The 2004 Rolex Sydney Hobart was Peter's last event as our media director. He is retiring from that role, but we are fortunate in that we will not lose contact with him and he will continue to write for us.

Rolex, our sponsor, has again proven during this event to be a delight to work with. Rolex's support and collaboration is invaluable, and we look forward to an ongoing association with it. The relationship with Rolex is one built around shared values, values echoed by Rolex SA's Joint Head of Communications, Nick Jellicoe, in his speech at the formal prizegiving in Hobart, where he said: "What this race personifies is something that is

increasingly becoming a rarity. Perhaps no other sporting event so well embodies the Olympic Spirit. It is, indeed, not the winning but the taking part that counts. It should not be just about the maxis, the technology and the hype. It is about the human spirit and human endeavour; about the many smaller boats that still continue to arrive with weary but smiling and exuberant crews."

We appreciate the sacrifices that Nick Jellicoe and his colleagues from Rolex made to be in Australia from Geneva for such an extended period over Christmas and the New Year. Thanks are also due to Richard de Leyser, General Manager of Rolex Australia, for being with us during the event and for his contributions in the staging of the Rolex Trophy and the 60th Rolex Sydney Hobart.

Prior to the Rolex Sydney Hobart, we conducted the annual Canon Big Boat Challenge and the Rolex Trophy. Both events were very successful, and reports on them can be found on pages 30 and 28 respectively. Prior to the start of the Rolex Sydney Hobart Yacht Race, a fleet of previous participants in the race took part in an inaugural Parade of Sail. Thank you to all those that participated in these events.

And so a significant anniversary Rolex Sydney Hobart is now part of the rich history of the CYCA.

We are now back into the second half of our summer program, with twilight races each week and short and long ocean races most weekends, concluding with the Sydney Mooloolaba Yacht Race on 16 March.

During the next month or so other significant events will be taking place with which the CYCA is associated. In mid-February the Global Challenge fleet will arrive in Sydney and after a short stopover re-start their race around the world. From 1-4 March, the 2005 Rolex Farr 40 World Championship will be conducted out of the CYCA, preceded by the Farr 40 National Championship and a pre-world regatta. This promises to provide some excellent one-design racing, with a large fleet of Farr 40s expected to compete. We wish our own competing boats the very best for these regattas.

As this issue was about to go to press, we were saddened to hear of the passing of distinguished CYCA Member Peter Kurts.

Peter had been a member for 38 years and had represented the CYCA in many international ocean racing events, as well as achieving great success in local ocean racing. He was one of only a handful of owners to have won the Sydney Hobart Yacht Race twice over the past 60 years.

Peter's boat *Love & War*, a classic Sparkman & Stephens 47, is featured on the front cover. While illness prevented Peter participating in the 2004 Rolex Sydney Hobart himself, his son Simon and some of Peter's good friends sailed the boat well to win IRC Division E and the 30-Year Veteran Division.

Our condolences go to Peter's family. He will be greatly missed. ■

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QUIET CHAMPION

Peter Kurts' will be remembered as a quiet champion of rating competition as well as a great competitor, writes *Offshore Yachting's* editor Adrian Herbert



The passing of Peter Kurts on 20 January after a brief illness brought to an end an impressive ocean racing career and took from the sport one of its great characters.

Kurts, who was 80, was very competitive to the end. He hated losing but he only wanted to win sailing against the widest possible competition. As far as Kurts was concerned, the Overall result was the one that mattered in the Rolex Sydney Hobart Yacht Race. Being a winner to Kurts meant winning from the pack. He had no interest in competing aboard a super maxi yacht against a select few at the head of the fleet. He quietly campaigned over many years to discourage the use of the word 'handicap' to describe the Overall winner and wanted the concept of Overall winner to be promoted as much as possible.

The concept of promoting rating competition as the core of ocean racing is something for which Kurts should be remembered. He should also be remembered for always making it clear that however intense the competition, sailing should first and foremost be fun.

I spoke to Kurts in the lead up to the 2004 Hobart Race and editor at large Peter Campbell spoke with him on the eve of the race. To both of us he seemed as enthusiastic as ever and was confident his much loved 31-year-old *Love & War* would perform well under IRC. Unfortunately illness forced him to pull out of the race leaving *Love & War* to be skippered by his son Simon. But Kurts' prediction proved very true with *Love & War* finishing a close seventh Overall, as she had in the 50th Anniversary Race in 1994, and winning the 30 years and over division.

Earlier in the summer Kurts did have the satisfaction of skippering *Love & War* to one more ocean racing success, second on PHS in the Gosford to Lord Howe Island race.

Sailing to Lord Howe Island was a favourite voyage for Kurts. After he gave up regular ocean racing, Kurts took up solo sailing and had sailed *Love & War* to the island on his own a number of times. For Kurts, the appeal of offshore sailing remained its combination of adventure and vigorous activity. "It gets you out into the real natural world of the ocean," he told me.

Why did he want to sail solo? "You can talk to yourself and not get any arguments," he joked.

Of course Kurts really missed ocean racing with a crew. The challenge of competing as part of a team against other teams had been a big force in keeping him involved in sailing most of his life.

Kurts is credited with sailing in 30 Sydney Hobart Races, but he may actually have sailed in more. He told

me he believed up to four of his earliest crewing trips hadn't been recorded.

Certainly Kurts will always be remembered as one of the race's greatest competitors.

Both of Kurts' Hobart Race Overall successes were with the 47-foot Sparkman & Stephens designed *Love & War*, in 1974 and 1978. *Love & War* also competed in the Admiral's Cup in 1975.

When *Love & War* eventually became uncompetitive, Kurts decided to build a new boat, but he couldn't bear to part with the beautiful moulded timber yacht and "put the boat into mothballs", as he termed it.

Kurts went on to race *Once More Dear Friends*, *Drake's Prayer* and *Madeline's daughter* and competed in a total of six Admiral's Cup campaigns.

As a child, Kurts had learned to sail on Vaucluse Juniors at the Vaucluse Sailing Club before progressing to the 15-foot, skiff-style, Vaucluse Seniors in his youth.

Like many of his generation, Kurts' youth came to an abrupt end with World War II service. During the war, he became an RAAF pilot flying Dakota transport aircraft.

After the war, he began a career in real estate sales in Queensland, which eventually led to him establishing a major real estate development company.

Kurts first became involved in ocean racing in Queensland. He brought his family back to Sydney in 1966 for the building of his first Admiral's Cup team contender, the Ron Swanson designed 36-footer *Mister Christian*.

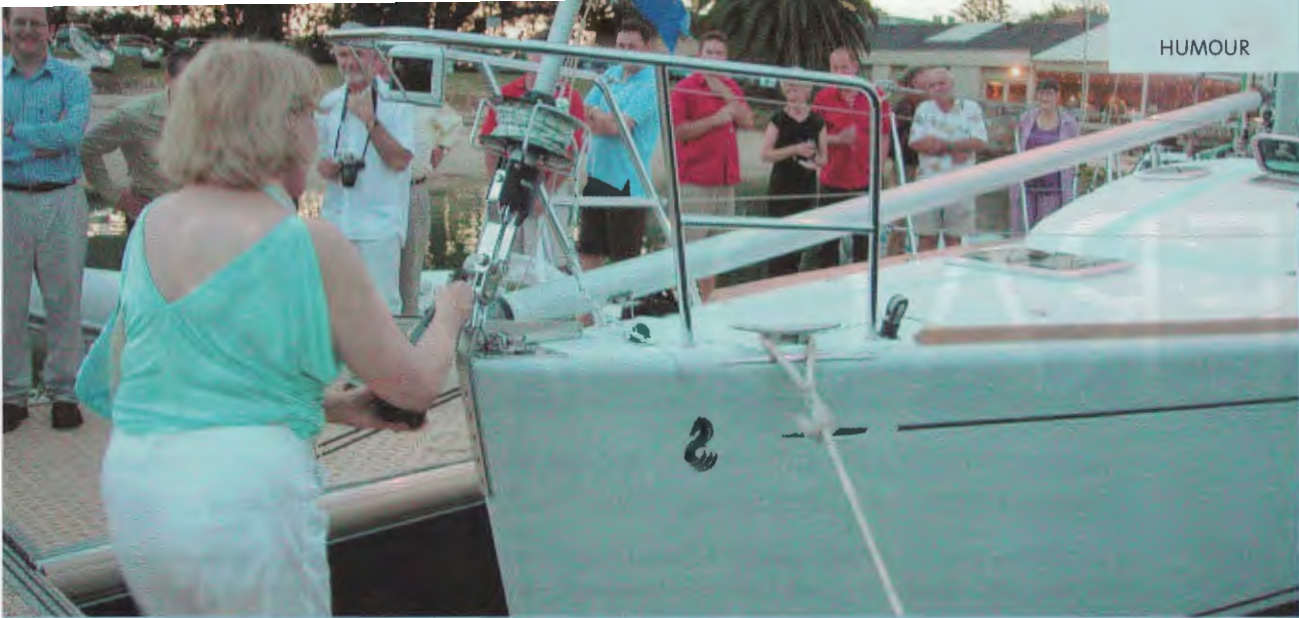
Mister Christian narrowly missed out on selection for the Australian team which won the Admiral's Cup in 1967, but Kurts characteristically put that down to experience and had *Love & War* built in 1973.

For many years *Love & War* has rested between voyages on a mooring just off Kurts' Vaucluse home.

Sadly, Kurts did not see *Love & War* again after she sailed for Hobart on 26 December. The yacht sailed back into Sydney Harbour from Hobart the day he passed away.

On a different tack, many people contribute to the depth of coverage we strive to provide in *Offshore Yachting*. We try to give credit where credit is due, but we failed to do so in two places in our December/January issue.

Di Pearson should have been credited with the photos which accompanied her report on 25 Sydney Hobart Veterans and Lisa Ratcliff for compiling the 60th Rolex Sydney Hobart Yacht Race boat notes. I am pleased to belatedly acknowledge their work here. ■



WHAT'S IN A NAME?

RUTH HILL ENDS
RUTHLESS STREAK

Troy Choidal turns over a few thoughts about boat names

When I first got interested in boats, names were important and were chosen carefully. We all knew the name would determine the character of a boat.

Take my first boat: a canvas folding kayak. It was nothing more than a picture and plans until I thought of a name. *Make It Snappy* was all the impetus a 14-year-old needed to get stuck into building.

The lightweight timber frame boat was supposed to fold up so small it could be back-packed over mountain ranges to isolated lakes and rivers, which is exactly what I wanted to do. But I had to build it first.

The design notes said that the completed structure would fold out and snap into a rigid shape tightly stretching the canvas covering to shape.

Completed, *Make It Snappy* didn't look much like the picture but at least it floated. Well, for a while. On the shake-down cruise it lived up to its name and snapped back to folded form with me aboard.

My first sailing boat, or rather share of a sailing boat, was a Swift catamaran, which in those days, on our English river, was considered quite fast. But that was relatively speaking. Others in those parts sailed dinghy classes such as the Snipe, which had an enormous steel centreboard. Anyway, after a winter of sanding and painting, we launched our by then gaudy orange craft as *Duck l'Orange*, which we thought was rather clever.

Unfortunately, we spent a lot of time swimming that summer. Other crews took to chanting the nursery rhyme:

*"Big duck, little duck, swimming in the pond ...
Tails go up when heads go down"*

You'll understand that not too much had changed when I named my first Australian sailing dinghy *Lily the Pink*. For those who don't know that ditty, "Lily the Pink (the pink, the pink) turned to drink (to drink, to drink)". About that time, I remember, a dinghy sailor in England

was refused registration in a regatta because of objections to the name of his boat: *R. Suppards*. Really!

Traditionally, boats have been named after significant women, perhaps not always entirely voluntarily. One of Alan Payne's early designs was drawn up as *Karalee*, but became *Margaret M* on launch day. I'd love to know that story. But I should add that *Karalee* was a place.

In a similar vein, there has been a succession of boats named *Ruthless* sailing from Middle Harbour. But no more. Ruth Hill recently christened the latest in the line as *Ruth's Star*. Or was it *Ruth's Tar*? I'll have to check on the signwriting but there seems to have been a turnaround there.

There have been quite a few boats named *Mistress* but I won't go into that. I thought *The Office* was much more practical.

Some names have reflected events in the lives of their owners such as *Come by Chance*, a Hobart Race competitor of years ago, and the late Jack Rooklyn's pocket maxi *Ballyhoo*.

Then there was New Zealand designer Ron Holland's first big success in the US; a little quarter tonner called *Eygedeen* – the builder's idea of how Ron said 'eighteen'.

The name of a successful New Zealand boat, *Prospect of Ponsonby*, poked fun at traditional English names such as *Prospect of Whitby*.

Some overseas Hobart Race entries had stories behind their names. A Californian entry was named *Improbable* because of the owner's doubts it would ever be finished. *Regardless* rolled off its Irish owner's tongue as his response to any setback.

But in recent years, names with real character have increasingly been replaced by brand names. *Shockwave* and *Zana* have been replaced by *Alfa Romeo* and *Konica Minolta*. I ask you! You won't be surprised to hear I once had a bright green boat called *Envy*. ■

'Traditionally, boats have been named after significant women, ... not always entirely voluntarily'

ERA OF AERA

Aera became only the 12th overseas entrant and the third British yacht to take Overall Honours in the 60th Rolex Sydney Hobart Yacht Race. Peter Campbell reports

In 1945 the little sloop *Rani*, skippered by Royal Navy captain John Illingworth, took Line and Handicap Honours in the inaugural ocean race from Sydney to Hobart after battling through a southerly gale. Illingworth, a prominent ocean racing yachtsman in Britain before World War II, had been responsible for convincing the Australian skippers of eight yachts planning a cruise to Tasmania to make a race of it instead.

Fittingly, 60 years later, the Overall winner of the Rolex Sydney Hobart Yacht Race – now an icon of Australian summer sport – was another British boat, *Aera*, owned by Royal Yacht Squadron member Nick Lykiardopulo with well-known international yachtsman Jez Fanstone as skipper.

‘We were the furthest offshore boat, which we felt was taking us where we wanted to go’

As in that first race, the fleet had to battle south-west to southerly gales before reaching Hobart. The winds did not reach quite the same strength as they did in 1945 (Force 9, according to Ray Richmond who crewed aboard *Rani*) but the gales and

boat-battering seas lasted much longer, more than 52 hours in the 2004 race, much of it right on the nose.

Of the nine starters in 1945, only one boat failed to complete the 628 nautical mile course; in the 60th race, only 59 of the 116 starters finished.

While there were two high-profile retirements with major damage from the 60th Rolex Sydney Hobart in the super maxis *Skandia* and *Konica Minolta*, many of the 57 retirements did so as a result of their skippers

deciding that they should exercise prudent seamanship and head for shelter from the ongoing gale.

There was only one broken mast in the fleet and, with the exception of *Skandia* and a couple of boats that put into Eden with injured crew, virtually no-one required outside assistance to reach port safely. Even the dismasted *Ragamuffin* sailed back from mid-Bass Strait under jury rig, as did other boats which developed steering problems.

Aera is only the 12th overseas and third British boat to become Overall Handicap winner of the Sydney Hobart race – *Rani* was the first in 1945 and in 1969 the winner was *Morning Cloud*, skippered by Ted Heath who was later to become Prime Minister of England. Quite a long time between drinks for the Brits!

Aera, however, came to Australia with high credentials and her victory came as no surprise to those who, like myself, knew about the Ker 55's results in Europe and America and who saw the boat race in the Rolex Trophy lead-up regatta in mid-December.

Lykiardopulo and Fanstone, and many of their crew, competed in the storm-battered 1998 Sydney Hobart Race aboard Lykiardopulo's previous *Aera*, a Swan 45, winning the CHS division (the predecessor to the IRC handicap system used this year to decide the Overall winner of the Rolex Sydney Hobart Yacht Race).

The new *Aera* is a purpose-built IRC ocean racer, a powerful carbon fibre hulled 55-footer designed by English naval architect Jason Ker. She raced under charter to the Spanish team in the 2003 Admiral's Cup and finished second top-scoring boat to the Australian

QUOTES

‘The boat was on its side, the mast parallel with the sea, pinned down by the water in the ballast tank. It was pretty serious. We dropped the jib, moved more water into the other tank and just tried to get the mast pointing towards the sky’

– SEAN LANGMAN, SKIPPER OF AAPT, DESCRIBING A KNOCKDOWN CAUSED BY TRYING TO USE TOO MUCH WATER BALLAST.

‘I’m freezing cold and wet. The wind’s howling in my eyes. We’re in the middle of nowhere. And I’m just thinking: “what the bloody hell am I doing here?”’

– SYDNEY MORNING HERALD PHOTOGRAPHER DALLAS KILPONEN REPORTING FROM ABOARD INDEC MERIT BEFORE THE VOLVO 60 HEADED BACK TO EDEN. KILPONEN TOOK PART IN HIS FIRST SYDNEY HOBART RACE TO TAKE PHOTOGRAPHS FOR THE HERALD, BUT MORE IMPORTANTLY TO RECONNECT WITH HIS LATE FATHER, DAVID ‘FANG’ KILPONEN, AND SCATTER THE INTERNATIONAL YACHTSMAN’S ASHES NEAR THE FINISH. HE DIDN’T MAKE IT TO HOBART AND WILL NOW SCATTER ‘FANG’S’ ASHES NOT FAR FROM THE CRUISING YACHT CLUB OF AUSTRALIA IN SYDNEY.



double when she crossed the finish line in fourth place on the afternoon of 29 December, following Ludde Ingvall's newly-launched super maxi, Sean Langman's *AAPT* and George Snow's *Brindabella*. The 55-footer was only 10 hours 33 minutes behind the 90-footer, beating home all of the Volvo 60s. On corrected time, *Aera's* margin over *Nicorette* was a comfortable 4 hours 26 minutes 46 seconds.

AERA BEAUTIFULLY DEMONSTRATES TWO SAIL REACHING AS SHE CLOSE ON THE TASMANIAN COAST
PHOTO:
RICHARD BENNETT

Corrected time results in IRC Division A were cut and dried, but there was a long wait to confirm *Aera's* Overall win, with several boats, including the 31-year-old, two-times previous winner *Love & War*, the Sydney 38 *Chutzpah*, the IMX 40 *Nips N Tux* and the Beneteau 44.7 *First National Real Estate* all considered chances in the 24 hours following *Aera's* finish.

In fact, it was not until early on the morning of 31 December that Race Committee chairman Tim Cox confirmed the Overall results, with *Aera* placed first ahead of *Nicorette* and Matt Allen's Farr 52 *Ichi Ban*, which had finished sixth in the fleet.

The Commodore of the Cruising Yacht Club Martin James announced the Overall IRC placings at a public ceremony beside Hobart's historic Constitution Dock which saw *Aera's* owner Nick Lykiardopulo presented with the historic perpetual Tattersalls Trophy and a Rolex Yachtmaster watch.

"This is truly the Everest of yacht racing," said an elated Lykiardopulo. "We compete to overcome the challenge of the sea, but we also respect it; every competitor and yacht in this race is a winner."

Aera placed first Overall and first in IRC Division A, beating the Line Honours winner, Ludde Ingvall's Simonis/Voogd-designed 90-footer *Nicorette*, with third place going to *Ichi Ban*, owned and skippered by CYCA director Matt Allen.

Aera's skipper Jez Fanstone said the win gave him great satisfaction, but that sharing the experience and a few drinks at the end with "these 15 other blokes" was more important.

"We had a great boat and a great team," said a typically understated Fanstone when asked what got the boat through the rough conditions.

"The 600 mile races are tough because you never get into any rhythm and you never get any rest. We did the

champion, the Reichel/Pugh designed 60-footer *Wild Oats* (now *Targé*) which was one of the pioneers of canting keel technology in ocean racing.

Targé won the mid-December Rolex Trophy rating series, but was the first casualty of the Rolex Sydney Hobart Yacht Race, an electronics malfunction causing loss of control of the canting keel.

Key factors

In contrast, the more conventionally ballasted *Aera* sailed on to victory Overall and in IRC Division A, a performance which underlined that the key factors in winning the always demanding Sydney Hobart Yacht Race are having a well-prepared, fast, sound and reliable boat, an excellent crew, and in sailing a tactically sound race. *Aera* had all of these qualities, and a little more. *Aera* stole *Nicorette's* chances of a rare line and handicap

'We are pushing off after a restful night [in Twofold Bay] to have a look at what is being delivered on the corner at Gabo ... the boys enjoyed a Greek roast lamb with baked vegies, greens and gravy and, of course, a glass of red ... we're in great shape and keen to keep going'

'Ninety-eight was harder, but 36 hours of tough cold conditions really brought it home that this is a great race ... one of the great races in the world, and one of the great cities to finish a race'

— EMAIL MESSAGE FROM BY ORDER OF THE SECRETARY RECEIVED AT THE ROLEX MEDIA CENTRE AT 8.59AM ON 28 DECEMBER. BY ORDER OF THE SECRETARY (BOOTS) FINISHED THE RACE IN 50TH POSITION AT 05.17AM ON 1 JANUARY 2005.

— GEORGE SNOW, OWNER/SKIPPER OF BRINDABELLA AFTER HE AND HIS CREW, INCLUDING HIS TWO DAUGHTERS AND TWO SONS, CROSSED THE LINE IN THIRD PLACE.



ABOVE: ONE OF THOSE PICTURES THAT SAYS A THOUSAND WORDS. IT REALLY WAS THAT KIND OF RACE
PHOTO: IAN MAINSBRIDGE

ABOVE RIGHT: WITH THE BREEZE STILL STRONG, A STORM MAIN AND A YANKEE GIVE WILD OATS GOOD SPEED AS SHE APPROACHES HOBART
PHOTO: RICHARD BENNETT

preparation and let God hand out the prizes.”

Perhaps Tasmanian crewmember David Stephenson summed it up when he said that a Rolex Sydney Hobart was “30 per cent crew, 30 per cent boat, 30 per cent luck and the rest is bits and pieces”.

Later, however, Fanstone explained in greater detail his winning race tactics, which were in stark contrast to *Nicorette's* strategy of hugging the Tasmanian coast to escape the worst of the big southerly swell. Fanstone, as a Volvo Ocean Challenge veteran, is well used to racing far from land and he took *Aera* on the most seaward course of the entire 116-boat fleet.

At one point, the British boat was 150 nautical miles from land. “We were the furthest offshore boat, which we felt was taking us where we wanted to go,” Fanstone explained.

But the weather was harsh out in the Tasman Sea. “Forty-four knots and big”, was his succinct description.

“Waves were manageable, but the problem was they built up very quickly; they broke at the top which wouldn’t be very pleasant on one of the smaller boats. We had to back off occasionally; we went to the trysail, but we were still doing nine knots even with the trysail.”

The real tactical break for *Aera* (if they had time to consider tactics in that seaway) came when the brains trust spotted something on a weather file that tempted them even further out to sea.

The file showed the breeze going left, from the south-west through to the south, and maybe a little bit south-east.

Lay line

“At that point we were heading in towards Tasmania, but we rolled the dice and off we went and headed south again,” Fanstone continued. “We got the shift, which shifted more and more; we got more than we expected ... that’s what really sealed the race for us. We were 150 miles out from Tasman Island and laid off about three miles out, so it was quite a good lay line.”

As more boats reached Hobart and many of the smaller boats headed back to Twofold Bay, the Overall prospects of *Aera* became stronger and stronger. Unlike 2003, it became a big boat race with the best placed of the under 50-footers being Stephen Ainsworth’s Swan 48 *Loki* which won IRC Division B and placed sixth Overall.

Peter Kurts’ famous *Love & War*, the S&S 47 that won the Sydney Hobart Race in 1974 and 1978, and the 20 Year Veteran Yachts Division in 1994 (the 50th race), placed 7th Overall, winning IRC Division E and the 30 Year Veteran Yacht Division. Sadly, Kurts had to withdraw from the crew because of illness only days before the start of the race; his son Simon skippered the beautifully maintained timber yacht to Hobart.

Other international entrants to have won the Rolex Sydney Hobart on Overall Handicap were: *Rainbow II* (NZ), 1967; 1969; *Pathfinder* (NZ), 1971; *American Eagle* (US), 1972; *Ceil III* (Hong Kong), 1973; *Kialoa II* (US), 1977; *New Zealand* (NZ), 1980; *Atara* (Ireland), 1991; *Raptor* (Germany), 1994 and *Beau Geste* (Hong Kong/China), 1997. ■

NEW ZEALANDERS WIN ROLEX CHALLENGE

The New Zealand national team won the inaugural Rolex Challenge teams event conducted as part of the Rolex Trophy and 60th Anniversary Rolex Sydney Hobart Yacht Race.

The New Zealand team of *Konica Minolta* (Stewart Thwaites) and *Yendys* (Geoff Ross) scored 953 points.

They won the Rolex Challenge primarily because of the high-scoring results of *Konica Minolta* and consistent sailing of *Yendys* in the eight races of the Rolex Trophy series. Both boats were forced to retire from the Rolex Sydney Hobart Yacht Race, but they were assisted by the fact that all five teams had at least one retirement in the double points scoring long race.

New Zealand ended the Rolex Trophy series with a 36-point

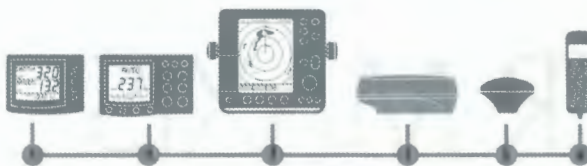
margin in the Rolex Challenge team pointsscore over the NSW team of *Targé* (Steven David and *Brindabella* (George Snow) which finished with 927 points. Only *Brindabella* finished the Rolex Sydney Hobart Yacht Race.

Third place went to the Australian team of *Ragamuffin* (Syd Fischer) and *Ichi Ban* (Matt Allen) with 914 points. Only *Ichi Ban* finished the Rolex Sydney Hobart Yacht Race.

The British yacht *Aera* was awarded Best Boat as the highest points scorer among the Rolex Trophy boats that completed the Rolex Sydney Hobart Yacht Race, although the Europe team of *Aera* and *Vineta* from Germany placed last in the Rolex Challenge teams series. ■

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SUPER MAXIS SKITTLED



As Line Honours favourites *Skandia* and *Konica Minolta* fell victims to gales and big seas, Ludde Ingvall nursed his new *Nicorette* to victory in the 60th Rolex Sydney Hobart Yacht Race, only to lose the mast later, possibly as a result of damage suffered in the race. Jim Gale, Lisa Ratcliff, Peter Campbell and Adrian Herbert report

"I feel more tired than I've ever felt in my life," an emotional but subdued Ludde Ingvall said as his 90-foot supermaxi *Nicorette* docked in Hobart after taking Line Honours in the 60th Anniversary Rolex Sydney Hobart Yacht Race.

Arriving red-eyed with fatigue, but jubilant at 5.10am on 29 December, Ingvall and his crew had taken 2 days 16 hours and 44 seconds to sail the Simonis/Voogd-designed 90-footer over the 628 nautical mile course.

Nicorette's elapsed time was more than 21 hours outside the race record, but just to bring a brand new boat home in one piece was an achievement in itself; the slow time reflected Ingvall's caution and prudent seamanship following the capsizing of *Skandia* and the structural failure of *Konica Minolta* after crashing off a wave.

This was the second time Ingvall had achieved this victory, but the nature of this race, with its 54 hours of gale force winds and big seas, and especially the disaster that *Skandia* met the previous day, clearly coloured his emotions as he explained how he did it.

"These are the two toughest days you can spend in ocean racing," he said. "It felt like three weeks."

Ingvall said he had based his entire strategy on sailing a conservative race to ensure that he got the boat across the finish line. This meant often sailing with smaller sails and slowing the boat down. "These super maxis can launch off the waves with too much power, too much speed. That's when they can break up," he said.

So the plan was to get as close to the Tasmanian coast as possible to get out of the big seas in the latter stages of the race.

Nicorette tacked in and out of the coastline, even sailing inside Maria Island to get flat water with sometimes only a metre of water under the canting keel.

"We went into every cove," Ingvall said. "I took the boys on Ludde's 'Tour of Tasmania!'"

"The problem is that you launch off waves with such speed and hit the bottom of the wave, and that's when these boats break up.

"You really need to learn to control the speed and power of the boat ... at one time the crew had a speed limit of 8 knots, and we sailed no faster."

Ingvall described the race as one of the toughest he had ever sailed in.

'Nicorette tacked in and out of the coastline to get flat water'



FROM FAR LEFT:
SKANDIA ROLLING
OUT OF CONTROL;
CREWMEMBERS
BOARD A LIFE RAFT;
THE UPTURNED HULL,
SANS KEEL; A WELL
REEFED DOWN
NICORETTE STILL HEELS
HEAVILY IN A STRONG
GUST AS SHE MAKES
HER WAY DOWN
THE TASMANIAN
EAST COAST
PHOTOS:
IAN MAINSBRIDGE

When asked whether he would be back for the next race, Ingvall said he would need to think hard about that. Gesturing towards his crew, he said: "I would never want to lead these 15 intelligent young men into a situation like the one *Skandia* faced yesterday. As the skipper, it is your responsibility."

Nicorette's designers, Alex Simonis and Martin Voogd, who run successful design offices in South Africa and the Netherlands, were in Hobart. They were delighted by the success of the 90-footer and its highly sophisticated triple foil system of canard, canting keel and rudder and the strength of the carbon fibre hull built by NSW Central Coast company Boatspeed and the towering rig.

Even the failure of the mast two weeks later did not discourage Simonis. He said he had been very satisfied with the design and believed a construction error had led to the failure. He was confident the cause would quickly be identified.

Nicorette's time was nearly 24 hours outside *Nokia's* 1999 record of 1 day 19 hours 48 minutes 2 seconds. Along with *Skandia*, *Konica Minolta* and Sean Langman's Open 66, *AAPT*, *Nicorette* had been on record pace down the NSW South Coast on the first afternoon and night running south before freshening north-easterly and north-westerly winds that reached 25 knots. Adding to their boatspeed was a fast running East Australian current.

The leaders then 'hit the brick wall' of a south-westerly change before daybreak the following morning, 27 December. For the next 54 hours, the fleet pounded to windward into seas that reached 6-7 metres offshore on a big southerly swell as south-west to southerly headwinds freshened to 35-45 knots. The bigger boats

were off the Tasmanian coast by the time they hit the worst seas, the 50- to 60-footers in mid Bass Strait and the rest of the fleet just entering the strait. Unlike most southerly fronts along the Australian East Coast, which move through quickly, this one went on hour after hour, increasing steadily in intensity.

Many skippers chose to exercise prudent seamanship and seek the shelter of Twofold Bay on the NSW Far South Coast. At one stage there were more than 30 boats at anchor in the bay.

As the 40- to 50-footers and smaller boats headed for shelter, some with damage, several with crew suffering injury (fortunately only minor) the super maxis hurtled on across Bass Strait with *Skandia* and *Konica Minolta* looking set to repeat their match race of 2003 in which the Australian *Skandia* beat the New Zealand *Zana* (now *Konica Minolta*) across the finish line by a mere 14 minutes.

The two 98-footers headed further and further to the east, while *Nicorette*, in third place, stayed closer to the rhumbline, aiming for a landfall near Eddystone Point on the north-east tip of Tasmania.

Then *Konica Minolta* also tacked back to the coast, breaking away from *Skandia*.

Just before 1.56am on the morning of 28 December, Race Control at the Royal Yacht Club of Tasmania in Hobart received news that *Skandia* had been forced to retire from the race after losing control of her canting keel. Then skipper Grant Wharington sent out a PAN PAN radio distress call seeking assistance.

Race Control was told a hydraulic ram controlling the canting keel had snapped, making the keel inoperable. The huge bulb at the bottom of the keel had jammed over to starboard. The boat was about 65 nautical miles

east-north-east of Eddystone Point but about 60 miles to sea.

The Tasmanian Police launch *Van Dieman*, which had been on station on the northeast coast, headed out to sea, initially planning to take the yacht in tow.

Skandia's retirement left *Konica Minolta* leading the fleet with galeforce conditions persisting in Bass Strait and the Tasman Sea. South-westerly winds of 30–40 knots continued to buffet the fleet and were estimated to reach 40–45 knots to seaward, stronger in rainsqualls.

More drama was to follow. At 7.45am, *Konica Minolta* reported to Race Control that it had also pulled out of the race, anchoring in Binalong Bay on the Tasmanian East Coast.

Owner/skipper Stewart Thwaites advised Race Control that the boat had suffered minor structural damage as she had been tacking down the Tasmanian East Coast south of St Helens and about 12 nautical miles ahead of *Nicorette*.

Fifteen minutes later, with the Police launch *Van Dieman* nearing *Skandia*, Grant Wharington ordered his crew to launch the yacht's two life rafts and the entire crew of 16 took to the rafts. *Van Dieman* then launched an RIB to rescue the crew from the rafts and took them to the fishing port of Lady Barron on Flinders Island.

Later Wharington heard that his yacht had lost its keel and capsized. The boat was floating upside down, but at that stage it was not known whether the mast had broken away. Wharington arranged for a sea-going tug from the Tamar River in northern Tasmania to attempt to take the 98-footer in tow.

In Hobart, Wharington said he had been devastated to have to abandon the boat. Flanked by his navigator, Will Oxley and tactician Ian 'Barny' Walker, Wharington told journalists: "We were going so well. We were sailing conservatively on port tack heading inshore where there would be calmer water conditions when we landed off a large rogue wave. At the time we were sailing under No 4 jib and two reefs in the main ... very comfortable with the situation."

The impact bent both hydraulic rams controlling the big canting keel, which came loose and swung to one side, laying the boat on its beam ends.

The crew was able to stabilise the keel for a time and began motoring downwind. However, the keel came loose again and began chopping through the hull.

With the police launch fast approaching and worried that the keel could tear itself from the hull causing the boat to capsize, at 8am the 16 members of the crew transferred to life rafts, and were taken aboard the police launch *Van Dieman* about half an hour later.

Wharington said that he would not know why the keel had failed until the boat had been retrieved and the broken hydraulics examined. However, he said he still believed in the new canting keel technology.

"We are effectively like test pilots rolling around in Formula 1 racing cars, and I am still a bit baffled as to what actually happened," he said.

Stewart Thwaites, the owner/skipper of *Konica Minolta* faced the press in Hobart remarking wryly: "Coming the last two hundred miles by bus wasn't the way we planned it."

He explained that *Konica Minolta*, seemingly with the finishing line within reach, had fallen off a massive wave and crashed out of the race.

"We had a relatively hard night (in gale force winds and big seas) but nothing we couldn't handle. But we launched off a 10-metre wave with no back," Thwaites told a press conference at the Rolex Media Centre.

Principal helmsman America's Cup sailor Gavin Brady added: "The bow felt like it was facing the sky and a good proportion of the keel was out of the water. There was that lonely five seconds while we waited to fall. You hope for a soft landing but ..."

When the 27-tonne yacht smashed down into the bottom of the wave's trough "we heard a crack, but we were not sure what it was," Thwaites said. "It was an all hands on deck situation."

They found that the cabin top had creased between the mast and the sleeve of her enormous canting keel, where there are intense structural pressures on the hull. For an hour the crew attempted to slow the yacht as they braced the damaged area, but with the boat head on to the big swell and the back and forth motion bending the hull, Thwaites and Brady decided that if they continued sailing there was a real possibility the conventional bulb keel could separate from the hull.

The sails were lowered and they motored towards the Tasmanian coast. Their race was over. "It was a hard decision," Thwaites said. "We agonised over it, but the consensus was that it was dangerous [to continue]." They moored *Konica Minolta* in Binalong Bay and made the last leg to Hobart by bus.

Of the 116 starters in the 60th Anniversary Rolex Sydney Hobart Yacht Race, 59 boats finished and 57 retired.

The hull of *Skandia* was finally taken in tow by a tug, but by then the mast had broken. Virtually all sails were lost as those below deck had already been washed out through the hatches. The tug towed *Skandia* into the port of Lady Barron where it was lifted onto a barge for further towing back to Melbourne.

Another canting keel competitor, Steven David's Reichel/Pugh 60 *Targé* pulled out within a few hours of the Boxing Day start when a bilge pump siphoned water back into the boat rather than out, causing an electronics melt-down that resulted in the crew being unable to operate the canting keel.

Konica Minolta eventually reached Hobart under motor as weather conditions improved, strengthening slabs of timber bolted to her deck.

Meanwhile, the dismasted *Ragamuffin* sailed back to Sydney under jury rig, with a headsail hoisted to the stump of the broken mast. All other boats also made it to port without outside assistance.

Only two weeks after the Hobart Race, *Nicorette* lost its mast sailing off the Gold Coast in a moderate breeze.



It appeared likely the failure could have been the result of undetected damage suffered in the Rolex Sydney Hobart Yacht Race.

On a corporate sail with some of the sponsor's clients aboard, *Nicorette* was about half a mile off the entrance to the Gold Coast Seaway sailing at about 10 knots under main and headsail in a flat sea-way when the mishap occurred.

Suddenly, with a thunderous crack, the mast splintered and broke near the boom gooseneck and fell cleanly into the water.

Views on keel failure

The failure of *Skandia's* canting keel and its consequences were followed closely by rival super maxi owner Neville Crichton as well as yacht designers Jim Pugh of Reichel Pugh and Alex Simonis of Simonis Voogd.

As the drama was unfolding, Pugh was in Sydney with Crichton, the owner of *Alfa Romeo*, to check progress on the building of Crichton's new canting keel super maxi. Simonis was in Hobart for the first race of the Simonis Voogd designed *Nicorette*.

All were concerned first for the safety of *Skandia's* crew, but once the rescue had been completed they pondered what had gone wrong.

Crichton said he didn't believe *Skandia's* keel failure was reason for a rethink for the canting keel of his new boat. He said he was convinced the technology could be engineered to work safely and he was satisfied Reichel Pugh had incorporated adequate safety margins in its designs.

Pugh said it seemed the initial problem with *Skandia* had been a failure in the hydraulic system used to move the keel, either the hydraulics failing or a ram breaking.

He said he was puzzled why it had not been possible to lock the keel in a vertical position. Reichel Pugh designs incorporated a mechanical locking system to deal with this situation. They regarded a locking system as essential to prevent 'knock on' effects of a ballast keel swinging unrestricted from side to side.

This appeared to have caused *Skandia* to become uncontrollable and for the keel to eventually tear itself out of the hull.

Pugh said: "I couldn't say what failed with *Skandia* because I don't know details of their keel design. Different designers come up with different solutions to engineering concepts like this and the devil is in the detail."

SAILING FREE DOWN
THE NSW SOUTH
COAST, KONICA
MINOLTA WAS
MAKING GOOD
ENOUGH TIME TO
BREAK THE RACE
RECORD
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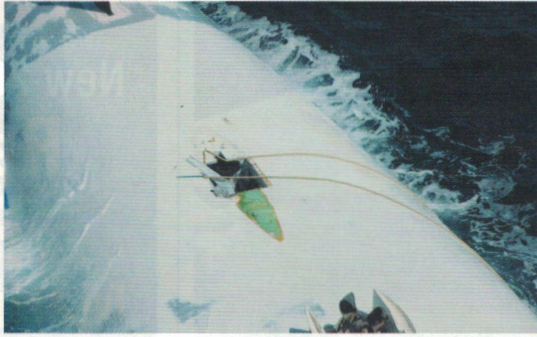


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THE HOLE LEFT WHEN
SKANDIA'S KEEL TORE
ITSELF AWAY FROM
THE HULL
PHOTO:
IAN MAINSBRIDGE



Reichel Pugh pioneered its canting ballast keel twin foil concept with the 60-foot *Wild Oats* (now *Targé*) and more recently used it on the MaxZ86s *Pyewacket* and *Morning Glory*. Both had since sailed thousands of miles offshore including *Morning Glory* crossing the Atlantic.

Pugh agreed that canting keels were being designed to performance criteria with attention paid to minimising weight inside the hull, but he said his firm's designs incorporated extensive safety margins.

"If you don't believe you designed it strong enough you don't get much sleep at night," he said.

Pyewacket and *Morning Glory* had been designed to American Bureau of Shipping standards for offshore racing yachts which require a keel to be able to survive grounding at 18 knots.

Crucial parts of the boats' canting keels, said Pugh, were fore and aft pins on which the fin and bulb assemblies were suspended. These were six times stronger than the minimum strength required. Other parts under load were three times stronger than calculated minimum strengths.

So had *Skandia's* failure made him pause for thought? "Absolutely," said Pugh. "This is not Formula 1; you can't pull in to the pits out there."

The canting ballast keel concept was, however, now part of offshore racing with Volvo race yachts using it for round the world racing.

Crichton said his new boat had extra carbon fibre in the deck, so he believed it would also be more resilient to damage from crashing off a wave as apparently caused the damage to *Konica Minolta*.

Alex Simonis said he felt very strongly that canting keels could be as safe as normal keels, but agreed with Pugh that the technology required a lot more engineering and research.

For a start, Simonis said, varying set ups could affect the reliability of hydraulic systems. For example, hydraulic cylinders used to cant the keel could be on one side or both sides of the assembly.

Simonis didn't favour having cylinders on only one side, because it would require further extension of hydraulic cylinders which were most vulnerable when extended and least vulnerable when pulled in. Were the cylinders fully extended when a boat fell off a wave, the impact could cause deformation of the cylinders, or

other damage which could prevent the keel being moved back to the centre position.

Once loose, he said, the violent swinging of a keel would be likely to be arrested by coming into contact with some solid structure. That force would be likely to be too high for the bearing attachments to handle and fatigue could set in quickly resulting in the bottom bearing failing.

With one of the bearings gone the keel would fall out and the boat would invert 180 degrees.

Simonis said he believed the best approach was to have two cylinders on either side of the keel.

He said that if the system was designed with redundancy in mind, even if one cylinder was damaged as described above, the crew could bypass it and use the other on that side to put the keel in the centre.

Simonis said that although the ABS rules for offshore racing yachts were written well before canting keels came on the scene, they did deal with keels and keel attachments.

"Our approach is that the whole canting keel mechanism is a form of keel attachment in terms of the ABS rule and as such all parts have to comply to a minimum safety factor of 2.55 as described in the rules for keel attachments.

"Two point five, five as a safety factor is in principle fine for static structures but a canting keel is a moving structure and as such needs higher factors for those parts which move such as cylinders and hinges etc.

"For the hydraulics we use a safety factor of seven which leaves, after redundancy [(if one of the two cylinders fails), a safety factor of 3.5 which we regard as sufficient to operate the keel and put it in a safe position on the centre line."

There were also redundancy mechanisms built in the hydraulic operating system.

Simonis said canting keel design was complex and required attention to detail. This included the selection of the steel, which was very important as the strength of high tensile steel was affected by cold, an important factor in a yachting application.

Simonis Voogd had spent about three months working with the Swedish Steel manufacturer SSAB to come to an acceptable material specification and an actual product which met those specs, and this had then been tested in a model application.

"Again we looked back at the original ABS rules in order not to violate the principle of a keel and or a keel attachment," he said.

"Although ABS asks for an ultimate limit of 390 MPa to be used as the maximum yield strength for steel, the modern alloys such as Weldox produced by SSAB go many times beyond that.

"In *Nicorette's* case we used a material which was certified at 920 MPa to a temperature of -40Kj. With a minimum safety factor of 2.55, it brings it down to 360 MPa as an actual static stress allowance." ■



SKIPPER PRAISES SAT PHONE

There's a case for satellite phones as marine safety communications links

The capsizing of the super maxi *Skandia* should lead to satellite telephones becoming an essential safety feature for future Rolex Sydney Hobart Yacht Races according to the yacht's owner, Grant Wharington.

From the moment he stepped ashore after he and his 15-man crew were rescued from two life rafts in Bass Strait, Wharington praised the Globalstar mobile satellite phone he had used while trying to save the \$4 million yacht. Wharington also used the phone from the life raft to assure family and friends onshore that everyone was safe and awaiting rescue. The yacht capsized when the mechanism controlling its 14 tonne canting keel failed and the keel detached from the hull.

"Having the satellite phone was like having another communications station on board," Wharington said. "But it was better than that because while others were handling official communications via radio with Race Headquarters regarding our situation, I was able to use the phone independent of them. Because it was mobile I was able to walk around the boat while speaking to the shore team, boat builder and the boat designer, asking them "what can we do?" I was explaining to them the situation with the keel as I saw it so we could work out what the consequences might be. I needed to check on every option available to us."

Wharington added that what made his task considerably easier was the clarity of the Globalstar system and the absence of the frustrating conversation delay that he had experienced on other satellite systems: "It was quite amazing. It was so clear you couldn't tell the difference between satellite and CDMA."

As a consequence of his experience with the Globalstar system, Wharington will propose to race organisers at the CYCA that they accept satellite phones as part of the communications safety package for future Rolex Sydney Hobart Yacht Races: "One of the complaints I've had for many years in relation to the mandatory reporting from Green Cape, before entering Bass Strait, is that a minor accident aboard the boat can lead to the HF radio aerial or something else being damaged, making your HF radio inoperative. That

means under the rules you cannot continue racing even though both the boat and crew are 100 per cent operational. The fact is that there are now many other efficient forms of communications available, like the satellite phone, so why should your race be over just because your HF radio doesn't work? I can see this satellite telephone technology taking over from HF radio in the future."

Globalstar, an Australian-owned company that sponsored the television coverage of the Hobart Race start, loaned satellite phones to a number of competitors to enhance the media coverage of the classic. "The *Skandia* incident went way beyond what we were expecting from the race by proving the system's worth as an all-weather safety communications provider," Globalstar's managing director, Peter Bolger, said. "It confirmed once more the communications and safety benefits we now provide over Australia's entire maritime region, especially through the recent expansion of our offshore footprint to take in New Zealand, New Caledonia and up to 500 nautical miles into the Southern and Indian Oceans."

Bolger added that other Rolex Sydney Hobart Race yacht owners had experienced first hand through the use of the Globalstar phones how effective and inexpensive voice and data satellite communications have become. Globalstar 'Mobile everywhere' rates were now as low as 30 cents per 30 seconds, and incoming calls were free, making Globalstar comparable with regular mobile phone providers. Globalstar also offered satellite phones that automatically locked into a cellular system when in range of the coastal network.

Of added importance for boat owners interested in a Globalstar phone is the Federal Government's \$1,500 Satellite Mobile Phone Subsidy, which is available to approved applicants who live, work or operate a business in an area not served by terrestrial GSM or CDMA mobile networks, including offshore. ■

For more information on the Globalstar 'Mobile everywhere' satellite telephone system please contact Derek Merdith on (07) 5630 3000.

Email: derek.merdith@globalstar.com.au

CLASSIC DOUBLE

Love & War achieved a superb double win in the 60th Rolex Sydney Hobart Yacht Race. Peter Campbell outlines how *Love & War* and other divisional winners made it

When Sydney yachtsman Peter Kurts launched his Sparkman & Stephens 47 *Love & War* in 1973, the Sydney Hobart Yacht Race was not yet 30 years old. More than three decades on, the classic timber yacht proved itself one of Australia's greatest ocean racing yachts by winning IRC Division E and the 30-Year Veteran Yacht Division and placing seventh Overall in one of the most demanding races in the long history of the ocean classic. In fact, at several stages in the 628 nautical mile race, *Love & War* headed the IRC Overall progressive placings on the official race website. In the final 24 hours, she looked a chance to win the Tattersalls Cup for the third time.

Unfortunately, 80-year-old Kurts was not aboard *Love & War*, because of a sudden bout of pneumonia. It would have been at least his 31st Sydney Hobart Yacht Race – he believes a few early trips are not on the record – and his 11th with the boat he has now owned for more than 32 years. Kurts' son Simon skippered *Love & War* to Hobart with a crew that included Peter Shipway, Mike Hesse and Lindsay May as navigator.

With *Love & War*, Peter Kurts won the Sydney Hobart Yacht Race in 1974 and 1978, also representing

Australia at the Admiral's Cup in 1975. Although Kurts built other Sydney Hobart Race and Admiral's Cup contenders, he always kept *Love & War*.

Before the race, Kurts told me he was confident that *Love & War* would do well if a large part of the race was to windward. That was the boat's best point of sailing and under the IRC handicap category, she had a most favourable rating, he said confidently.

Even in the hard downwind running of the first afternoon and night, *Love & War* sailed well and she handled the heavy beating to windward like a thoroughbred, finishing ahead of many more modern ocean racers of similar size. On corrected time, she looked a strong contender for an Overall win with 24 hours to sail, but time ran out and she did exceptionally well to place seventh in a race dominated by the bigger boats. Of boats of similar size, only the Swan 48, *Loki*, finished ahead of her on corrected time.

Love & War placed first in IRC Division E, beating the Tasmanian entrant *Pippin*, David Taylor's Farr 37, and the Victorian boat, *By Order of the Secretary (BOOTS)*, skippered by George Shaw. In the 30-Year Veteran Yacht Division, *Love & War* won from *MCQ Polaris*, the Cole 43 skippered by Chris Dawe from Gosford Sailing Club, which completed its 20th race to Hobart.

Recently retired President of Yachting Australia, Graeme Ainley and co-owner John Williams have their sights already set on bringing *Bacardi* back for another Rolex Sydney Hobart Yacht Race in December 2005. It will be the Peterson 44's 25th Sydney Hobart, equalling the record held by the Sydney sloop, *Mark Twain*.

The stoutly-built *Bacardi* showed she is still a force to be reckoned with in hard ocean racing by winning the 20-Year Veteran Yacht Division of the 60th Anniversary Race and placing third in IRC Division D. *Bacardi* won the 20-Year Veteran Division from the Tasmanian boat *Pippin*, David Taylor's Farr 37, and *Aurora*, a Farr 40-footer owned by Lake Macquarie sailors Jim and Mary Holley.

FIRST WOMAN

Englishwoman Jakki Moores gained a special honour as the first female skipper to complete the Rolex Sydney Hobart Yacht Race.

Friendships are often forged aboard a boat and Jakki and a group of friends from Britain and The Netherlands found the passage brought them closer together.

As the first woman skipper to reach Hobart, Moores, skipper of the Sydney 38 *Lexar*, won the Jane Tate Memorial Trophy.

But more important for Moores, she got her friends safely to the end of a rough trip – the first Rolex Sydney Hobart Yacht Race for most of the crew.

Moores has completed the race twice before [2002 and 2003] but this was her first as skipper and she says the major difference was the responsibility she felt, especially during storm conditions.

"They're a bunch of amateurs and I thought 'what have I done to these people, my friends,'" she said, recounting conditions that included 10–12m waves breaking over the spreaders.

Listening to the skeds during the early part of the race, Moores was convinced their journey would end in Eden like so many other yachts. "But they hung in – there was no complaining; those who

were sick worked through it and they held it together," Moores added.

"As we got to the Iron Pot [at the mouth of the Derwent River] they all got a bit excited and things started to fall apart a bit ... we were virtually match-racing *White Hot* to the line, so we had to calm down and refocus to come in ahead of them."

The best reward, though, may well have been the reaction of crewmembers, who said they'd be back again next year as long as Moores would be the skipper.

– Nicole Browne



IRC Division D went to the West Australian owned *Courtesan*, a Farr 38 that Perth-based surgeon Philip Childs, a member of Hilarys Yacht Club, had transported across the Nullarbor by truck to contest his first Rolex Sydney Hobart Yacht Race. Second place went to another veteran yacht, *Wild Oats*, the Farr 43 which won the IOR Overall category and the Tattersalls Cup in another rugged Sydney Hobart Yacht Race in 1993. She was skippered by Sydney-based Tasmanian Howard Piggott, but was one year short of being eligible for the 20-Year Veteran Division.

Big boat race

The Overall winner, the British Ker 55 *Aera*, skippered by Jez Fanstone, took first place in IRC Division A, second placing going to Line Honours winner Ludde Ingvall's *Nicorette*, and third to Matt Allen's *Ichi Ban*.

Stephen Ainsworth's Swan 48, *Loki*, sailed an excellent heavy weather race to win IRC Division B from the Tasmanian boat *Interum*, skippered by Craig King, the Lyons 41 which as *Cuckoos Nest* won the IMS Overall handicap division of the tough 1993 race.

Third place went to the Victorian boat *Elektra*, the well-performed Beneteau 47.7 skippered by Michael Hiatt.

Nips N Tux, the 2003–2004 CYCA Bluewater Champion skippered by Howard De Torres, which finished third Overall in the 2003 race, scored another impressive win in IRC Division C. Runner-up was the new Beneteau 44.7, *First National Real Estate*, skippered by Michael Spies, who sailed his previous boat of the same name, a Beneteau 40.7, to an Overall win in the 2003 Rolex Sydney Hobart Yacht Race.

Spies sought redress over a Race Committee decision on individual recalls of boats on the southern line of the two-line start in Sydney Harbour. He was granted two minutes redress but this made no difference to the divisional result.

Third place went to the Victorian boat, *Chutzpah*, Bruce Taylor's Sydney 38 which also won the Sydney 38

One Design Division, from *Team Lexus* (Rupert Henry) and *Another Challenge*, sailed Chris Lewin and the young Team Melbourne Uni crew.

The Volvo 60, *Seriously TEN*, owned by John Woodruff and Eric Robinson, received a one-hour penalty from the Race Committee for missing several radio position reports, but still won the PHS Division and the Volvo 60 Trophy.

In PHS, *Seriously TEN* won from the Farr 65, *Maserati*, owned by CYCA Commodore Martin James but skippered in the race by Ian Potter with the Commodore shore-bound by official duties.

Third place went to another Volvo 60, *Nokia*, skippered by Steve McConaghy for Kookaburra Challenge. *Nokia* finished second among the Volvo 60s with third going to *DHL – Getaway Sailing*.

Only one yacht in the Cruising Division, *Saltsboats Natsumi*, completed the course, sailing up the Derwent River early on the afternoon of 1 January. Skippered by Gil Waller, the Roberts 54, handled the heavy weather with the ease with which it has managed extensive international cruising including throughout the Pacific and South-East Asia.

It was, however, not until the morning of 3 January that the last boat, *Gillarwa*, crossed the finish line – 7 days 18 hours 23 minutes 19 seconds after the start.

Gillarwa, a Cavalier 975 owned by Canberra-based yachtsman David Kent and the smallest boat to finish the rugged race, sheltered in Twofold Bay for about 12 hours for the crew to 're-group' as Kent put it. ■

TEAM LEXUS CLOSES
ON THE TASMANIAN
COAST IN HEAVY
CONDITIONS
PHOTO:
RICHARD BENNETT

STOP PRESS

Peter Kurts, one of Australia's most successful ocean racing skippers and owner of *Love & War* passed away after a short illness on 19 January 2005. He was 80 years old. His illness had prevented him skippering *Love & War* in what would have been his 31st and final Sydney Hobart Yacht Race. *Offshore Yachting* published an in-depth profile of Peter Kurts entitled 'The Love of His Life' in the December 2004/January 2005 Issue on page 92.

ROLEX SYDNEY HOBART YACHT RACE RESULTS 2004

COMPILED BY PETER CAMPBELL

HONOUR ROLL

OVERALL WINNER
& PLACINGS (IRC)

- 1 *Aera*, Ker 55 Nicholas Lykiardopulo, Royal Yacht Squadron, UK
- 2 *Nicorette*, Simonis/Voogd 90 Ludde Ingvall, Cruising Yacht Club of Australia, NSW
- 3 *Ichi Ban*, Farr 52 Matt Allen, CYCA, NSW

IRC A

- 1 *Aera*, 55 Nicholas Lykiardopulo, Royal Yacht Squadron, UK
- 2 *Nicorette*, Simonis/Voogd 90 Ludde Ingvall, Cruising Yacht Club of Australia, NSW
- 3 *Ichi Ban*, Farr 52 Matt Allen, CYCA, NSW

IRC B

- 1 *Loki*, Swan 48 Stephen Ainsworth, CYCA, NSW
- 2 *Interum*, Lyons 41 Craig King, Bellerive Yacht Club, Tas
- 3 *Elektra*, Beneteau 47.7 Michael Hiatt, Royal Yacht Club of Victoria, Vic

IRC C

- 1 *Nips-N-Tux*, Jeppersen IMX40 Howard De Torres, CYCA, NSW
- 2 *First National Real Estate*, Beneteau 44.7 Michael Spies, CYCA, NSW
- 3 *Chutzpah*, Sydney 38 Bruce Taylor, Royal Yacht Club of Victoria, Vic

IRC D

- 1 *Courtesan*, Farr 38 Philip Childs, Hillarys Yacht Club, WA
- 2 *Wild Oats*, Farr 43 Howard Piggott, CYCA, NSW
- 3 *Bacardi*, Peterson 40 Graeme Ainley & John Williams, Sandringham Yacht Club, Vic

IRC E

- 1 *Love & War*, Sparkman & Stephens 47 Peter Kurts/Simon Kurts, CYCA, NSW
- 2 *Pippin*, Farr 37 David Taylor, Royal Yacht Club of Tasmania, Tas
- 3 *By Order of the Secretary*, Cavalier 37 George Shaw, Sandringham Yacht Club, Vic

30-YEAR VETERAN YACHT

- 1 *Love & War*, Sparkman & Stephens 47 Peter Kurts/Simon Kurts, CYCA, NSW
- 2 *MCQ Polaris*, Cole 43 Chris Dawe, Gosford Sailing Club, NSW

20-YEAR VETERAN YACHT

- 1 *Bacardi*, Farr 37 David Taylor, Royal Yacht Club of Tasmania, Tas
- 2 *Pippin*, Farr 37 David Taylor, Royal Yacht Club of Tasmania, Tas
- 3 *Aurora*, Farr 40 Jim Holley, Lake Macquarie Yacht Club, NSW

SYDNEY 38 ONE DESIGN

- 1 *Chutzpah*, Bruce Taylor, Royal Yacht Club of Victoria, Vic
- 2 *Team Lexus*, Rupert Henry, CYCA, NSW
- 3 *Another Challenge*, Team Melbourne Uni, Sandringham Yacht Club, Vic

PHS

- 1 *Seriously TEN*, Volvo 60 John Woodruff/Eric Robinson, Shaun James, CYCA, NSW
- 2 *Maserati*, Farr 65 Martin James/Ian Potter, CYCA, NSW
- 3 *Nokia*, Volvo 60, Kookaburra Challenge, Middle Harbour Yacht Club, NSW

VOLVO 60

- 1 *Seriously TEN*, Volvo 60 John Woodruff/Eric Robinson, Shaun James, CYCA, NSW
- 2 *Nokia*, Volvo 60, Kookaburra Challenge, Middle Harbour Yacht Club, NSW
- 3 *DHL - Getaway Sailing*, Getaway Sailing, CYCA, NSW

CRUISING

- 1 *Salterboats Natsumi*, Roberts 54 Gil Waller, Royal Perth Yacht Club, WA

JANE TATE MEMORIAL
TROPHY*

- Lexar* Jakkie Moores, Royal Ocean Racing Club, UK
*Awarded to first woman skipper to finish.

IRC OVERALL

PL	YACHT	DIV	LINE	ELAPSED TIME	TCF	CORRECTED TIME	OWNER/SKIPPER
1	<i>Aera</i>	A	4	03:02:33:43	1.326	04:02:52:09	Nick Lykiardopulo/ Jez Fanstone, UK
2	<i>Nicorette</i>	A	1	02:16:00:44	1.614	04:07:18:57	Ludde Ingvall, NSW
3	<i>Ichi Ban</i>	A	6	03:07:39:33	1.317	04:08:54:40	Matt Allen NSW
4	<i>AAPT</i>	A	2	02:22:30:42	1.552	04:13:26:03	Sean Langman, NSW
5	<i>Brindabella</i>	A	3	03:00:46:50	1.514	04:14:11:23	George Snow, NSW
6	<i>Loki</i>	B	11	04:01:06:09	1.141	04:14:47:38	Stephen Ainsworth, NSW
7	<i>Love & War</i>	E	24	04:13:30:36	1.019	04:15:35:26	P Kurts/S Kurts, NSW
8	<i>Nips-N-Tux</i>	C	19	04:05:45:53	1.098	04:15:44:16	Howard De Torres, NSW
9	<i>First National*</i>	C	15	04:04:59:50	1.112	04:16:18:32	Michael Spies, NSW
10	<i>Chutzpah</i>	C	16	04:05:16:55	1.112	04:16:37:32	Bruce Taylor, Vic
11	<i>Team Lexus</i>	C	21	04:06:17:16	1.112	04:17:44:38	Rupert Henry, NSW
12	<i>Interum</i>	B	20	04:06:02:14	1.134	04:19:42:37	Craig King, Tas
13	<i>Dekadence</i>	A	10	04:00:41:32	1.21	04:20:59:51	Philip Coombs, Vic
14	<i>Courtesan</i>	D	30	04:17:01:05	1.039	04:21:25:33	Philip Childs, WA
15	<i>Austmark</i>	A	12	04:01:08:51	1.212	04:21:44:34	G Lindner-Schmidt, NSW
16	<i>Wild Oats</i>	D	29	04:15:45:20	1.056	04:22:00:50	Howard Piggott, NSW
17	<i>Bacardi</i>	D	31	04:18:05:11	1.042	04:22:52:41	J Williams/G Ainley, Vic
18	<i>Pippin</i>	E	39	05:01:29:04	0.994	05:00:45:20	David Taylor, Tas
19	<i>Integrity</i>	D	28	04:15:44:36	1.083	05:01:01:05	Andrew Stoeckel, NSW
20	<i>Secret Men's Business</i>	A	9	03:23:07:38	2.76	05:01:22:56	Geoff Boettcher, SA
21	<i>Another Challenge</i>	C	25	04:14:00:47	1.112	05:02:20:04	Chris Lewin, Vic
22	<i>Elektra</i>	B	22	04:12:15:37	1.134	05:02:46:02	Michael Hiatt, Vic
23	<i>Cure our Kids</i>	D	32	04:18:53:36	1.07	05:02:56:09	Stephen Roach, NSW
24	<i>The active factor</i>	B	27	04:15:03:36	1.119	05:04:16:34	Bret Perry, South Africa
25	<i>Epsilon</i>	C	42	05:04:44:45	1.001	05:04:52:14	Michael Tromp, Qld
26	<i>Prowler</i>	A	18	04:05:20:14	1.26	05:07:41:06	Christian Jackson, Vic
27	<i>Extasea</i>	B	23	04:13:27:16	1.172	05:08:16:50	Paul Buchholz, Vic
28	<i>Pale Ale Rager</i>	A	14	04:04:40:51	1.279	05:08:46:15	Gary Shanks SA
29	<i>Aurora</i>	D	40	05:02:39:36	1.054	05:09:17:01	Jim Holley, NSW
30	<i>Eureka II</i>	A	17	04:05:19:08	1.277	05:09:23:03	R.J. Robertson, UK
31	<i>Abbott Tout</i>	C	35	04:23:01:11	1.098	05:10:41:01	Ola S Andersen, NSW
32	<i>White Hot</i>	D	38	05:00:37:40	1.088	05:11:14:35	Warren Cottis, NSW
33	<i>Lexar</i>	C	37	05:00:37:18	1.112	05:14:07:53	Jakkie Moores, UK
34	<i>By Order Of The Secretary</i>	E	50	05:17:11:20	0.978	05:14:10:15	George Shaw, Vic
35	<i>MCQ Polaris</i>	E	52	05:18:20:18	0.977	05:15:09:24	Chris Dawe, NSW
36	<i>Wahoo</i>	D	46	05:10:57:16	1.038	05:15:55:51	Brian Emerson, NSW
37	<i>Beyond Outrageous</i>	B	36	04:23:13:09	1.147	05:16:44:40	Tom Warren, Vic
38	<i>Cadenza</i>	B	34	04:21:57:08	1.168	05:17:46:06	Gunnar Tuisk, NSW
39	<i>Quality Equipment</i>	E	48	05:16:37:53	1.026	05:20:11:02	Alf Doedens, Tas
40	<i>Fine Line USA</i>	B	42	05:03:44:37	1.136	05:20:34:22	Michael Bird, US
41	<i>Berrimilla</i>	E	58	06:17:35:21	0.891	05:23:58:33	Alex Whitworth, NSW
42	<i>Sailmaker</i>	D	49	05:16:39:36	1.094	06:05:30:22	Jason Van Zetten, Tas
43	<i>Tilting at Windmills</i>	D	54	05:22:32:56	1.057	06:06:40:27	Thorry Gunneren, Vic
44	<i>Why Do I Do It</i>	C	53	05:19:12:19	1.106	06:09:57:40	Wayne Banks-Smith, Tas
45	<i>Rollercoaster</i>	E	56	06:06:29:13	1.027	06:10:33:00	David Bonallo, NSW
46	<i>Addiction</i>	B	47	05:16:36:06	1.138	06:11:27:10	R McGarvie/P Davison, Vic
47	<i>Gillawa</i>	E	59	07:18:23:19	0.876	06:19:16:35	David Kent, ACT
48	<i>Funnel-Web</i>	A	44	05:05:02:43	1.319	06:20:56:05	Ivan MacFadyen, NSW

DID NOT FINISH: *Skandia*

* Redress of 2 minutes granted by Protest Committee

RETIRED BOATS

Sextant, Zen, Estate Master, Stormy Petrel, Hidden Agenda, Aspen 1, Prime Time, Horwath BRI, Ragamuffin, Quest Travelscene, Challenge, Pekljos, Lucifarr, Chancellor, Isabella, Stratcorp Ninety Seven, Kontrol, Toecutter, Uptown Girl, Pia Loma IV, Yellowtail, Pretty Fly II, Merlin, Fuzzy Logic, Targé, Yendys, Impeccable, Lady Godiva, Vineta, Sea Eagle 1, Getaway-Sailing.com, AFR Midnight Rambler, Obsession, Outlaw, Grasshopper, Inner Circle, Konica Minolta, Dream Venture, Ray White Koomooloo, Yeah Baby, Santana, Indec Merit, Andrew Short Marine, Wiseman's Ferry, More Witchcraft, EZ Street, Helsal II, Dreamtime, Athena, Delta Wing, Kaz, Komatsu a Few Good Men, Kickatinalong, Chance of Shenval, Windsong of Mornington, Phillip's Foote Witchdoctor.

CRUISING DIVISION

PL	YACHT	ELAPSED TIME	OWNER/SKIPPER
1	<i>Salterboats Natsumi</i>	05:23:32:03	Gil Waller, WA

30-YEAR VETERANS DIVISION

PL	YACHT	ELAPSED TIME	TCF	CORRECTED TIME	OWNER/SKIPPER
1	<i>Love & War</i>	04:13:30:36	1.019	04:15:35:26	P Kurts/S Kurts, NSW
2	<i>MCQ Polaris</i>	05:18:20:18	0.977	05:15:09:24	Chris Dawe, NSW

SYDNEY 38 DIVISION

PL	YACHT	ELAPSED TIME	OWNER/SKIPPER
1	<i>Chutzpah</i>	04:05:16:55	Bruce Taylor, Vic
2	<i>Team Lexus</i>	04:06:17:16	R Henry, NSW
3	<i>Another Challenge</i>	04:14:00:47	Chris Lewin, Vic
4	<i>Lexar</i>	05:00:37:18	Jakki Moores, UK

VOLVO 60

PL	YACHT	ELAPSED TIME	OWNER/SKIPPER
1	<i>Seriously TEN*</i>	03:04:06:38	J Woodruff E Robinson, S James, NSW
2	<i>Nokia</i>	03:07:44:42	S McConaghy, NSW
3	<i>DHL-Getaway</i>	04:03:06:58	Andrew Lygo, NSW

ROLEX CHALLENGE

National/State team placings

- 1 New Zealand (*Konica Minolta, Yendys*) 953 points
- 2 NSW (*Targé, Brindabella*) 923 points
- 3 Australia (*Ragamuffin, Ichi Ban*) 911 points
- 4 Victoria (*Dekadence, Skandia*) 867 points

Club teams

- 1 Clubs Victoria (*Another Challenge, Fuzzy Logic*) 965 points
- 2 Cruising Yacht Club of Australia (*Prime Time, Nips N Tux*) 717 points

PHS OVERALL

PL	YACHT	DIV	LINE	ELAPSED TIME	TCF	CORRECTED TIME	OWNER/SKIPPER
1	<i>Seriously TEN*</i>	A	5	03:04:06:38	1.4611	04:15:12:18	J Woodruff, E Robinson, S James, NSW
2	<i>Maserati</i>	A	8	03:12:44:17	1.3302	04:16:43:07	M James, I Potter, NSW
3	<i>Nokia</i>	A	7	03:07:44:42	1.4433	04:19:05:45	Steve McConaghy, NSW
4	<i>She II</i>	A	45	05:06:25:31	0.9441	04:23:21:29	Peter Rodgers, NSW
5	<i>Strewth</i>	A	26	04:14:29:40	1.1522	05:07:18:42	Geoff Hill, NSW
6	<i>Nautica</i>	A	41	05:03:44:17	1.0501	05:09:56:14	Randal Wilson, NSW
7	<i>Leila</i>	A	51	05:18:04:36	1.01	05:19:27:27	Patrick Quinn, UK
8	<i>Ice Fire</i>	A	33	04:21:49:39	1.21	05:22:34:17	Jeff Otter, Vic
9	<i>DHL-Getaway</i>	A	13	04:03:06:58	1.443	05:23:01:28	Andrew Lygo, NSW
10	<i>Magic</i>	A	57	06:15:31:04	0.955	06:08:20:22	Philip Spry-Bailey, Vic

Note: *Penalty of 1 hour applied by Race Committee - SI 30.5.

20-YEAR VETERANS DIVISION

PL	BOAT	ELAPSED TIME	TCF	CORRECTED TIME	OWNER/SKIPPER
1	<i>Bacardi</i>	04:18:05:11	1.042	04:22:52:41	J Williams, G Ainley, Vic
2	<i>Pippin</i>	05:01:29:04	0.994	05:00:45:20	David Taylor, Tas
3	<i>Aurora</i>	05:02:39:36	1.054	05:09:17:01	Jim Holley, NSW
4	<i>By Order Of The Secretary</i>	05:17:11:20	0.978	05:14:10:15	George Shaw, Vic
5	<i>Berrimilla</i>	06:17:35:21	0.891	05:23:58:33	Alex Whitworth, NSW
6	<i>Sailmaker</i>	05:16:39:36	1.094	06:05:30:22	Jason Van Zetten, Tas

TROPHY WINNERS

Jack Rooklyn Memorial Trophy (First Boat out of Sydney Heads) *Nicorette* – Ludde Ingvall

F & J Livingstone Trophy (First Boat Due South of Tasman Island) *Nicorette* – Ludde Ingvall

Polish Trophy (For Boat travelling from the furthest Port to compete) *Leila* – Patrick Quinn (UK)

Jane Tate Memorial Trophy (Highest placed female skipper) *Lexar* – Jakki Moores

Gordon Marshall Trophy (Winner of Veterans Division) *Love & War* – Peter Kurts

City of Hobart Trophy (Navigator of First Tasmanian Yacht on Corrected Time) *Interum* – Craig King

Port of Hobart Trophy (First Tasmanian Boat IRC) *Interum* – Craig King

Battery Point Trophy (1st Small Boat Across the Line) *Cure Our Kids* – Stephen Roach

Bill Owen Memorial Trophy (Navigator of the Winning Boat IRC) *Aera* – Nick Lykiardopulo

Alan Payne Memorial Trophy (Designer of Winning Boat) *Aera* – Jason Ker

Apollo Trophy (First Boat Under 18.5m across the Finishing Line) *Aera* – Nick Lykiardopulo

25-Year Medallions Ralph Carlier, Graeme Fraser, Jack Goluzd, Mike Hesse, Tony Poole

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ANDREA
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FAST & FURIOUS

The prestigious Rolex Trophy added international status to the traditional lead-up regatta to the 60th Rolex Sydney Hobart Yacht Race, with close competition in both the rating and one design series.

Peter Campbell reports

The 2004 Rolex Trophy in mid-December 2004 took on a new international status, with American and German entrants in the Farr 40 One Design division and two of the world's fastest super maxis, *Konica Minolta* and *Skandia*, along with Australia's newest grand prix racer, *Wild Oats*, the champion British boat *Aera*, and the brand new German yacht, *Vineta*, contesting the rating series.

The one design regatta was significant for both Australian and overseas Farr 40 crews as a lead-up event to the 2005 Rolex Farr 40 World Championships to be hosted by the Cruising Yacht Club of Australia in March this year. The rating series was a final lead-up to the Rolex Sydney Hobart Yacht Race and the first part of the Rolex Challenge teams series which replaced the Southern Cross Cup.

Close call

In the Rolex Trophy rating series, after four days and eight races off Sydney Heads, just one point separated Sydney yachtsman Steven David's Reichel/Pugh 60-footer *Targé* and New Zealander Stewart Thwaites' Bakewell-White 98-footer *Konica Minolta*.

On the last day, in perfect sailing weather – a northeasterly seabreeze that freshened from 12 knots to 18 knots and kicked up a short wave chop that almost produced surfing conditions – *Konica Minolta* scored a runaway double of Line and IRC Handicap Honours in the offshore races. The Kiwi super maxi's performance enabled it to almost close the five-point margin previously held by *Targé*. Finally, after discarding its worst race, *Targé*, the Reichel/Pugh 60 which as *Wild Oats* was

IRC

1. *Targé*, Reichel/Pugh 60 (Steven David, AUS)
3-11-1-4-1-2-2-4, 377 points
2. *Konica Minolta*, Bakewell-White 98 (Stewart Thwaites, NZL) 2-3-16-1-8-3-1-1, 376 points
3. *Aera* (Nick Lykiardopulo, UK)
6-4-8-5-21-6-3-5, 355 points
4. *Yendys*, Judel/Vrolijk 52 (Geoff Ross, AUS)
5-7-4-9-10-5-5-6, 351 points
5. *Ginger*, Swan 55 (Leslie Green, AUS)
10-14-3-6-2-11-7-9-14, 344 points

PHS

1. *Nips N Tux*, IMX 40 (Howard de Torres, AUS)
17-14-7-4-11-4-13-1-17, 339 points
2. *Courtesan*, Farr 38 (Philip Childs, AUS)
10-11-3-3-8-6-20-17-20, 334 points
3. *Brindabella*, Jutson 79 (George Snow, AUS)
16-19-9-2-10-15-1-11-19, 329 points
4. *Aera*, Ker 55 (Nick Lykiardopulo, UK)
3-3-18-15-24-13-3-8-24, 329 points
5. *Ginger*, Swan 55 (Leslie Green, AUS)
12-20-8-6-2-12-16-10-20, 326 points

the champion yacht at the 2003 Admiral's Cup, finished with 377 points, just one point ahead of *Konica Minolta* on 376 points. Nick Lykiardopulo's UK-based *Ker 55, Aera*, placed third overall on 355 points, with fourth going to Geoff Ross' newly IRC-optimised *Judel/Vrolijk 52 Yendys* on 351 points. Leslie Green's Swan 45 *Ginger* (AUS) and Matt Allen's *Farr 52, Ichi Ban* (AUS), both finished on 344 points.

The CYCA issued the final overall points after a protest committee reinstated all yachts in race six in which all but nine boats in the IRC division and 10 in the PHS division were listed as DNF (did not finish) because they finished outside the time limit. The protest committee's findings did not alter the placings of the leading boats in race six of the IRC Division nor the final overall results, but they did change the PHS race six results and the overall pointscore.

The final two races were one-horse events for Line Honours with *Konica Minolta* able to stretch its sea legs without its closest rivals, *Skandia* and *Wild Oats*, on the course.

Skandia, out of the running for a top place, elected to go sail testing, but the absence of *Wild Oats*, Bob Oatley's *Reichel/Pugh 66* with a canting keel, was a surprise as the boat had been leading the overall IRC pointscore.

Overall winner of the PHS division was *Nips N Tux*, Howard De Torres' well-performed IMX 40 with 339 points, from the West Australian boat *Courtesan* (Philip Childs) on 334 points, with George Snow's *Jutson 79 Brindabella* and Nick Lykiardopulo's *Ker 55 Aera*, from Britain, both on 329 points.

Farr 40s

Sydney yachtsman Richard Perini won the Farr 40 One Design class in a windy end to the international series. Perini, who holds the Mumm 30 World championship, won the final race with *Evolution*, as two of his rivals were forced to retire with injured crew.

Marcus Blackmore's *Emotional Hooligan* had bowman Tim Wiseman washed overboard, suffering ligament and muscle injuries, while Emma Kirby, a foredeck hand on American Jim Richardson's *Barking Mad*, suffered a cut to the head when hit by the spinnaker pole.

With severe thunderstorms lashing Sydney and the coast, winds gusting to 30 knots and confused seas



TARGÉ BEATING UPWIND TOWARD A ONE POINT WIN IN THE RATING SERIES

creating difficult offshore sailing conditions, the Race Committee abandoned racing after the seventh heat.

This was Perini's fourth Farr 40 class major regatta win of the summer and a fine lead up to his campaign to win the Rolex World Championship off Sydney in March.

He sailed a near faultless series, in light winds for the first two days and then in the demanding strong wind conditions of the final day. With New Zealander Hamish Pepper as his tactician, Perini finished the series with a scorecard of 1-2-3-2-10-4-1 for 23 points.

His nearest opponent at the end of seven races was Australian Farr 40 class president Matt Allen, sailing *Ichi Ban* with Roger Hickman as tactician, who took second place on a countback with placings of 10-3-10-7-5-3-2 to finish with 40 points.

Maxi yacht owner Neville Crichton finished third on the countback with *Team Shockwave*, with a scorecard of 11-4-6-5-2-5-7, while the best of the international competitors was Germany's Hasso Plattner's fourth with *Morning Glory* on 44 points.

Sydney 38s

CYCA member Leon Christianakis reinforced his growing Sydney 38 reputation winning the class division with consistently good performances aboard *Cydon* that included two wins and two second places in the seven race series.

It was an outstanding performance for a team that had only been together for a year.

The self-effacing Christianakis commented: "It was a very challenging three days. I have a great crew, it's a lovely quiet boat, the racing is fast and furious but great fun. I do what I am told." ■

FARR 40S

1. *Evolution* (Richard Perini, NSW) 1-2-3-2-10-4-1, 23 points
2. *Ichi Ban* (Matt Allen, NSW) 10-3-10-7-5-3-2, 40 points
3. *Team Shockwave* (Neville Crichton, NSW)
11-4-6-5-2-5-7, 40 points
4. *Morning Glory* (Hasso Plattner, Germany)
7-10-4-10-8-2-3, 44 points
5. *Emotional Hooligan* (Marcus Blackmore, NSW)
2-12-11-1-3-1-16, 46 points
6. *Southern Star* (John Calvert-Jones, Vic)
6-8-7-13-1-10-4, 49 points.

SYDNEY 38S

1. *Cydon* (Leon Christianakis) 1-2-6-3-1-2-2, 17 points
2. *Estate Master* (Martin & Lisa Hill) 3-1-3-4-7-1-1,
20 points
3. *Challenge* (Lou Abrahams) 5-3-8-1-4-4-6, 31 points
4. *AMI Jade* (Peter McNamara) 11-13-2-5-2-3-3,
39 points
5. *Team Lexus* (Rupert Henry) 2-6-7-13-12-6-5,
51 points
6. *Chutzpah* (Bruce Taylor) 14-4-4-14-3-9-4,
52 points

FIRST BLOOD TO KIWIS

New Zealand's *Konica Minolta* played catch-me-if-you-can with her Australian rivals when an impressive fleet of big boats raced around Sydney Harbour ahead of the 60th Rolex Sydney Hobart Yacht Race. Peter Campbell reports

KONICA MINOLTA'S
NEW BOW
SPRIT HELPED HER
USE A LARGE
ASYMMETRICAL
SPINNAKER TO
ADVANTAGE
PHOTOS: ANDREA
FRANCOLINI



New Zealander Stewart Thwaites laid down a challenge to his Australian super maxi rivals in mid-December last year with a runaway victory in the Canon Big Boat Challenge – the annual Sydney Harbour around the buoys race for the biggest and fastest yachts.

Thwaites' 98-foot *Konica Minolta* led virtually all the way around the 14 nautical mile course. Thwaites did not want to read too much into the inshore course victory but he agreed that the boat was sailing faster than previously, the crew work was better and that the addition of a bowsprit had proven a great success.

"The boat is definitely faster, the crew work better and the bowsprit is a success," Thwaites said.

"We have now taken Line Honours in our last seven races in Australia, beating *Skandia* twice at Hamilton

'The boat is definitely faster, the crew work better and the bowsprit is a success'

Island, winning all four races in the Savills regatta and now winning today."

Grant Wharington's 98-foot *Skandia* proved the big disappointment of the event which was sailed in a 10 to 15 knot north-easterly on a humid overcast day.

Skandia lost ground early in the race, then the crew became embroiled in a luffing duel with their arch rivals, Sean Langman's *AAPT* crew, that took both boats right off the course.



Skandia's problems began soon after the start when a new halyard twisted around the spinnaker sock as the crew attempted to gybe the huge asymmetric sail. The spinnaker tore and had to be pulled down and replaced, with *Skandia* losing boatspeed and being passed by other boats.

In contrast, *Konica Minolta*, with America's Cup sailor Gavin Brady on the helm, crossed the start line at full speed after hoisting her massive spinnaker behind the line before the gun. She quickly took the lead and never relinquished it.

Bob Oatley's latest *Wild Oats*, with Mark Richards steering, chased *Konica Minolta* around the harbour and finished creditably in her first race in Australia just over three minutes behind the super maxi.

Skandia recovered well from her early problem to finish third, overtaking *Targé* and *AAPT* along the way, but she was still four minutes behind *Konica Minolta* at the finishing line.

Wild Oats' performance was so good that she won the IRC division on corrected time from *Targé*, *Konica Minolta* and *Skandia*.

AAPT, Sean Langman's radical Open 66, won the PHS division from CYCA Commodore Martin James' Farr 65, *Maserati*, and the harbour racer *Bashfull*, skippered by former CYCA Commodore David Fuller. ■

THE NEW *WILD OATS* SHOWED HER POTENTIAL WINNING ON IRC IN HER FIRST RACE IN AUSTRALIA

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S&S TURNS 75



Sparkman & Stephens Inc. celebrated 75 years in yacht designing in 2004. John Roberson looks at its influence

At the height of the keelgate controversy during the elimination series leading up to the 1983 America's Cup, the New York Yacht Club had its hounds out seeking ways to disqualify *Australia II* from the event.

The yacht's winged keel was illegal under 12 metre rules, they said. And, they claimed, Ben Lexcen hadn't designed it.

The defence was just as vocal. Then, amid all the clamour, came a calm but authoritative voice.

Olin Stephens said that, in his opinion, "*Australia II* was correctly rated and her designer, Ben Lexcen, should be congratulated for the innovative concept he has employed."



No one challenged Stephens' authority as probably no one had a better understanding of the International 12 Metre rule. Until 1983, all but one America's Cup series sailed in 12 metres had been won by a S&S designed boat. That was seven victories with five boats, *Intrepid* and *Courageous* each being successful defenders twice.

But in 1983 Dennis Conner rejected the S&S designed *Spirit of America*, then asked the famous Manhattan design office to work in collaboration with Johan Valentijn and finally sidelined them completely.

J class to 12 metres

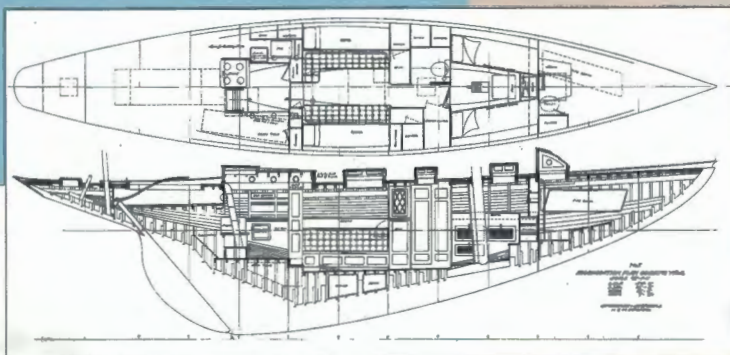
Olin Stephens had begun his America's Cup career in a design collaboration for the 1937 America's Cup series. Commodore of the New York Yacht Club, Harold 'Mike' Vanderbilt, asked the then up and coming young designer to work with the much older and established

Starling Burgess on a J class defender. This would become *Ranger*, the breakthrough boat that defeated Britain's *Endeavour II*, and started Stephens' long and illustrious connection with the Cup. Both Olin Stephens and his brother Rod sailed in the afterguard.

Olin Stephens was brought into the design team for *Ranger*, after his first big design success with *Dorado*, which he not only designed, but sailed to victory with his brother in the trans-Atlantic race of 1931. They then went on to win the Fastnet race that year.

OPPOSITE PAGE:
NEWPORT BERMUDA
RACE WINNER *BOLERO*
ABOVE: OLIN STEPHENS,
RIGHT, WITH HIS
BROTHER ROD. THEY
PROVED A FORMIDABLE
TEAM. OLIN'S DESIGNING
SKILLS WERE WELL
COMPLEMENTED BY
ROD'S ABILITIES AS A
PRACTICAL SEAMAN AND
BOAT BUILDER

'Olin Stephens was always a free or alternative thinker ... it is arguable that he remains the most successful yacht designer of all time'



ABOVE: THE YOUNG OLIN STEPHENS. HE STARTED DRAWING BOATS WHILE RECUPERATING AT HOME AND DIDN'T RETURN TO UNIVERSITY

RIGHT: ONE OF STEPHENS' GREATEST EARLY SUCCESSES, *DORADE*. THE DRAWING SHOWS HOW NARROW THE BOAT'S ENDS WERE

Sitting on the lawn of the Royal Yacht Squadron in Cowes, during the America's Cup Jubilee of 2001, Stephens recalled that first visit.

"We sailed in the trans-Atlantic race, and came up here to Cowes after finishing the race in Plymouth," he related. "We came here with the crew that had sailed her over, plus some of the other members of the family. My wife, to whom I'd just been married a few months, and my mother and my sister, they were all on board. We came in here in the dark, after sailing up from Plymouth, dropped an anchor outside here, and woke up in the morning and there we were, right alongside *Britannia*; it was the most beautiful boat I'd ever seen."

That *Britannia* was of course King George V's J Class, which the king sailed to considerable success.

Australian brilliance

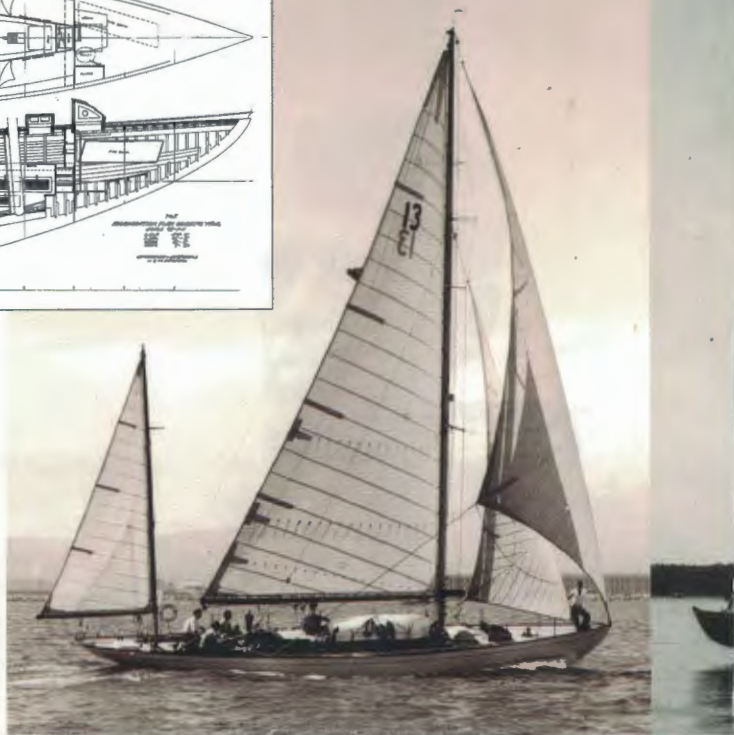
In the same interview, Stephens explained his reasoning behind supporting the legitimacy of *Australia II*.

"It was a brilliant development, and it didn't seem to me that there was any ground for objecting to it," he said.

He went on to explain: "There were two or three possible objections, one of which was that, when the boat heeled over, she might draw more water than the draft limit of almost exactly nine feet. I thought that the intent of the rule was clearly to measure the boat upright, and if it did increase the draft, which I think would take some very careful layout calculation to say, I didn't think that was any ground for making it illegal.

"Then the other [objection] was that maybe the designer didn't design it that way, and I felt that when you go to a towing tank to get a model tested, that the experts at the tank were not only allowed, but were expected to give advice as to how to make it go better. I had tested a great many models, and I had always taken the advice of the people at the tank as to what changes should be made, and I thought that was all part of the legitimate game of yacht design."

There are significant parallels between Ben Lexcen's introduction to yacht designing and Olin Stephens'. Both started drawing boats while confined to bed recuperating and both were original thinkers from the start. But although Ben Lexcen designed probably the most famous boat in America's Cup history, he couldn't



match the overall success of Stephens. It is arguable that Stephens is still the most successful yacht designer of all time, having dominated both the offshore racing scene for many years, as well as the America's Cup. Bruce Farr probably now has more offshore race winners to his name than Stephens, but he has yet to produce an America's Cup winner.

It all started when the 21-year-old Stephens, in his first year at MIT, was sent home to recover from illness. He occupied himself by drawing boats, and never went back to his university studies.

His father, a New York coal merchant, then approached the successful boat broker Drake Sparkman, who had an office in Manhattan, and from whom he had bought a boat, and suggested a business partnership. The arrangement was formalised as Sparkman & Stephens Inc. in 1929.

That year, Stephens' father invested US\$28,000 in his son's career by ordering a 52-foot cruiser-racer, to be built at Niven's, Manhattan, where his other son, Rod, was working as an apprentice.

Early successes

As Olin Stephens recalled recently: "Drake and I first joined forces, informally, in 1928 and I designed three boats for 1929. *Kalmia* was a race winner in 1929 and the six-metre *Thalia* received a better reputation than she deserved. The third was a 21 foot one-design class for junior sailing in Long Island Sound. Some of the original boats are still sailing as members of the Manhasset Bay One Design class and some new fibreglass boats have been recently built and added to the class.



"As these designs were good boats, Drake and I formalised our association in 1929 and that winter was a very busy one for me.

"My father built *Dorade* as a very nice expression of confidence and because he knew how anxious my brother Rod and I were to sail our own boat in the longer races ... but as a firm we did not need the work as we had commissions for four six metres to design for 1930, one eight metre and one fast cruising auxiliary and were starting plans for the schooner *Brilliant* to come out in 1932. Of course, as it happened, *Dorade's* success was later very valuable for the firm."

Kalmia, built for Arthur Hatch, and jointly skippered by Olin and Rod, won her class in the 1929 Gibson Island Race, from New London to the Chesapeake.

Dorade, which was described at the time as "an aggressively narrow and well-engineered 52-foot yawl", quickly created an international profile for S&S.

When the Stephens brothers returned to New York, after their trans-Atlantic and Fastnet successes, they became the first sailors ever to be given a tickertape parade, an honour that was not repeated until Dennis Conner won back the America's Cup in 1987.

Rod Stephens left Nevins and joined S&S on a full-time basis in 1935, and generally took responsibility for the rigs and deck layouts of the boats that Olin designed, as well as frequently project managing the construction of boats.

In his book *All This and Sailing Too*, Olin said of his brother: "Rod was the complete seaman in his understanding of the sea and boats and the relation between the two." It is an apt description of a man who understood and enjoyed planning the mechanics of sailing as

much as the activity itself. Rod Stephens took great pride in the boats that S&S produced. He also sailed on several of the America's Cup defenders the firm was involved with, including *Ranger* and the 12 metres *Columbia* and *Constellation*.

As the navigator on *Constellation* during the defender selection trials of 1964, Rod Stephens' exceptional sailing skills were credited with bringing *Constellation* back from a 21-0 deficit to *American Eagle* halfway through the summer to defeat her rival 6-1 in the final defender trials.

First S&S twelve

The first 12 metre to come from the S&S design office was *Vim*, which was commissioned by Harold Vanderbilt in 1938, and was a no compromise racing machine. She was shipped to England in 1939 where she won 21 out of 27 races against a fleet of British 12s, and never finished worse than third.

By then, the reputation of the S&S design firm had reached Australia. A 44-foot *Dorade* type yawl, *Landfall* was built in Hobart for marine dealer Guy Rex in 1939. Designed in 1938, *Landfall* was S&S design number 54 but the first overseas commission for S&S. A near sister ship, *Sirocco*, soon followed.

At the beginning of the 1960s, *Vim* played an important role in kick-starting Australia's pursuit of the America's Cup.

Frank Packer (later Sir Frank) in 1959 made Australia's first challenge for the America's Cup for 1962. He bought *Vim* and had her shipped to Australia. At the time, no one in Australia knew much about 12 metres. The design process for Australia's first 12 metre, *Gretel*, began with

LEFT: NOTE INTREPID'S (BOAT AT LEFT) KNUCKLE BOW WHICH SHE INTRODUCED TO 12 METRES ABOVE: LANDFALL, THE FIRST S&S COMMISSION FROM OVERSEAS AND THE FIRST S&S BOAT BUILT IN AUSTRALIA



detailed analysis of *Vim*. Designer Alan Payne had a set of hull lines produced and every individual part drawn up and then made meticulous weight estimates.

Packer was delighted with the cooperation Payne's team received from S&S, including tank test data for *Vim* which Olin Stephens provided for Payne to compare with that of his test models.

Australian successes

From the mid sixties to the early eighties, S&S designs were extremely successful in Australian offshore racing, winning seven Sydney to Hobart Races on corrected time, although not always under Australian skippers. Kiwi Chris Bouzaid was the first to steer an S&S design, *Rainbow II*, to overall victory in 1967, followed two years later by future British Prime Minister Ted Heath with the S&S *34 Morning Cloud*.

Following this Hobart success, the Swarbrick brothers in Perth bought the moulds for the S&S 34 and over a period of nearly 20 years produced about 120. Now, after a gap of about 15 years, these enduring cruiser-racers are again being built in Perth.

As well as their offshore racing successes, the S&S 34s have become renowned for their performance in long distance sailing. West Australian Jon Sanders' completed a double non-stop circumnavigation with the S&S 34 *Perie Banou*, and then another West Australian, David Dicks, became the youngest circumnavigator with another.

The first Australian to win the Hobart in an S&S design was Peter Kurts in 1974, with the 47-footer *Love & War*, a performance he and the boat would repeat in 1978. Although he subsequently owned other successful boats, Kurts never parted with *Love & War* and skippered her again in the 2004 Sydney Hobart Race.

American Jim Kilroy also stamped his mark on our most famous race with designs from S&S, setting a race record in 1957 with *Kialoa* that would last for 21 years. Then in 1977 he sailed *Kialoa II* to the double, Line Honours and Handicap victory.

Other S&S designed boats that have played prominent roles in Australia's offshore racing history include Syd Fischer's first *Ragamuffin* (now *Margaret Rintoul II*), and Charles Curran's *Stormy Petrel* with which Fischer won the 1971 One Ton Cup.

Challenge, which Victorian Lou Abrahams skippered to victory in the 1983 Sydney Hobart Yacht Race, was the last S&S boat to achieve that honour.

Apart from designing boats, Olin Stephens was instrumental in framing both the IOR and IMS rules. He remains involved in rules planning as an adviser to the current grand prix rule working party.

Survival first

While the S&S reputation was created and maintained for many years on the firm's ability to produce race winning yachts, Olin Stephens always eschewed trends towards under-engineered or unseaworthy craft. His offshore yachts were designed and built for survival in the worst conditions first and second for racing success.

An example was *Tenacious* with which Ted Turner won the disastrous 1979 Fastnet race. She made it through virtually unscathed because her designers had incorporated new ideas without sacrificing strength or seaworthiness. This boat is often cited as representing the transition of that era and the continuity of S&S design philosophy. *Tenacious'* fine ends and solid construction recalled ocean racers of the 1930s, while her broader beam and reduced underwater profile were pointers to the future.

The Newport Bermuda race is another classic offshore race in which S&S has achieved a long string of victories, with boats such as *Bolero* and *Finisterre* achieving multiple wins, while Hobart winner *Kialoa II* also has her name on the trophy.

Launched in 1954, *Finisterre* is a typical S&S boat of that era. Initially, many thought she was too round and fat. Winning the Bermuda Race three times in a row changed that. Only 38 foot 6 inches long, *Finisterre* was not conceived as an all-out racer. Owner Carleton Mitchell confessed: "My idea in *Finisterre* was to build a floating home for two people."

'Only one Australian name features in the illustrious roll call of S&S designers – Scott Kaufman'



PREVIOUS PAGE: S&S DESIGNS GATHERED AT MYSTIC SEAPORT, CONNECTICUT
LEFT: TWO TIMES SYDNEY HOBART RACE WINNER *LOVE & WAR*
PHOTO: IAN MAINSBRIDGE; OTHER PHOTOS COURTESY S&S

"The foot of the genoa was so close to the deck that it was hardly possible to get a hand under it."

With such radical improvements, *Intrepid* completely dominated 12 metre racing, until the arrival of *Courageous*. A rules revision allowed for *Courageous* to be constructed from aluminium, making her lighter and faster. *Intrepid* and *Courageous* were among only three boats ever to win the America's Cup more than once.

The S&S office not only has produced winning boats, but a succession of successful independent designers. Halsey C. Herreshoff worked on 12 metres with Olin Stephens in the early fifties.

In ocean racing, German Frers Jnr was sent by his father, a Buenos Aires yacht designer, to learn at S&S before returning to the family firm.

Gary Mull, Roger Marshall, Johan Valentijn, Nicola Sironi, Angelo Lavranos, Bill Langan and David Pedrick also all started their careers with S&S.

Only one Australian name features in this illustrious roll call: Scott Kaufman (son of engineer and yacht designer Ted Kaufman). Kaufman, who had already enjoyed some designing success in Sydney, joined the S&S team at the end of 1973, flying to New York straight after competing in that year's Sydney Hobart.

He recently recalled the S&S office of those days as "a wonderful place to work".

Kaufman was at S&S with Roger Marshall, Angelo Lavranos, Johan Valentijn and David Pedrick. Projects that he worked on included the 12 metre *Courageous*, and the production Swan 47.

Californian Gary Mull got a taste for the international metre rules while in Manhattan, and went on to reign as 'king of the six metres' for many years.

David Pedrick was part of the design triumvirate that created Dennis Conner's *Stars & Stripes* 12 metre that won back the 1987 America's Cup off Fremantle, as well as achieving success in the offshore sailing world with boats such as *Nirvana*.

Olin Stephens retired from S&S in 1980. Mitchell Gibbons-Neff is now president and head boat broker, with Gregory Matzat now the chief naval architect and executive vice president and Bruce Johnson the chief designer.

The business made famous by the racing successes of the Stephens brothers now does most of its business in the superyacht sector, both sail and power.

Probably the highlight of events to mark S&S's 2004 75th anniversary year was a weekend at Mystic Seaport, Connecticut, in July last year, when proud owners brought more than 70 S&S designed boats together. Olin Stephens, now 96, was naturally the centre of attention at a dinner for 500 guests. ■

Down below she was an example of ideal use of space. Nothing was left out and her fit-out included a mechanical icebox, shower, depth finders, barographs and enough other gadgets to sink many much longer boats. No mention of rating was made during her design, her heavy construction and voluminous hull were seen as detrimental to speed. However, that same hefty construction, when combined with a slippery hull, good sails, excellent seamanship and an all-star crew resulted in a boat that sailed considerably better than her rating said she should.

Although considered conservative in construction and design, many S&S boats included radical features for their time: *Dorado* was "aggressively narrow"; *Tenacious* had a "reduced underwater profile"; *Bolero* had a monel web frame mast step. These features demonstrated constant progress, and innovation.

Innovative twelve

Olin Stephens regards *Intrepid*, with its distinctive knuckle bow to cut down weight and a trim tab as his "most innovative twelve". Although such tabs had been tried on smaller racing hulls, this was the first twelve to use the innovation. *Intrepid's* steering system was really a system of two rudders in tandem, a deep one on the keel, the trim tab, and a shallow one on the skeg.

The trim tab was used to lift the boat to windward but could also be used to help her turn quickly in tacking duels while the skeg rudder was for steering. There were three concentric wheels on the pedestal, the outer one turned the rudder, the middle one the trim tab, and the small central one locked both rudders so they could be operated together. Mounting the rudder on a skeg also meant that the length of the keel could be greatly shortened, reducing wetted surface area and drag.

Intrepid featured a very low boom, made possible by locating winches below deck, following the theory that if the main boom was at deck level, the 'induced drag' of the sail would be reduced and the sail's effectiveness greatly improved. This same effect had been used successfully with headsails on earlier twelves such as *Constellation* in 1964, on which Rod Stephens noted:

A LITTLE GEM

Mike McCann outlines the charms of a unique island holiday destination – Mauritius



Craggy peaks and
so blue water ...
so Mauritius

The moment you set eyes on the island of Mauritius whether it's by sea or air you will appreciate its unique quality. The craggy peaks, the ever so blue water ... then later when you disembark, the totally cosmopolitan population. You'll hear French, English (predominantly), Indian, Chinese and Creole – and that's just from the Mauritians.

From overseas you'll hear Afrikaans, German, Spanish, Swiss, Russian, most other European languages, plus all of the above local tongues.

Mauritius is an island in the Indian Ocean, just 65km long by 45km wide. It sits 855km east of Madagascar and over 2,400km from the African coast. Mauritius and neighbouring islands form the archipelago of the Mascareignes. Its nearest neighbours are Reunion and Rodrigues and further to the north are the Seychelles. Flying time to Mauritius from Perth is six hours.

The port is most welcoming with a large marina on the Le Caudan waterfront within walking distance of the capital Port Louis (*Pawur-Lwee*). The airport is equally welcoming with swift, efficient service – after all, tourism is its business – the resident tour operators will quickly whisk you away to one of the magnificent resorts on the west coast. Alternatively, should you arrive under sail, Mauritius has 160km of coastline and

is surrounded by a coral reef, so once inside the reef anchorages are protected from the ocean swell.

Port Louis is the hub for the 1.2 million Mauritians. It is possible to spend hours at the markets which are distinctly separated into two halves: one for fresh produce direct from farms; the other for bargains such as brightly coloured clothing, artifacts made from shell, stone and wood, model ships, as well as a myriad of other goodies that will keep you browsing for hours.

The road past Port Louis is the busiest on the island and not a route to be caught on either before business hours or just after. The island's civic fathers, in their wisdom, fortunately linked the city – and the markets – with the Le Caudan waterfront area via an access tunnel under the main road. This makes movement between the two quite simple and, if you haven't spent all your money at the markets, the shops of Le Caudan offer quality merchandise, with European designer names prominent, but nowhere near as expensive as in the major cities of the world.

Another attraction is the Blue Penny museum, situated at Le Caudan. The Blue Penny is the world famous stamp you can view at various times of the day at the museum which weaves an historical path from the creation of the Ile Maurice.



Also close by Port Louis is the 1,200 hectare Domaine Les Pailles (DLP), an estate designed to entertain and inform. Situated in a valley 'just over the hill' from the capital, DLP is a combination of the old and new Mauritius. One of the historical highlights is an 18th century ox-driven sugarcane mill that grinds cane to produce rum in the old style.

Apollo, that's the oxen's name, is a little temperamental and grinds the sugar cane only when it suits him – perhaps that's why they don't let you ride him. Horse drawn carriages and vintage trains are other features of the DLP as are trail riding expeditions up into the mountains. However, the DLP has built its reputation on its food and its Indian, Creole, Italian and Chinese restaurants are as good as any culinary delight on the island.

A large Convention Centre has just been opened in DLP, which will be a fillip for group travel from around the world.

If you still require a sugar fix, just up the road at Beau Plan in Pamplemoues sits L'aventure du Sucre (the adventure of sugar) which is an extensive historical journey of cane sugar plus plenty of rum, the mechanised version AA (after Apollo).

LE PARADIS - ONE OF THE STUNNING ISLAND RESORTS





CLOCKWISE FROM ABOVE: THE MAURITIUS TURF CLUB DRAWS BIG CROWDS; GOLF COURSES ARE INTERNATIONAL STANDARD; GIANT WATER LILIES IN THE GARDENS AT PAMPLEMOUSES

The major reason for visiting Pamplemoues is the historic gardens, initiated by the French Governor Mahe de Labourdonnais in 1735. These gardens lay claim to being the oldest gardens in the region, with 500 species of plants over 25 hectares, the most spectacular being the giant water lilies that grow in abundance.

The three most popular activities for tourists coming to Mauritius (after lazing around, swimming and eating), are the big ones: golf, fishing and horse racing.

The golf courses at Paradis, ile Aux Cerfes, Belle Mare Plage (two courses) and The Heritage are basically controlled by the resort groups, but that means international standard golf courses designed by the world's best, Bernhard Langer, Gary Player etc, so Mauritius is now an international golf destination.

Fishing prospects are wide and varied, from beach fishing with rod or net, to dinghy fishing with a line. You then move upmarket to charters within the reef where tuna, dorado or bonito are your prey or to deep sea fishing, outside, where blue marlin up to 600kg have been caught.

Fishing charters are operated from most of the resorts and are reasonably priced.

Racing

The Mauritius Turf Club, based at the top of the Port Louis basin above the city, operates 30 days per year between May and December. Race day is mostly on Saturday; however, the 'big' days are two Sundays, The Gold Cup, the last Sunday in November and International Ladies Day, the first Sunday in December.

The latter invites two jockeys from each country in the region and Australia was represented in 2004 by Brett Starkey and Jason Taylor, who rode some nice collects for the Aussies present.

Don't just go to the public area on race days, it's a free for all. The Members Stand, although not airconditioned, costs only AUD\$20-\$40 depending on the type of race meeting.

The advantages are enormous. Dress is suit and tie for the men who generally swelter, but the women can wear more relaxed and summery attire! A day at the races is quite an event. ■

HOW TO GET THERE; WHERE TO STAY

Air Mauritius operates five Airbus A340-300s, two Airbus A319-100s, two Boeing 767s and three Boeing ATRs. The airline flies to 30 destinations, including Sydney via Melbourne once a week and direct to Perth once a week. Air Mauritius: Freecall 1300 658 572. Beachcomber Hotels own and operate eight resorts in Mauritius and one in the Seychelles. Six-night accommodation packages include breakfast and dinner, water and land sports, nightly entertainment and transfers. Beachcomber Hotels Australia: Freecall: 1800 624 268. Website: beachcomber.com.au

A RETROSPECTIVE:

THE SYDNEY HOBART YACHT RACES: 1996–2004

In the final of his series, David Colfelt brings the history of the Sydney Hobart Yacht Race up to date through a decade that has seen changes shaped by disaster and revolutionary new design concepts

The technological shockwave that had begun to affect ocean racing from about the mid-1970s intensified during the last 10 years of the Sydney Hobart Yacht Race drastically changing the form of leading competitors.

For example, when moveable water ballast was first allowed to be used in 1999, it seemed almost futuristic; *Nokia's* 2.5 tonnes of water ballast was like having 30 extra crewmembers sitting on the weather rail. By the 2004 Race, water ballast appeared destined to be rendered obsolete by canting keels.

Before the race, it was being suggested that to have a chance of winning a major race in future, canting keels would be essential for all boats over 60 foot.

Despite *Skandia's* misadventure that would still appear to be the case assuming they are not legislated out of the sport.

This last decade has also seen vast improvements in carbon fibre construction in both hulls and masts, the advent of lightweight carbon fibre winches, lightweight fibre rigging and moulded Kevlar sails.

Adjustments in handicapping have encouraged designers to 'step back from the edge' in their specifications for rigs, and the criticism, sometimes still heard, of 'too-lightweight construction' in rigs is really no longer valid.

The reporting of the Sydney Hobart Yacht Race has also improved in exponential leaps. Media coverage has been stepped up to often include live interviews with skippers from on board the competing boats. And whereas media plots of the fleet positions once had to be created by newspaper artists from sked information, this data is now available on call via a sophisticated website which, for the duration of the race, has gained the second-highest rating of any sporting site in Australia.

Keeping track

The advent (in 2002) of satellite tracking devices on all participating yachts represented a major advance in safety and was of great assistance to race administrators; it is also of great interest to race followers and competitors.

Possibly the greatest advances in safety and conduct of the race came out of the greatest disaster in Australian offshore racing – the 1998 Sydney Hobart, when six lives were lost, seven yachts were abandoned and 55 yachtsmen had to be rescued. The race certainly experienced some of the wildest weather. The soul-searching post race analysis by a special committee of the CYCA came up



with a series of recommendations many of which have become mandatory.

Of the CYCA investigation, the NSW Coroner, who conducted an inquest into the disaster, remarked:

"There can be no doubt at all that the Cruising Yacht Club of Australia has taken this tragedy very seriously indeed, and in the time that has elapsed, not only conducted its own detailed investigations but made many innovative changes which in turn have made the running of this race much safer for contestants ... the examination of the 1998 race by the CYCA has to a large extent rendered nugatory [worthless] the need for me to make a large number of recommendations ...".

Among the signal changes resulting from the 1998 Race were:

- Mandatory crew training for 50 per cent of crewmembers – practical life raft training at the Qantas pool facility
- Mandatory levels of crew experience in long range sailing offshore
- 400MHz EPIRB to be carried on all yachts (improved locating accuracy over the 121.5MHz EPIRB)
- Personal EPIRBs for all crew
- Improvements in life-raft construction and equipment
- Changes in weather forecast terminology, to make it

'Affected by storms and controversies, the Sydney Hobart Yacht Race remains one of the world's greatest ocean races'

ABOVE: AFR
MIDNIGHT
RAMBLER IN THE
DISASTROUS 1998
SYDNEY HOBART
YACHT RACE
PHOTO:
RICHARD BENNETT



SAYONARA SAILS
UP THE DERWENT
RIVER TO LINE
HONOURS
VICTORY IN 1995
PHOTO:
RICHARD BENNETT

abundantly clear that forecast wind strengths are 10 minute averages and that gusts may be 40 per cent higher than the average, and that predicted wave heights are also averages and that individual waves may be 200 per cent higher than average

- Improvements in safety harness design
- Establishment of Green Cape on the NSW south coast as a 'jump-off' confirmation point for continuing in the race, i.e. skippers must confirm by radio contact that their radio is working, that the weather situation has been taken into account, and that the yacht and crew are fit to do so before they continue into Bass Strait.

Another significant milestone of the sixth decade was the demise of the International Measurement System (IMS) as the rating rule by which the Overall winner of the Sydney Hobart Yacht Race would be determined.

The IMS had gained increasing favour over the IOR in the late 1980s when designers had 'hacked' the IOR to the point that it (a) no longer produced good designs, and (b) promoted rapid obsolescence of yachts (in racing terms), and it was adopted as the standard determinant of the overall winner of the Sydney Hobart Race in 1994.

The IMS was a sophisticated and complicated rule that employed a revolutionary velocity prediction program (designs could be 'sailed' in a computer program to establish their likely performance over the course of a race). The basic parameters of the IMS attempted to promote sound design as well as stability in handicapping, thereby reducing obsolescence. However, it too fell victim to designers exploiting loopholes, resulting, for example, in boats with low righting moment gaining favourable ratings.

The IMS attempted to take into consideration the weather experienced by yachts during a race, and this proved its downfall. It was simply unworkable for such a long race in which such a wide variety of weather is experienced.

So, in 2004 the Tattersall's Cup for the Overall winner of the Sydney Hobart Yacht Race was declared according to the IRC (International Rule Club) handicapping

system, an offspring of the RORC's Channel Handicapping System.

Capable of handicapping a very broad range of yachts, the IRC is not a measurement rule and does not cater specifically for the 'grand prix' end of the fleet.

The IRC has been adopted as an interim measure until a new, broadly acceptable measurement handicapping rule is developed internationally. The IRC is administered by the RORC and employs undisclosed formulae and thus cannot be readily 'hacked' by designers, who have only a basic set of numbers for displacement, righting moment, sail area and length to work with.

After 60 races, the Sydney Hobart Yacht Race has survived storms and controversies. It is now vastly different to the event that first captured the imagination of sailors and the public alike in 1945. It has been affected by storms and controversies, but the Sydney Hobart remains one of the world's greatest ocean races.

Course marks of a decade

1995: The fleet of 96 starters was well down on the 1994 50th Anniversary Race line-up (371 starters) and it was a slow race. *Sayonara's* Line Honours time was almost 10 hours outside *Kialoa's* record of 1975. It was not a millionaire of a race, but there was no shortage of billionaires taking part, with Oracle Corporation's CEO Larry Ellison and News Ltd's Rupert Murdoch joining forces aboard *Sayonara*. The Iain Murray designed IMS 41 *Terra Firma* won on handicap.

1996: Almost a quarter of the fleet broke the start, including the eventual handicap winner *Ausmaid* (George Gjorgia), leading to much angst about the timing of recalls (which were 20 minutes after the gun). CEO of the German software giant SAP, Hasso Plattner, sailed his new 24m Reichel/Pugh design *Morning Glory* not only to a Line Honours victory but to a new record, shaving about 30 minutes off that set by *Kialoa* back in 1975. He also pocketed a \$300,000 cheque from race sponsor Telstra for his trouble, which had been not inconsiderable, as *Morning Glory* had broken the top six metres off her carbon fibre mast five days before the start, and an air freighter from Los Angeles had to be diverted to Auckland to pick up a new one.

1997: A fleet of 114 faced the starter's gun on a line that had been moved to 400m north of Shark Island. Recalls were given 10 minutes after the start following numerous complaints the previous year when 25 yachts had been over too soon. Karl Kwok, chairman of the Hong Kong department store empire Wing On International Holdings, came down with his new Farr 50 *Beau Geste* and engaged in fierce battle with Syd Fischer's *Ragamuffin* all the way to Hobart. *Ragamuffin* was over the line by a slender six minutes ahead of *Beau Geste*, not enough to save her time and Kwok won the Tattersall's Cup. George Snow took Line Honours with *Brindabella*. This was the inaugural year of the Alan Payne Trophy, awarded to the designer of the winning yacht.

1998: A sadly significant year for the Race; a confluence of weather systems and currents in Bass Strait whipped up 80 knot winds and 20m seas taking a horrible toll on the fleet – seven yachts abandoned, six yachtsmen lost, 55 yachtsmen rescued. Ironically, yachts that turned and ran for shelter suffered the heaviest battering in vicious quartering seas. Only 44 of 115 starters finished the Race. Larry Ellison was back again and took Line Honours in *Sayonara*. The Robert Hick designed *AFR Midnight Rambler* was sailed gallantly by Ed Psaltis and his crew to win on handicap.

1999: Strong north-easterly winds carried the fleet swiftly down the NSW coast and across Bass Strait and no fewer than 16 of the participants broke *Morning Glory's* 1996 record. *Nokia*, which used moveable water ballast for the first time in a Sydney Hobart Race, stripped 18 and a third hours from the record. The tail-enders copped a cruel southerly which forced 30 retirements. Geoff Ross's *Yendys* took Handicap Honours.

2000: There were 82 starters in a race that began in light north-easterly conditions that built to 20–25 knots. Then a southerly change came through that night. The Race became a long slog south in consistently fresh headwinds, sometimes bitingly cold; many of the competitors were on the wind for 500 miles. The race was compared to 1993 for toughness; Ed Psaltis, handicap winning skipper of the disastrous 1998 race, said it was harder than that race in terms of having to hang in for longer. Twenty-four yachts retired (29 per cent of starters). The year of the Olympics saw a large fleet of Volvo 60s and maxis, including a new *Nicorette*, which took Line Honours. Neville Crichton's 24m *Shockwave*, the New Zealand yacht *Zena* and George Snow's *Brindabella* were among yachts which pulled out with damage. Roger Hickman and Kevan Pierce sailed *Ausmaid* to Handicap victory.

2001: A fleet of 76 yachts set out in fickle south-east winds under a heavy pall of smoke from massive bushfires raging across NSW. The wind freshened down the coast; the leading maxis encountered a water spout in Shoalhaven Bight just north of Jervis Bay, which caused problems for several including *Wild Thing* which was forced to retire. It turned out to be a close-fought race, with the first seven yachts finishing within 47 minutes of each other. *Bumblebee V* took out Handicap Honours, and her skipper, Iain Murray, received the Alan Payne Trophy as the designer of the winning yacht. *Assa Abloy* was the Line Honours winner.

2002: This was a closely fought race and a fast one. Fifty-three of the 57 starters finished in less than four days; five minutes separated the IMS winner, *Quest*, from the second IMS boat, the veteran *Zeus II* (which won the race back in 1981!) demonstrating the even-handedness (in this particular race) of the IMS rating system. Line Honours went to Neville Crichton's *Alfa Romeo*, which finished about nine hours outside *Nokia's* 1999 record.



2003: In a battle of titans, the 98-foot *Zana* from New Zealand and Grant Warrington's similar sized canting-keeled *Skandia* fought a close duel over the entire course, *Skandia* edging out her rival by a scant 14 minutes 24 seconds.

The new Beneteau 40, *First National*, was first on IMS handicap which decided the winner for the last time.

2004: The dramatic details of this Race are dealt with elsewhere in this issue but, historically, the 60th Anniversary Rolex Sydney Hobart Yacht Race will also be remembered for the use of two starting lines, as in the 50th, and the move to IRC for the Overall winner.

The fleet of 116 started off in light north-east conditions which picked up in the afternoon, sending them flying down the NSW coast at a record-breaking pace.

After that, the race became pure hell, with stiff southerly conditions forcing almost half the fleet to retire and knocking out the leading Line Honours contenders – *Konica Minolta* with a fractured deck and *Skandia* with a terminally damaged canting keel which forced her crew to take to their life rafts.

The new *Nicorette* employed good survival tactics, hugging the Tasmanian coast, to take Line Honours. The British 55 footer *Aera* just made it as the winds faded to take Handicap Honours from smaller competitors. ■

CLOCKWISE FROM ABOVE: AFTER THE STORM IN 1988
PHOTO: CRISTOPHE LAUNAY

LARRY ELLISON, RUPERT MURDOCH AND GEOFF STAGG HAM IT UP IN CONSTITUTION DOCK IN 1995
PHOTO: RICHARD BENNETT

AUSMAID ON HER WAY TO OVERALL VICTORY IN 1966 DESPITE BREAKING THE START
PHOTO: IAN MAINSBRIDGE

FAVOURERD FARRS

Sam Crichton gives a rundown on the upcoming Rolex Farr 40 World Championship to be held early March and what goes into making the Farr 40 a killer racer

Although Sydney is known for hosting world class sporting events, the March 1-4 2005 Rolex Farr 40 World Championship regatta, to be hosted by the CYCA, will be the first time the premier event for this popular class of one design offshore racers has been held in Australia.

It promises to be a memorable series with top sailors from the US, Italy, France, Norway, Denmark and New Zealand competing with the Australian fleet after many of the competitors have completed a long build-up through the Rolex Trophy series and the Rolex Sydney Hobart Race.

These events have shown that the local boats are on the pace and that the visitors who have spent time working up their boats here won't be giving away much in local advantage.

Racing is planned for off Sydney Heads and if required inside Sydney Harbour; in other words, right where many of the visitors and local competitors have been competing since early December last year.

Internationally renowned Principal Race Officer Peter 'Luigi' Reggio will direct the on water action with the assistance of local Race Officer Denise Thompson. The CYCA will host the two major lead-up regattas, the Australian Championship and the Pre-Worlds regatta, as well as the World Championship regatta.

Form guide

Three of the previous six world champions of the class will be competing in Sydney with two times winner and current title holder Jim Richardson keen to add another title to his collection.

Australia's John Calvert Jones will be keen to bring the title back to Australian shores after taking it from Jim Richardson's home port of Newport, Rhode Island, in 2000. Calvert Jones will have Grant Simmer, Alinghi's team manager for the 2007 America's Cup as tactician.

The 2003 winners Massimo Mezzaroma and Antonio Sodo Migliori with *Nerone* can be expected to make their presence felt among the fleet. The same can be said for Hasso Plattner's *Morning Glory*, which is scheduled to have ex-*Alinghi* skipper Russell Coutts as tactician.

Among the locals, current Mumm 30 World Champions and Farr 40 class regulars Richard Perini and his *Evolution* team have been sailing well in recent Australian Farr 40 regattas along with one of the earliest owners in Australia Marcus Blackmore. Perini will sail with a number of his crew from the Mumm 30

World Championship Series. Marcus Blackmore's *Emotional Hooligan* crew is comprised of a number of the Royal Prince Alfred Yacht Club's winning Admiral's Cup team from 2003.

Current Australian class President Matt Allen, who is current Australian Offshore Champion, will be racing his aptly named *Ichi Ban* - number one in Japanese. Class stalwart Lang Walker will also be competing with his navy hulled *Kokomo*.

There will be a number of new owners among the Australians with Chris Meehan, Ivan Wheen, Andy Offord and Matthew Short all joining the class this season. Steve O'Rourke's *Panther* with its distinct turquoise hull will race along with the notorious *Leroy Brown* owned by Warren Weickmann.

Neville Crichton plans to take a break from super maxi racing to steer his *Team Shockwave*, while South Australia's David Urry will compete with his silver hulled boat *War Games* and Victorian David Gotze will be on the start line with *Brighton Star*.

Vincenzo Onorato, skipper of *Mascalzone Latino*, will take time out from his America's Cup Challenge to steer his Farr 40 of the same name. *Mascalzone Latino* translates to 'Latin Rascals' and the gladiator symbol the team uses is from one of Onorato's favourite Italian comics.

Europe will be well represented with Norway's Eivind Astrup steering *Norwegian Steam* and *Twins 2* from France to be helmed by Erik Maris. Another Italian representative will be *TWT* with Marco Rodolfi at the helm.

The US will be represented by Philippe Kahn's *Pegasus* and Steve Howe's *War Path* from the west coast fleet and *Phish Food* helmed by Alexis Michas and *Solution* John Thompson from the east coast fleet.

New Zealand will be represented by *Bobby's Girl* owned by John Melville.

It looks like being a series to remember!

FARR 40 ONE DESIGN

DESIGNER:	Farr Yacht Design	
LOA:	12.41m	40.72ft
DWL:	10.75m	35.27ft
BEAM:	4.03m	13.22ft
DRAFT:	2.60m	8.53ft
DISPL:	4945kg	10,902lb
BALLAST:	2250kg	4960lb



DESIGNER'S COMMENTS

The Farr 40 One Design was conceived as a high performance boat that would gather the benefits of modern materials into an economic platform for short course racing that was demanding and exciting but not beyond the capabilities of relatively inexperienced or mature crewmembers.

The boat also had to be capable of competing in general offshore competition and be a competitive performer under IMS to give the purchaser a wide range of events in which to compete, particularly before class fleets were established.

The design of the boat and the formation of Class Rules and Constitution proceeded in parallel, allowing input into the design from the buyer and builder side of the equation.

Farr Yacht Design says the owner/driver class rule was an important influencing factor in the conceptual phase of the design, pointing towards easy to tune, simple arrangements that would not take time and energy away from the primary activity of sailboat racing.

The design team arrived at the basic parameters from a study of their very successful 39 footer (Design 336) and other more IMS optimised designs around the same size.

‘Three of the previous six world champions of the class will be competing in Sydney’

The Farr 40 One Design has similar beam and displacement for its length compared to Design 336, but has higher stability and sail carrying ability.

The lightly raked stem and limited aft overhang give the hull a long waterline length which, combined with a clean run aft and fine forward sections, give the boat a good balance of upwind and downwind performance.

A low centre of gravity cast iron fin keel has most of its weight concentrated in a lead bulb at the bottom of the structure, which is bolted to an aluminium interior frame. This provides a robust structure “designed to allow for those who insist on going aground”.

Interior layout was kept clean and simple while still providing the basic elements for long distance work. A full private head is located forward. A saloon with galley and centrally located navigation station is aft, making the boat ocean racing ready.

The cabin is larger than minimum IMS specified dimensions, offering extra space for limited cruising and for after-race gatherings.

CLOSE ACTION IN
RECENT FARR 40
EVENTS OFF SYDNEY
PHOTOS:
ANDREA FRANCOLINI

Spar design and building technology now permits relatively economic and reliable manufacture of carbon runnerless rigs and, when properly designed and tuned, the short footed headsails and large mainsail can be a very competitive and easily managed sail plan. This style of rig was chosen not to punish poor crew work with expensive mast repairs. A two swept spreader rig carbon mast with fractional chutes flying from a fairly high T point give the boat plenty of downwind speed. A masthead spinnaker option is available for those who desire more downwind thrills in open and PHRF events.

A large cockpit provides the crew with ample space for basic operations, and the arrangement can handle both wheel and tiller installation.

Jib cars controls lead back to the cockpit to give the jib trimmer complete control on his sheeting options. Masthead backstay adjustment is through a direct hydraulic system with controls within easy reach of the mainsheet position.

Construction is detailed in foam core with fibreglass-reinforced skins.

The rudder has a carbon stock and shell. Internal mouldings combine with bulkheads and composite frames to provide a sturdy and serviceable interior. Prototype work enabled the builder and the designer to control weights and develop a strict one design set of limits and tolerances based on lessons from the Mumm 36, Corel 45 and Mumm 30 one design rules. ■

F40 – CLASS HISTORY

The Farr 40 One Design was conceived in 1995 while Farr Yacht Design, Farr International and Carroll Marine were working together on another one design success story, the Mumm 30.

The concept of strict one design and owner/driver rules adopted from the start had a large impact on the development of the class along with the limit placed on the number of professionals in the crew.

The Farr 40 was also soon recognised as a design that would not easily become outdated. This promoted rapid growth of fleets around the world and led the way for a number of other successful one design fleets.

The first Farr 40 was launched for owners Steve and Helga Hyland in March, 1997. Eight years and 130 boats later the Farr 40 class is well established

internationally. Australia has 19 boats, US 60, New Zealand 2, Great Britain 6, France 5, Italy 16, Japan 5. There is also one boat in South America and a few others around the world.

Owners have come from a variety of sailing backgrounds – International 50 foot class, IMS owners, other one design classes and some newcomers to the sport. Early owners included Irvine Laidlaw (first class president) John Thomson, John Calvert-Jones (first Executive Committee President), Graham Walker, Vincenzo Onorato (all in the early days – before hull 30).

It is interesting to note that these were almost all owners who had previously led big grand prix programs, but usually sitting on the rail, not driving.

Owners Jim Richardson and Peter de Ridder each won the Seahorse Sailor of the Month in 2004 and Peter de Ridder won Dutch Sailor of the Year award in

2004, partly because of his Farr 40 and Mumm 30 results.

From the beginning, the Farr Yacht Design office has provided the class with independent technical advice in line with the strict one design class rules that the boats are raced under. Along with the Class Association, the Executive Committee – made up of owners from all the regions – maintains the one design integrity of the class through continual policy development.

Racing in 16 countries in annual regattas in both hemispheres, the Farr 40 class attracts elite sailors with the strict class rule that the owner steers the boat and has to be an amateur.

Within the world wide fleet are regional fleets that provide one design class racing at its most competitive. Olympic, America's Cup and Volvo Ocean Race competitors make up the crews in conjunction with talented amateurs.

CHAMPIONSHIP WINNERS

WORLD CHAMPIONS

- 2004: Jim Richardson *Barking Mad*, US
- 2003: Massimo Mezzaroma/Antonio Sodo Migliori *Nerone*, Italy
- 2002: Steve Phillips *Le Renard* US
- 2001: Ernesto Bertarelli, *Alinghi*, Switzerland
- 2000: John Calvert Jones, *Southern Star II*, AUS
- 1999: John Kilroy *Samba Pa Ti*, US
- 1998: Jim Richardson *Barking Mad*, US

AUSTRALIAN CHAMPIONS

- 2004: John Calvert Jones *Southern Star*, Royal Prince Alfred Yacht Club
- 2003: Marcus Blackmore *Emotional Hooligan*, Royal Prince Alfred Yacht Club
- 2002: Championship not held due to change in program midway through season
- 2001: Richard Perini, *Corinthian Doors*, Royal Sydney Yacht Squadron
- 2000: Marcus Blackmore *Emotional Hooligan*, Royal Prince Alfred Yacht Club
- 1999: John Calvert Jones *Southern Star*, Royal Prince Alfred Yacht Club

NORTH AMERICAN CHAMPIONS

- 2004: John Kilroy *Samba Pa Ti*, US
- 2003: Massimo Mezzaroma/Antonio Sodo Migliori, *Nerone*, ITA
- 2002: John Kilroy, *Samba Pa Ti*, US
- 2001: Bob Hughes *Heartbreaker*, US

EUROPEAN CHAMPIONS

- 2004: Maspero Giovanni, *Joe Fly*, Italy
- 2003: Wolfgang Schaefer Strunt, *Je Light*, Germany
- 2002: Massimo Mezzaroma/Antonio Sodo Migliori *Nerone*, Italy
- 2001: Oscar Strugstad *Dawn Raid*, UK
- 2000: John Oswald/John Bainbridge *Game On*, UK.

OFFSHORE PEOPLE

LOOKING AT THE LIVES OF THOSE WE MEET ON THE WATER



Addicted to water

Luckily for round the world sailors Adrienne Cahalan and Jacques Vincent, their respective neighbours don't mind collecting their mail, picking the ripe fruit and even doing the gardening.

French sailor Jacques Vincent has been sailing professionally since 1983 after quitting his "one and only desk job" after six months.

He reckons being away from his house in the south of France for nine months or so every year makes him the perfect neighbour, and he's delighted that the raspberries, mushrooms and plums he grows in his garden don't go to waste.

Jacques has done seven circumnavigations including three Whitbreads, one Volvo race and three 'big cat' (catamaran) roundings. Last year, he was watch leader on Steve Fossett's 125-foot catamaran *Cheyenne* when it broke the record for the fastest time around the world in any type of sailing boat. They did it in just 58 days 9 hours 35 minutes and 42 seconds.

Also on board was Adrienne Cahalan, Australia's best-known navigator who was declared the fastest woman on water in the world for this feat. At the time, she also held the outright 24-hour record and just over a month later, she won the prestigious Navigator's trophy for winning the Newport Bermuda Race on the Transpac 52 *Rosebud*. It was a good year for Adrienne. As navigator on *Cheyenne*, she was nominated for the fourth time for the Rolex ISAF World Yachtswoman of the Year.

Adrienne has completed in the most Rolex Sydney Hobart Yacht Races of any woman – 14, including navigating Ludde Ingvall's *Nicorette* to a Line Honours victory in 2000.

The two have raced more than 500,000 nautical miles. That's 22 circumnavigations of the globe. Neither

of them can imagine going back to a desk job although Adrienne, who has a law degree specialising in maritime law and a recently completed Masters of Science in Applied Meteorology, can see herself in charge of the legal side of an America's Cup campaign. But that will only be when she gets tired of chasing records.

For Adrienne, who spends time between her houses in Sydney and the south of England, the downside of her lifestyle is that it makes it very hard to maintain a relationship. "People sense that you are about to leave," she says. "They always ask where are you going next? You do spend a lot of time alone on aeroplanes." – Lisa Ratcliff

Sailing sculptor

A shipwright with 35 years experience – he served his apprenticeship at Lennox Marine, Coal and Candle Creek – John Woulfe has a passion for working in beautiful Australian timbers such as Huon pine, Australian red cedar and jarrah.

After moving to Queensland's Whitsundays area, Woulfe started up Airlie Beach Boat Building. There, he and his wife Christine lived aboard their 40-foot sloop *Shilo* and became regular sailors with the Whitsunday Sailing Club, with John also competing in offshore races.

The couple assisted the club by donating trophies that John handcrafted out of his favourite timbers. The trophies got such a good reaction that John wondered what people would think of larger sculptures.

He tinkered with the concept over 15 years but never took it any further. Then he was hit with meningitis and spent three months recuperating. The experience made them both realise that life was too short to leave John's creative idea untested.

John first crafted boat sculptures with sails hand-carved from solid slabs of Australian red cedar. He now creates sculptures using a mixture of timber, stainless steel and sandstone.

John launched his first collection of sculptures at Hamilton Island Race Week in August 2004.

The success of that collection inspired him to work on a new collection, which will be displayed in the exhibition 'Out of the Blue' to be open for viewing at the Freya Room at the CYCA from Friday, 25 March to Sunday, 27 March. ■

LEFT: ADRIENNE CAHALAN AND JACQUES VINCENT
PHOTO: ANDREA FRANCOLINI
BELOW: JOHN WOULFE WITH ONE OF HIS SAILING SCULPTURES

'People sense that you are about to leave. They always ask where are you going next? You do spend a lot of time alone'



DOING THE HOUSEKEEPING

Technically, yacht racing has 'gone to the moon' but one thing remains unchanged, the need for slipping and bottom cleaning. And that, James Hill reports, is a major problem in Sydney

Slipping a boat to clean the bottom doesn't look like going away despite improvements in anti-fouling paints. At the very least, a racing yacht owner has to organise slipping a few times a year so the bottom is kept reasonably clean of marine growth.

Such a maintenance program obviously becomes a lot more important if you are a serious racer and require a clean hull to win. So, although a cruising yacht might have its bottom cleaned every six to 12 months, many racing yachts require a weekly clean. This may even become a daily scrub during a major day-series regatta.

This does not sit well with the current situation facing Sydney yacht owners.

There has been a marked reduction in slipping facilities around Sydney Harbour over recent years. This has particularly affected CYCA members since the club closed its slipway, alongside the Club, some years ago. It might be a coincidence, but since that time there has been a significant rise in the cost of boat slipping and related services.

Today we have the ironic situation in Sydney Harbour where the largest concentrations of racing yachts are in the areas where the fewest services are on hand for slipping and repairs.

Near the CYCA, the Rushcutters Bay D'Albora hardstand facility is limited to smaller-size yachts. The best and most modern hardstand facilities are on the other side of the harbour, and further up the harbour well beyond the Harbour Bridge.

How bad is the problem? Sydney yacht slipping facilities are coping with the situation; however, many owners find it inconvenient that there is no large scale modern hardstand facility within the Rushcutters Bay area.

The picture that emerged just prior to the Rolex Sydney Hobart Yacht Race was one of current facilities

just meeting demand. However, it was clear that in periods of peak demand like the lead up to the Sydney Hobart Yacht Race, yacht owners could have difficulty getting a boat slipped on short notice.

In many parts of the world it is common for quite large yachts to be left for months on hardstands, over

winter for example.

Sydney certainly has a woeful shortage of hardstand space that could be used for this purpose. And that situation is unlikely to change much given the huge pressure on waterfront land caused by the booming real estate market of recent years.

One of Sydney's more modern hardstand boatyards, Birkenhead Point, was actually gobbled up for unit development some years ago.

Modern yards

Many other smaller old slipways have gone the same way. However, the three remaining modern hardstand yards – Royal Sydney Yacht Squadron at Kirribilli, Noakes Boatyard at McMahons Point and River Quays at Mortlake are all very much in business and not likely to disappear. These yards handle the bulk of work on Sydney's offshore racing fleet.

Travel-Lift facilities at these yards suit modern racing yachts for a number of reasons, not the least being the extra deep draught of modern keels. This, and the fact that it is often hard to support these yachts on traditional rail-slip cradles push owners towards the modern yards.



'The largest concentrations of racing yachts are in the areas where the fewest services are on hand for slipping'



Most of the rail-slip yachts cope quite well with yachts up to the 40-foot mark, or bigger if the yachts are older style with relatively shallow draft.

The problem facing traditional slips is being able to meet the tough marine environmental protection rules that came into effect in 1997. Basically these rules state that you can't pollute the water at all. And that is much easier to achieve on a modern hardstand with a flat surface and central sump pits. Collected waste is simply trucked off to a designated disposal site.

Owners of traditional slips use a variety of means, including floating booms, to meet Environment Protection Agency rules, but they are under long-term pressure to upgrade to modern hardstand facilities. That costs big money and with open tender processes now applying to foreshore leases they cannot be assured they will be able to continue to operate at current sites.

This situation has understandably got the boatyard/marina industry worried and operators are currently trying to get a more equitable deal out of the Government for leaseholders.

Rising costs

And so to the costs of slipping. The increasing costs of slipping and servicing boats are only partly driven by supply and demand.

Costs are also driven by the requirements of land owners to gain high enough profits to justify allowing their land to continue to be used for boat maintenance.

Boat yards have also been affected by significant rises in insurance premiums. As a result of this and Work Cover requirements, many yards now ban owners and their crews from doing their own work, a traditional method for boat owners to make savings.

Some yards may, however, still allow owners to work on their boats.

River Quays manager Clayton Mayfield says his yard allows owners to do their own work, provided they are experienced boaties and conform to Work Cover and EPA requirements. But the yard reserves the right to say no to an owner.

Mayfield agrees that slipping costs have gone up, but says this is only in line with the added costs faced by the business. In fact, his yard's current rate of \$4 per foot/per day (plus GST) seems quite reasonable and probably explains why the yard is attracting a lot of business up from the main harbour.

River Quays hopes to soon have plans approved to extend its present 20-berth marina to a modern 85-berth facility. This would certainly help to secure the long-term viability of the yard and provide some much needed extra berthing space for Sydney boat owners.

Mayfield also dispels rumours that the marina is to be snapped up for residential development. He says the present owners are fully committed to the facility remaining a marine service business. However, he admits that the situation is tough for many marinas on Sydney Harbour, particularly if they don't have a freehold 'foothold' like River Quays.

The CYCA intends to look at re-establishment of a slipway sometime in the future. However, such a move would be quite costly for the Club given the need to meet tough environmental guidelines. Any new facility would have to be the modern hardstand/Travel-Lift arrangement and that would involve a very substantial investment, assuming a site could be found. However, the club still has the issue on the agenda, says Vice Commodore, Roger Hickman.

What does the future hold?

So are there any plans for improved facilities? The NSW Government is aware there is a shortage of good boat repair/service facilities on the Harbour. That's why it announced a 'Working Harbour' strategy prior to the 2000 Olympic Games. At that time they identified Rozelle (next to the Anzac Bridge) as a potential superyacht berthing facility and modern boatyard. The Government has since earmarked Blackwattle Bay, Homebush Bay and the old Woolwich Dock as potential sites for boat repair/service centres.

The facility proposed by the NSW Maritime Authority (ex-Waterways) for Rozelle Bay is now well advanced on paper. The proposal is at the tender step and detailed planning is underway. Despite this, the project faces a few hurdles, including a resident group that opposes the idea of a large boatyard and increased commercial activity.

With Rozelle Bay designated as a superyacht marina, it is intended that the boatyard to be developed nearby would be able to handle boats up to superyacht size and would include good under-cover work areas. We can only hope this does become a reality.

In the meantime, some of the traditional rail-slip yards are responding to demand by improving their facilities and work practices. Most are involved in an industry partnership plan to meet the tougher new environmental guidelines. They are coming up with some interesting and clever ways to trap clean-down waste.

OPPOSITE PAGE: TRADITIONAL SLIPS ARE FINE FOR TRADITION HULL SHAPES WHICH CAN STAND ON THEIR KEELS AND BE SUPPORTED BY SIDE ARMS.
LEFT: A TRAVEL-LIFT AT NOAKES' MILSONS POINT YARD COPES EFFICIENTLY WITH A MODERN YACHT WHICH CANNOT SUPPORT ITS WEIGHT ON ITS KEEL AND NEEDS TO BE SUPPORTED UNDER THE HULL
PHOTOS: JAMES HILL

UNLIKE SYDNEY, NEWCASTLE HAS UNDER UTILISED INDUSTRIAL SITES WITH DEEP WATER ACCESS. THE SITES SHOWN HERE HAVE BEEN IDENTIFIED FOR A NEW MARINE PRECINCT

River Quays has an impressive area of under-cover space for major renovation work on yachts. The yard also has very good road access for vessels being transported by land, including easy access to interstate highways. The yard has a 35-tonne capacity Travel Lift and a hardstand area big enough to accommodate six big yachts at a time.

Closer to the main harbour, the Noakes yard, at Milsons Point – run by well-known maxi skipper Sean Langman – was also a hive of activity leading up to the Rolex Sydney Hobart Yacht Race. At the time of writing, the yard had about a three-week waiting list for writing, but was still able to take emergencies such as

the ex-America's Cup yacht *Spirit* that lost its bulb keel in front of the Opera House.

Langman said his yard was able to slip the 76-footer within hours of the accident and then carry out the necessary repairs.

He believes the slipping crisis has been over-stated by many boat owners. He also dispels rumours of his yard closing.

Langman said not only was his yard coping well with the demand for work on grand prix and other racing yachts, but it had the space to provide hardstand storage for a group of overseas Farr 40s which arrived early for the March World Championships to be run by the CYCA. Langman believes it is, however, unrealistic to expect plentiful and cheap waterfront facilities in a place with the real estate demands of Sydney.

NEWCASTLE PUSH



With marine businesses in Sydney under increasing pressure, Newcastle is making a bid to attract a large slice of the Australian and international boating market.

This makes sense as the city has large areas of under-utilised deep waterfront land, existing ship building infrastructure and a workforce with many suitable skills, ship building, engineering, electrical and so on.

Over recent years, the Newcastle Port Corporation has been gradually transforming the Port of Newcastle from a traditional large ship bulk port into an area of diversified marine activity.

As the next stage in this process, the Port Corporation has identified a marine precinct on port land suitable for boat building, refit, repair and other related maritime industry and has called for proposals for the lease of four strategic properties. Each of these properties is accessible by large trucks via an industrial highway. The properties are located in the Carrington area at Dyke Point, Fitzroy Street and two properties near Bourke Street. The Fitzroy Street site is close to the existing Noakes yard at Wickham.

The Port Corporation says the 8.2ha Dyke Point site, which has deep water access, would particularly suit the establishment of superyacht construction or repair facilities.

The Fitzroy Street site is currently occupied by Australian Defence Industries (ADI) and has a long history of use for ship-building. It was most recently used to build fibreglass RAN mine-hunters. The site has sophisticated marine infrastructure including an 800 tonne capacity rail slip and a large modern construction building. The closing date for submissions of interest is 11 March.

Keith Southall, the Port Corporation's commercial property manager, says he has already received numerous enquiries about the sites and believes they are likely to attract submissions from overseas as well as Australia.

Newcastle shuttle

In fact, Langman believes he has the long-term answer to any over-load problem. The Noakes business has branched out in recent years to include hardstand yards at D'Albora Marina, Nelson Bay, and a newly built yard at Wickham, Newcastle. The Newcastle yard has a number of state-of-the-art features such as a keel pit to handle big, deep keel racing yachts.

Langman says the lower labour costs of Newcastle make this facility a more attractive proposition for jobs requiring a bit more time. For this reason he will in future 'shuttle' some jobs to Newcastle rather than work on them in Sydney.

Overall, while it appears higher boat maintenance costs are here to stay, they may be levelling off as owners adapt to the situation.

Many racing yacht owners are now using diving services for regular hull cleaning. This not only allows them to extend the time between slips out to as long as 12 months, but also helps them keep their hulls cleaner.

One of the biggest professional diving services, Bowline Marine reports healthy business growth in the last year. It currently has 100 boats on its regular cleaning roster and a three-diver team working full-time.

Divers, however, have to work within very strict pollution avoidance guidelines and cannot be used as a substitute for regular slipping and re-applying of anti-fouling. Dive cleaning is, however, proving a practical means of stretching the time between slipping.

Sydney boat owners are coping but another modern, large-capacity boatyard would have plenty of business. And if it cannot be on the main harbour it should not be too far west of the Harbour Bridge.

Good boat yard facilities are just as important to tourist charter boats. That's why the Working Harbour concept should provide more than just extra marina space, or a few sailing ships tied up to a dock.

Let us hope the NSW Government appreciates this in its consideration of foreshore usage. The Government recognises the financial benefit of events like the Sydney Hobart, but Sydney's city-of-sail status will only continue if we have adequate service facilities. ■

RESTORATION SPECIALISTS

Anyone with even a passing interest in prestige cars will have noticed that the classic marque Bentley has taken on a new lease of life recently, both internationally and in Sydney. But did you know that Bentley Sydney has long been involved in classic car restorations, and is also able to take on other restoration projects including refurbishing boat interiors?

One of only five Bentley sales agencies in Australia, Bentley Sydney actually grew out of a classic car restoration business, McMillan Prestige Car Repairs.

Managing director Brian McMillan, the proud owner of a vintage Bentley Speed 6, has been involved in the maintenance and restoration of Bentleys and other classic cars for years.

Recent projects of the business have included re-fitting the entire interior walnut trim of one Singapore owner's vehicle after he decided the original trim was too dark.

The workshops at the rear of the Canada Bay showroom have also recently completely restored two classic 1960 Rolls Royce Phantom 6 classic limousines.

This project showcased many of the restoration skills of the business including metal roll forming and shaping of complete new aluminium mud guards, fabricating stainless steel grilles and other missing parts and replacing with accurate recreations timber trim and leather upholstery.

Other recent jobs have included constructing a new canvas top for a 1920s Rolls Royce Silver Ghost and the complete restoration of a modern classic de Tomaso sports car. Away from cars, Bentley Sydney has refitted the interior of a privately owned helicopter, converting it from a discount airline look to a copy of the owner's Bentley limousine and also restored interiors of classic power boats.

Bentley Sydney has the skills and experience to deal with the restoration of yacht interiors. The company's wood trim restoration expert Alan Gover (pictured) worked on the restoration of the famous schooner *Astor*. He can bring back the original finish to badly discoloured veneers or match and replace them.

Upholstery trimmer Peter Truscott can perform similar miracles with seats. Apart from matching colours and textures, his skills include matching the grain of leather so when just one panel of a seat or other piece of upholstery has to be replaced he can ensure it looks exactly like an existing matching panel.

Other inhouse skills that make the Bentley Sydney workshops ideal for nautical restoration projects include fibreglass fabrication and acoustic panelling. ■



'Bentley Sydney has the skills and experience to deal with yacht interiors'

CONTINENTAL GT

The Bentley Continental GT sports coupe (pictured below) has attracted new younger buyers to the famous marque. Bentley Sydney delivered its first Continental GT to a buyer in mid-March and had delivered more than 50 by mid-December. The company expects sales of the two-door coupes to continue to rise during 2005 as well as sales of the more traditional four-door Arnage saloons.

Despite a proud history that included being founded by Walter Owen Bentley – the legendary motor engineer who won the LeMans 24-hour race four times – Bentley for years produced sportier drive-yourself versions of Rolls Royces.

But when the two marques went to different parent companies a few years ago – Bentley to VW and Rolls Royce to BMW – Bentley immediately looked like the company which was going to forge ahead, including racing back at LeMans.

Architect of the acquisition Dr Ferdinand Piech had no illusions about Bentley but he also seemed to understand the essence of the Bentley traditions. According to Britain's *Autocar* magazine, Dr Piech set in motion plans for the company's Crewe plant in the United Kingdom to design a rakish, if slightly snub-nosed, coupe with gentle overtones of the elegant 1950s Continental R coupe, the fastest two-door, four-seater coupe in the world.



When the new car was released in 2003, *Autocar* subjected it to a two-day test on Scottish roads. Its verdict was that it was "a most accomplished and versatile coupe, entirely worthy of the winged Bentley badge and a much, much better car than any of its more recent forebears".

GLOBAL RACE A CLOSE CONTEST

Organisers are hoping for a very close finish for the Wellington Sydney leg of the round the world Global Challenge race in Sydney Harbour, writes Adrian Herbert

SAMSUNG – BEATING TO
WINDWARD AS USUAL
PHOTO: ONEDITION



With yachts in the Global Challenge 'wrong way' round the world race preparing to leave Wellington for Sydney on 6 February, the race remained amazingly close.

After sailing about 15,000 nautical miles, the overall lead was shared by three yachts and the first six teams were separated by just three points.

VAIO, *BP Explorer* and *Samsung* all had 25 points after the tough second leg through the Southern Ocean from Buenos Aires to Wellington. The leg ended with incredibly close finishes among the leading group.

In the closing stages of the 6,100 nautical miles leg, the battle for first place became a three-way contest between *Spirit of Sark*, *BP Explorer* and *BG SPIRIT* and only three nautical miles separated the trio at the finish. Then *Samsung* managed to pip *VAIO* to the finish line by just minutes to be the fourth to finish.

Samsung is skippered by the only Australian skipper in the race, Matt Riddell. Riddell is a professional sailor, but his crew of men and women all started the race as novice ocean racers. Each of the other identical 72 footers in the race has the same combination of a professional skipper and crewmembers who started the race as novices.

In joint second place and only one point behind the leading trio are the first two boats home in leg two, *Spirit of Sark* and *BG SPIRIT*. To complete the picture of close competition, *Barclays Adventurer* is in third place overall with 22 points.

At the end of leg two, *Team Save the Children* and *Samsung* both lodged requests for redress after diverting from their courses to assist *Imagine It Done* with vital supplies for a medical emergency. *Samsung* was awarded a total of 17hr 56mins (16hrs 56mins for assistance to *Imagine It Done* and one hour for tactical advantage lost) by the International Jury. As *Samsung* finished 18 hours and 51 minutes after the third finishing *BG SPIRIT*, the redress awarded was not enough to affect the boat's leaderboard position and the team remained in fourth place in the leg 2 results.

Team Save the Children was awarded 8 hours and 5 minutes redress, (7 hours and 38 minutes for assistance to *Imagine It Done* and 27 minutes for tactical advantage lost). This lifted skipper Paul Kelly's crew from eighth to sixth position for the leg.



This left *Me to You* and *Team Save the Children* sharing sixth place, both achieving 10 points for the second leg. *SAIC La Jolla* still occupied seventh place with no eighth place declared for the leg.

Barclays Adventurer took ninth place and *Pindar* tenth. *Imagine It Done* received three points after it was forced to retire from the leg as a result of the medical emergency and *Team Stelmar* was awarded five points as the last boat to finish.

The medical emergency was declared after *Imagine It Done* crewman John Masters became seriously ill with a stomach infection while the boat was in the depths of the Southern Ocean. The yacht sailed to the Chatham Islands to effect a medical air evacuation. Along the way, complications set in, significantly worsening Masters' condition.

The air evacuation was completed successfully involving four aircraft and becoming the longest airlift flight ever made by New Zealand's Westpac Helicopter Rescue Service. Coordination of the effort involved about 100 people. Fortunately, Masters was at last report recovering well, but it is clear the rescue was a close call.

In appreciation of the rescue, the crew of *Imagine It Done* invited the helicopter chief crewman involved in the rescue, Dave Greenberg, to join them on the leg to Sydney. He accepted their invitation.

At the time of writing, the boats were being extensively overhauled at Wellington's Taranaki Street Wharf

after being lifted out of the water for hull checks and antifouling and their masts being removed for complete rigging checks.

The relatively short dash to Sydney, which starts on 6 February, is now expected to be even closer than initially anticipated. The first boat is expected to arrive about 13 February to be finished by the Cruising Yacht Club of Australia on a line between the Opera House and Kirribilli Point.

Race organisers are hoping at least two boats will enter the Harbour together and continue the race right to the finish, preferably in daylight!

The CYCA will re-start the race in the Harbour at 3pm on Sunday, 27 February on the traditional Rolex Sydney Hobart Yacht Race start line off Steel Point.

The fleet will race down the NSW south coast, then west through Bass Strait, where they will resume sailing against the prevailing winds as will remain the case all the way to Cape Town and the end of leg four.

From there, they will sail across the Atlantic to Boston on the north-east coast of the US and back across the Atlantic to La Rochelle in France before making a final short dash across the English Channel to finish at the starting point of the race at Portsmouth.

The Global Challenge yachts will be berthed in Sydney at the National Maritime Museum. While there, the boats will be inspected by school groups and will be open for public inspection on Sunday, 20 February. ■

SPIRIT OF SARK CROSSES
THE FINISH LINE
PHOTO:
ROSS SETFORD, AP

GOES LIKE A CUT SNAKE

Barry Tranter test sails an eagerly awaited new locally built product, the Sydney 39CR, and finds it to be a very different craft that can't easily be pigeonholed

It had taken a couple of years and a lot of sailing but at last I was getting confident of my judgment of the makeup of the modern IRC cruiser/racer. I knew the idiosyncrasies of most of the boats on the market, their strong points and weak points.

Most were European and between them they had managed to define the type. All were quick and attractive boats, well fitted-out, easy to sail. Each designer had a slightly different take on how much cruiser went into the design mix, and how much racer. Nuances, you might say.

And then along came Sydney Yachts' 39CR.

The inspiration for the locally built new boat came from a potential Sydney 38 customer who said he would prefer a roomier interior and cockpit seats. The Sydney Yachts braintrust, including designers Murray, Burns and Dovell, decided this was not a bad idea so, to the Sydney 38 hull, keel and rudder they added a new deck/cockpit moulding and cruiser/racer interior. The rig, too, is the same, only the spinnakers on the 39 are jib-headed rather than masthead as on the 38.

Basing a new boat on an existing craft which is the performance benchmark in many east coast fleets can't

'We build to higher standards than other production builders and our boats go like a cut snake'

hurt your chances of getting it right. The Sydney 39CR's numbers show an extremely low displacement/length ratio that combines with

a high ballast ratio (45 per cent, much higher than the norm) and a high sail area/displacement ratio to tell you this should be a stiff, fast boat.

The owner of our test boat had added an autopilot and pushpit-mounted barbecue, thus matching the requirements of a growing number of sailors who want to race twilights, some pointscores and aspire to the shorter coastal races, but for whom Sunday social sailing is equally important. This boat's specs recognise a reality of modern yachting: that in this time-precious era owners do not spend weeks cruising local waterways. And because time is precious, yachts cannot dominate an owner's time. They must be easy to own.

"Sailing has developed a sort of takeaway mentality," says Sydney Yachts' Martin Thompson. "People want to jump on board, burn around for two hours, hose the boat down and go home. For many that is the week's sailing experience.

"They also don't want to phone around for a crew, so there may be four or 14 on board. If it is raining and only three crew turn up (as on our short sail), they can take the boat out happily and, because there are no runners or genoas, they don't need gorillas to tack. If 14 turn up the 39 has the cockpit and sidedeck space for everyone to enjoy themselves."

At \$395,000 for the base boat, the Sydney 39CR is not cheap.

"Our challenge is to educate people that the boat is good value because we build to higher standards than other production builders and our boats go like a cut snake. We want to be a high-performance, boutique builder," says Thompson.

Nuts & bolts

Part of the price is spent on race-fairing the keel and rudder and performance aids like Vectran halyards and sheets and Spectra spinnaker halyards. The idea is to make sure the boats are race-ready and that owners will not have to spend more to optimise. Winches are Harken, the auxiliary is a 30hp Yanmar with saildrive and two-blade Briski folding prop.

Hull and deck are cored with high-density foam in high-load areas. A grid of unidirectional glass picks up the loads imposed by keel, engine beds and rudder and runs right through to the transom. Bulkheads and furniture are bonded into the structure. The 39 has the trademark Sydney Yachts carbon fibre chainplates which are bonded into the hull, creating a wide shroud base good for mast support and easy passage along the sidedecks.

"They are more expensive to build," says Thompson, "but nothing penetrates the deck. Australia is a windy place and even in a harbour in 25 knots of breeze you will get water on deck. If nothing penetrates the deck you don't end up with stained timberwork in the interior.



THREE CAN HAPPILY TAKE THE CR39 OUT, BUT THERE IS PLENTY OF ROOM IF 14 CREW TURN UP. THE INTERIOR STYLE IS MINIMAL
PHOTOS: BARRY TRANTER AND SYDNEY YACHTS

Sydney Yachts gives the owners some latitude when choosing interior trim and electronics. "Individualised rather than customised," says Thompson. The owners of this boat specified trim fabrics, the light-coloured wood for the hull side trim and dark-coloured galley worktop. They also wanted a plotter readout in the cockpit and, as we said earlier, autopilot and barbecue.

The accommodation layout features big double cabins in the bow and to starboard aft. On the portside aft you can have a single cabin or use it as a huge sail bin and wet area, as on this boat. When cruising, there is room here for an inflatable dinghy and outboard.

Sleek class

The head, with Jabsco manual toilet, is to port ahead of the main bulkhead, en suite with the bow cabin. The shower head retracts into the basin. Either cabin would serve the owner as each has good headroom and hanging storage. The dinette is on the port side and to starboard are two single seats separated by a small table.

"Three blokes never sit in a line on a settee," says Thompson. "This is where you can sit to do a bit of business, review race tactics or drink coffee."

The interior style is likeable. There is nothing wrong with the traditional 'timber cave' style of yacht interior; indeed the way production boatbuilders cling to it means that it is what most of the market demands.

But neither is there anything wrong with this classy, minimal style. Extensive moulded surfaces and the light wood contrast with the teak furniture and dark cushion fabrics. Galley locker doors are in stainless steel.

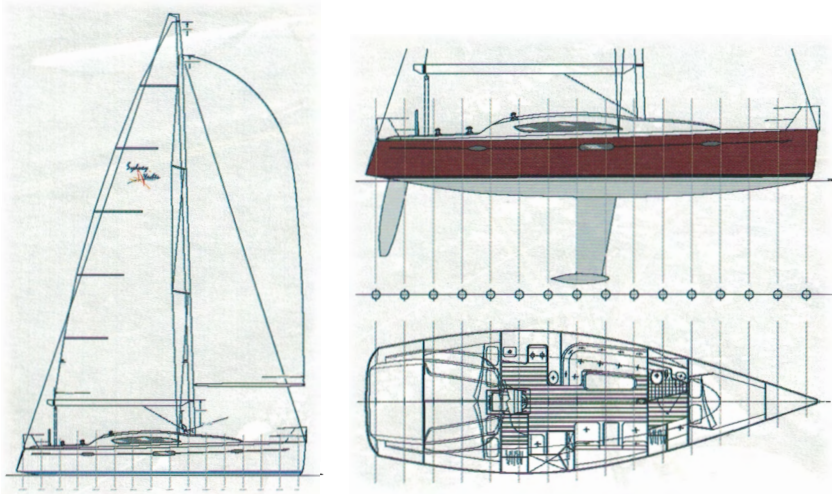
The result is a mix of colours and textures that is modern in style but should be easy to keep clean.

There is plenty of light from the coachroof windows, the hatches and the tempered glass windows in the hull sides. There is a small day fridge in the front of the nav table structure, and a larger fridge/freezer in the galley.

The deck layout is straightforward. The gunwale is rolled, and only forward will you find a moulded toerail. The halyards and control lines are led under the deck.

The test boat had lazyjacks and a boom bag that packs away when racing. It also had a powered winch so, at the press of a button, the main slid up smoothly and magically on the batten cars.

Swap halyard for sheet and you could trim the main on the electric winch. The backstay was hydraulic, mounted



THE UNDERWATER PROFILE OF THE CR39 IS LITTLE DIFFERENT TO THE SYDNEY 38 ONE DESIGN

in the cockpit so the crew could work it comfortably.

In the past 10 years yacht steering systems have improved out of sight. The 39CR has a composite quadrant on the custom rudder stock driven by Vectran cables, chain and sprocket.

Steering a responsive boat to windward in smooth water is one of life's great joys, and at this the Sydney 39CR is about as good as it gets (as is the Sydney 32).

Sublime responsiveness

Although this boat was fitted with an autopilot, making the steering heavier than standard according to Thompson, the 39's responsiveness was sublime.

That huge trademark Sydney Yachts composite wheel is nicely-g geared (not as fast as some but speed is not as important as precision) and beautifully sharp. The large diameter keeps the helmsman well outboard, perfectly supported by the moulded foot supports. A low net spans the cockpit to keep the spaghetti out of the wheel well.

And what a view! From the steering position you can see not only the headsail tufts but the entire headsail. You can also see about 340 degrees of the seascape, thanks to the small headsail. And, because of the headsail size, one person can tack it easily, releasing and sheeting-on in a smooth sequence.

Thompson trims the main on the electric winch and we are enjoying the boat's social sailing attributes.

But a modern cruiser racer has to be Jekyll and Hyde; this razor-sharp boat, fitted as it is with autopilot and electric winch, can be tacked and manoeuvred by one person while another person in the cockpit can remain undisturbed.

A near-sister of the Sydney 38 will obviously sail fast. Thompson reckons the 39 is good for 7.2 to 7.3 knots upwind with 15 knots or so on the clock.

"With all that lead down there, when they're on the wind new guys tend to sail too fast," he says. "Because the boat does not tend to round up under pressure in a breeze they go faster instead of pointing. When it gets to 25 knots we don't go faster, we go higher."

In fact, Sydney Yachts uses the polars from the 38 because it is essentially the same boat. Because of the

39CR's smaller kites the downwind numbers are half a knot slower than the 38's.

Both 39CRs currently sailing carry only two jibs, one of the benefits of the non-overlapping rig. A top-end race wardrobe may include four: light, medium and medium-heavy (all the same size) and a No. 4.

"The No. 4 is like an old No. 3 because the main blades out so much," says Thompson. "We would only use the medium-heavy inshore and the light offshore. The jibs last a long time because they're battened, and they're not like old-style genoas which back against the spreaders and go round-backed."

John and Lyndall Bacon, owners of *Hussy* (the boat shown here) took her north for the Whitsunday race series. She won the cruising class in the Hog's Breath series, wearing her original Norths Pentex gear, intended as the cruising and twilight sails. Their Norths 3DL gear is still to come.

"I think we have shown the 39CR is competitive under IRC in both light and heavy conditions," they said at the end of the series.

But they were equally impressed by the trip back to Sydney. "The passage from Southport to Sydney was done two-handed in just 43 hours, averaging nearly 10 knots in running conditions in 24 to 40 knots of northerlies. Apart from the occasional steer for fun the B&G (Brookes & Gatehouse) pilot steered the boat without fault the whole way."

You can work out for yourself where you figure the 39CR fits into the cruiser/racer equation or decide it is the first of an entirely new category. ■

SYDNEY 39CR

LOA	11.735m
LWL	10.75m
Beam on deck	3.75m
Draught	2.65m
Displacement	5800kg approx
Sail area (main & foretriangle)	87 sq m
Fuel	120 litres
Auxiliary	30hp Yanmar diesel with saildrive
Propeller	Two-blade Briski folding prop
Price:	\$395,000 (see text)
IRC Rating	1.107 (approx)

For more information, contact Sydney Yachts International, 14 Mitala St., Newport, PO Box 992, Newport, NSW 2106. Phone (02) 9979 8044.

BIRD'S EYE VIEW

Chris Parsons, from Helicopter Film Services, tells us what goes into making a great photograph

What is it that makes us stop and look at a great yachting picture? Is it the photographer's ability to capture the raw emotion of racing, the grandeur of big yachts framed by the deep blue ocean or the sheer awe of seeing our attempts to harness nature? Whatever the subject matter, a great photograph is one that evokes emotion within, allowing us to experience the moment.

Yachting enthusiasts know what makes a good yachting picture but very little about those who spend their lives capturing images of their achievements, and sometimes even their failures, from the air.

Aerial photography of any kind, and specifically with the moving targets of yachting, is a combination of art and technical skill. To capture the moment, the shot that conjures memories in those involved and emotions in others, the photographer needs to not only understand cameras and be able to work with the pilot, but also the subjects, the way boats move and how they can be affected by a helicopter.

Ron Israel, one of our regular photographers, shot his first Sydney Hobart in 1960 and has been flying with us for over 20 years. Ron specialises in panoramic photography; such as the amazing shot on pages 8 and 9. This shot was taken on a special Noblex camera. This camera

is unusual as the lens itself moves through 160 degrees during the 250th second exposure in order to create the panoramic effect. It requires extra steady hands, and extra steady flying!

When seeing shots like this, with a curved horizon, many people think they are looking at the curve of the earth. Obviously they are not, as that would mean Sydney would be roughly the size of Asia! This is merely an effect created by the moving lens, which is unique to panoramic images. These shots are among the few types that cannot yet be replicated by digital cameras.

Working with a number of excellent photographers, Helicopter Film Services, now part of the Australian Helicopters Group, has extensive experience not just of yachting photography but of all elements of aerial work.

We like to think of ourselves as experts in providing an aerial platform, from which our clients can operate, and we work with them to achieve the best results.

Other projects range from air-to-air photography of everything from Tiger Moths to sea planes, real estate photography; feature films, TV shows and sporting events. As many of our clients have found, there really is no substitute for a great aerial shot!

For more information call (02) 9693 1188. ■



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THE SORC PRODUCED SOME EXHILARATING CLASS RACING PHOTOS: ANDREA FRANCOLINI





SPARKLING SORC

The FDPSavills Short Ocean Racing Championship (SORC) over the last weekend of November 2004 was a sparkling start to Sydney's impressive summer of sail reports
Peter Campbell

Middle Harbour Yacht Club's Short Ocean Racing Championship is an institution in Sydney offshore racing and attracted a record fleet of 100 boats for the four-race series, including entrants from NSW, Victoria and South Australia. For most of the competitors, the regatta was an important lead-up to the Rolex Trophy and 60th Rolex Sydney Hobart Yacht Race or the Strathfield Pittwater Coffs Harbour Series.

But for the Farr 40 class it was the start of a major build-up to the Rolex World Championship to be sailed from the CYCA from 1-4 March 2005.

New Zealander Stewart Thwaites' super maxi *Konica Minolta* was the only Rolex Sydney Hobart Line Honours contender to compete, but she showed her ability to do well on IRC handicap taking three seconds on corrected time after a first race 27th, the result of a poor start and tactical errors in very light airs.

Wild Joe (re-named *Targé* before the Sydney Hobart Yacht Race), the former *Wild Oats* which led the Australian team to victory in the 2003 Admiral's Cup, was sailing in her first regatta under the 10 degree restriction on her canting keel.

With Iain Murray on the helm and a crack crew on board, the Reichel/Pugh 60 gave *Konica Minolta* some real competition in the first two races and won two of the four races on corrected time. A first race ninth and a last race fourth, however, ensured she took a distant second place.

Prime Time's time

Overall IRC honours went to another Rolex Sydney Hobart Race contender, television show producer David Mason's appropriately named Beneteau 44.7, *Prime Time*. With world champion yachtsman Neville Wittey on the

helm, *Prime Time* was always up among the main group of boats chasing *Konica Minolta* and *Wild Joe*, and most times sailing to, or better than, her IRC rating. *Prime Time's* corrected time scorecard of 1-4-2-1 was by far the best of the IRC fleet, giving the Bruce Farr-

'With world champion yachtsman Neville Wittey on the helm, *Prime Time* was always up among the main group'

designed, French-built production yacht a final low score of eight points, well clear of the nearest opposition. Two other Rolex Sydney Hobart Race entrants did well in the PHS class, with Geoff Hill's Lyons 49 *Strenth* scoring two firsts to win the regatta and 82-year-old John Walker sailing *Impeccable* to a win in the final race.

The SORC produced some exhilarating class racing within the Sydney 38, Sydney 32 and Farr 40 fleets.

A total of 26 Sydney 38s competed and 11 Sydney 32s, which were also racing for their second national championship.

CYCA member Leon Christianakis skippered *Cydon* to victory in the Sydney 38s with three firsts and a second, while Martin Cross' *If!* took out the Sydney 32 nationals and JOG class in a close tussle with Stan Montgomery's *Mainstay*.

The Farr 40 fleet attracted entries from SA and Victoria as well as NSW. Current World Mumm 30 champion Richard Perini won from class veteran Marcus Blackmore's *Emotional Hooligan* with Victorian David Gotze taking third with *Brighton Star*. ■

SOUTHERN COMFORT

Hobart's Boag's Sailing South Week provided its typical mix of light weather and gusty conditions with bullets from the hills around the Derwent River. Tipped as an Overall winner of the 60th Rolex Sydney Hobart Yacht Race, Michael Spies made up for his disappointment in that event with an impressive victory. Peter Campbell reports

Michael Spies must be one of Australia's most versatile sailors. His championship wins have ranged from dinghy national championships to 18-footer world titles. His offshore successes include being joint skipper of the Volvo 60, *Nokia*, when it slashed the race record for the Rolex Sydney Hobart Yacht Race in 1999, and then in 2003 skippering the Beneteau 40.7, *First National Real Estate*, to an Overall win in the Rolex Sydney Hobart Yacht Race.

To these wins he has now added an IRC victory in the 2005 Boag's Sailing South Race Week – with a race to spare – at the helm of his new Beneteau 44.7, *First National Real Estate*. In fact, *First National* won both races five and six on the final day of Race Week, sailed over short windward/leeward courses on Hobart's Derwent River in light southerly winds of under 10 knots.

Spies felt a little disappointed with his result in the 60th Sydney Hobart Yacht Race, placing second in IRC Division C, but he made amends in Sailing South Race Week – a six race series, the first race being the traditional King of the Derwent, followed by a distance race to Betsy Island in Storm Bay and four back-to-back windward/leeward races on the Derwent.

Conditions ranged from 20–25 knots for the King of the Derwent down to under 10 knots. The British yacht *Aera* won the King of the Derwent but did not enter Sailing South Week.

In a remarkably consistent Race Week, *First National Real Estate* placed 1-1-1-2-1-1 which, discarding the boat's worst placing of a second, gave it a net five points to win the Charleston Trophy, one of the most striking and valuable perpetual trophies owned by the Royal Yacht Club of Tasmania.

Spies' crew for Sailing South included eight Tasmanians, among them 2003 Australian Sharpie champion Frazer Read and two-times Targa Tasmania rally car driver and 15-times Bathurst 1000 competitor Greg Crick.

After winning race five, *First National* was unbeatable, taking out Sailing South Race Week from well known Hobart yachtsman Don Calvert, helming his 20-year-old, 1985 Admiral's Cup team 40-footer, *Intrigue*, recently optimised for IRC racing under the guidance of designer Tony Castro. *Intrigue* finished with 19 points from placings of 5-2-5-4-5-3.

Luckless champion

The rather luckless two-times previous Sailing South champion Matt Allen's Farr 52 *Ichi Ban* fought back to finish second on corrected time in race six, a placing that gave it third place overall, on 22 points from placings of 3-dsq-10-3-4-2. The disqualification was for sailing the wrong course in race 2, after an earlier incident in which local yacht *Invincible* holed *Ichi Ban* in the starboard quarter.

A close fourth on 24 points was Hughie Lewis' newly acquired Farr 40 One Design, *Euro Central*, with the 1993 Sydney Hobart Yacht Race winner *Wild Oats*, skippered by Sydney-based Tasmanian Howard Piggott, placing fifth with 28 points.



ON ITS WAY TO AN IMPRESSIVE VICTORY, MICHAEL SPIES' *FIRST NATIONAL REAL ESTATE* PHOTOS: PURPLE PHOTOGRAPHY



First National also won the PHS Division 1 point-score with 30 points, just one point ahead of *Silver Mist*, Andrew Sutherland's Farr 37, which had led the series going into the final day. A countback saw third overall go to Jeff Cordell's *Uncensored*, also on 21 points. Consistency paid dividends for *Serano*, skippered by Roy Barkas, in taking out PHS Division 2, finishing

with 22 points, just 1.5 points head of Scott Sharp's *Wildfire* on 23.5, with *Madman's Woodyard* (Adrian Peterson) third overall on 26 points.

Launceston yachtsman Richard Fisher also sailed a consistent series at the helm of *Shoot the Dog* in winning the Sportsboats division with 19 points, three points clear of Wynyard sailmaker Steve Walker, steering *Tuesday's Child*.

The Cruiser division enjoyed more sedate racing, with Ian Brett's hard-chine aluminium-hulled *Alumination* winning Cruiser Division 1 and Gilbert Leith's *Epoxy Warrior* taking out Cruiser Division 2. Only two points separated the top three placegetters in Cruiser Division 2, with *Epoxy Warrior* winning from *Valsheda* (Lindley Anning) and *Wavelength* (Dave Willans). ■

ABOVE: THE CREW OF AAPT ARE CAUGHT OUT BY A TYPICAL SUDDEN BULLET DURING THE KING OF THE DERWENT RACE
LEFT: RACING WAS CLOSE ON THE SHORT COURSE EVENTS THROUGHOUT THE BOAG'S SAILING SOUTH WEEK SERIES

OATS CRANKS UP

Robe Kothe reports on the refreshing delights of turning left



THE NEW WILD OATS
ON SYDNEY HARBOUR

Bob Oatley's new *Wild Oats* repeated its predecessor's achievement of a Line Honours and handicap double in the Strathfield Pittwater Coffs Harbour race despite a poor start in very light conditions.

Sixty-two boats started the race off Barrenjoey Head, Broken Bay, on 2 January, the new *Wild Oats*, *Targé*, *Andrew Short Marine* and the new *Vanguard*, being the big boats jostling for positions on the start line.

The bulk of the fleet then had trouble getting away in the light six to seven knot south-easter.

On the upwind leg from the start, the 66-foot *Wild Oats* looked slow and the 60-foot *Targé* led her around the first rounding mark by almost two minutes.

Targé held the lead from former owner Bob Oatley's *Wild Oats* south to

the Palm Beach mark, which it also rounded first before heading north.

After a disappointing early retirement from the Rolex Sydney Hobart Yacht Race, skipper Iain Murray, tactician Grant Simmer – the Alinghi America's Cup syndicate sailing manager – and owner Steven David were looking for a much better race north and their two-minute lead was an impressive beginning.

Dick Cawse's *Vanguard*, which had a good start in clear air at the pin end was third away.

The start was one of the slowest in many years and the soft conditions made it tough for the bigger boats, with the 40-footer *Marsim Weapon*, the 45-footer *Pretty Woman* and, incredibly, the little 31-footer *Cone of Silence*, all ahead of the 56-footer *Future Shock*.

But with the nor-easter filling in, the sea off Palm Beach was soon a mass of spinnakers as the fleet headed north.

By the evening, race record holder *Targé* had extended her lead over *Wild Oats* which had *Andrew Short Marine* close behind and *Vanguard* about a mile further back.

At that stage, Cameron Miles' *Rush* had established a one-mile lead in the Sydney 38 class.

In the hours before dark, the breeze strengthened and *Wild Oats* closed the gap. Just on dark, the southerly increased further and she surged into the lead.

By the morning, sailing under spinnaker with Mark Richards at the helm, *Wild Oats* was 28 nautical miles ahead, but the slow start meant *Targé's* 2003 race record of 18 hours 28 minutes and 14 seconds did not appear to be under threat.

Wild Oats finished just before 10am, in an elapsed time of 19 hours 58 minutes and 17 seconds. She was, however, still able to claim a course record as the course had been extended by six nautical miles to 232 nautical miles as a result of the inclusion of the rounding mark off Barenjoey Head and the turning mark off Palm Beach. The extra marks had been added to take the fleet south and within clear view of onshore spectators.

Vanguard finished second, 17 seconds ahead of *Andrew Short Marine*, and took second place on IRC.

Targé followed 40 minutes later after running out of kites in the downwind conditions.

Andy Offord's Farr 40 *Marsim Weapon* took third on IRC handicap.

PHS Division winner, the 31-footer *The Cone of Silence* finished fifth on the water, the fastest boat under 60 feet.

COFFS RACE WEEK

The Strathfield Coffs Harbour Race Week series was refreshingly not won by a brand new plastic fantastic. The winner, Bruce Staples and Jim King's *Dark & Stormy Witch*, is nominally a Murray 37 but they describe it as more of a 'bitzer'.

The two skippers joined forces after Staples sold *More Witchcraft*. They then proceeded to cut and paste King's *Dark & Stormy*.

They added a Sydney 38 rig and a Sydney 41 keel plus Staples' obligatory 'Witch' moniker.

It seems there are only two things original on the whole boat: the rudder and the crew. The evergreen crew, including Bruce Staples and Brian Ellis on their 19th trip to Coffs Harbour and Jim King, proved once again that they are some of the best left-turners on the Australian East Coast. They gave the IRC fleet a sailing lesson, with their 1-4-1-2-2-2-5 results.

Andy Offord, owner of the Farr 40 *Marsim Weapon*, produced her best results to date to take second place, ahead of the father and son pairing Geoff and Chris Payne on *Risk*.

The PHS winner was John McConaghy's *Second Time Around*, managing to hold out Colin Well's *Gusto* and Michael Phillips' *Poppy* in this hard fought division.

"A fantastic regatta," said McConaghy. "We had every kind of weather.

"The highlight for me was the night of the long race where we were the furthest boat, 24 miles offshore. We had great pressure about 28 to 30 knots, but it was black, really black – no moon, no stars. We had an asymmetric on the bow with a narrow angle and it was pretty hard work. We had five round-ups; we were really pushing the limits, but it was a lot of fun." ■

BASS STRAIT DRAMA

The post-Christmas gales in Bass Strait and around the coast of Tasmania caused havoc among the 40 boats that had entered the West Coaster and the Melbourne to Launceston races.

A Mayday call from *Moshio*, one of the competitors in the Melbourne to Launceston (Low Head) race, soon after clearing Port Phillip Heads, set the pattern for a dramatic day in Bass Strait with other boats suffering damage and many heading back into the bay.

The Low Head and West Coaster race fleets started together off Portsea, just inside Port Phillip Heads on 27 December. As the yachts cleared The Rip, they ran into turbulent seas and 25 to 30 knot south-westerly winds.

Moshio's skipper Bruce Eddington sent out a Mayday reporting the boat was taking water after a huge wave smashed a cabin window, but later downgraded his initial call as other yachts stood by and the Police Air Wing helicopter was scrambled.

Moshio subsequently sailed back to safety. Of the 24 boats entered in the Melbourne-Launceston race, eight did not start and 14 retired, leaving only three boats to complete the 190 nautical mile Bass Strait crossing.

It was much the same in the 480 nautical mile West Coaster, with just four of the 16 starters completing the course.

Line Honours in the race to Low Head, Australia's oldest offshore yacht race, went to the Tamar Yacht Club entrant, *Spirit Silver Edition*, sailed two-up by Ken Gourlay, Commodore of the Tamar Yacht Club, and his son Tristan. The 40-footer was designed by Murray Burns Dovell specifically for short-handed sailing.

First place on IRC and PHS handicaps went to another Tamar Yacht Club entrant, *Apollonius*, owned by Julian Robinson, which also won the historic Rudder Cup. The only other finisher was *Amaya*, skippered by David Bingham, Vice Commodore of Melbourne's Royal Brighton Yacht Club.

Another Tasmanian boat, Royal Yacht Club of Tasmania member Josh Ey's *Quetzalcoatl*, took Line Honours in the West Coaster Race. *Quetzalcoatl's* elapsed time of 4 days 17 hours 14 minutes 4 seconds was the slowest in the 33-year history of the race.

First place on corrected time on IRC, AMS and PHD went to *Under Capricorn*, a Borresen 12 owned by Phil Bedlington and Andy Ward.

In the Sovereign Series – which combines the Cock of the Bay on Port Phillip, the Melbourne to Hobart West Coaster and the King of the Derwent in Hobart – *Quetzalcoatl* won the IRC trophy, *Tevake* (Angus Fletcher) taking out AMS and the veteran *Yoko*, skippered by Robin Hewitt, winning the PHD award. ■ – Peter Campbell

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SPANISH DELIGHTS

Spain has some wonderful classic dishes. Hugh Fitzhardinge recalls a few including one ideally suited for on-board cooking



PHOTO:
GETTY IMAGES

Years ago the French had an expression that Africa starts at the Pyrennes. By this they inferred that Spain was culturally inferior.

How times have changed! Spain now has perhaps the most famous restaurant in the world, El Bulli, which is located in the north above Barcelona and serves what is considered the most technically innovative cuisine in the world. Spanish food is now officially trendy and French food characterised by heavy sauces and 'over-trickiness' is suddenly a bit out of vogue.

In Spain you can get everything, from traditional tapas served in cosmopolitan bars in Barcelona and Madrid to fisherman's stews, pastas and rice dishes. A lot of Spanish cooking has roots in traditional peasant meals. One of my best memories of eating in Spain is of tucking into a simple dish of ultra fresh broad beans doused with olive oil and salt in a Barcelona restaurant on the dirty side of town down near the port area.

I also remember from years ago an underground tavern that served simple grilled chops with vegetables cooked in an open fire inside the restaurant. Delicious!

I was staying in a place called Cadaques which had been a famous bohemian town in the '60s, a place where bums, film stars and the idle rich would all sit around and do nothing. It was also famous for being the place Salvador Dali called home.

He would rock into this little coastal village in his chauffeured Rolls.

I visited Cadaques in the early '80s and my memories of the place (perhaps blurred over 20 years) are of simple decadence: lazy days of backgammon, cool beers, time to read and the biggest question of the day being 'What shall we eat tonight?' And we never ate before ten.

I owe this experience to a friend of mine Sara Lane (nee Cordukes) who is half Spanish and half Aussie. Her mother ran a restaurant and bar in Cadaques which was open four months a year over summer. It was great, serving cocktails in a garden bar and open until late.

I've eaten some amazing food that Sara has cooked and she does do a mean paella which includes rabbit, crab and pipis. Otherwise she just chucks in whatever is

on hand. Paella is a classic peasant dish from the Spanish region of Valencia and was traditionally cooked in an open fire in the field. Those paellas were also made from whatever was around, including snails and frogs legs.

I wouldn't recommend cooking paella on a boat, so I asked Sara what she would suggest for yachties with a taste for Spain. She suggested a saffron Spanish omelette which can be cooked the day before or on board. With fresh bread, a simple salad and a cold drink everything will be rosy. ■

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

SAFFRON SPANISH OMELETTE

INGREDIENTS (SERVES 4)
one large brown onion diced
1.25kg of potatoes
8 eggs
100ml extra virgin olive oil
salt and pepper to taste
a pinch of saffron

METHOD

Heat most of the olive oil in a non-stick pan; add one large chopped onion and cook until tender; peel potatoes and slice thinly; add to chopped onions and cook with lid on over low heat until soft; shake pan from time to time to prevent sticking; drain potatoes and onions and let cool for five minutes. In a large bowl beat eggs and season with salt and pepper. When potatoes and onions have cooled down, fold carefully into egg mixture; heat rest of olive oil in frying pan and when hot add egg mixture, spreading the potatoes evenly. Lower the heat and cook for five minutes; move the pan to and fro to stop sticking. Carefully take the omelette out of pan and place on large plate; turn over gently, place back in pan and cook for another five minutes.

'A lot of Spanish cooking has roots in traditional peasant meals'

TAVEL ROSÉ

Aromas and tastes can bring back special memories, as Paul Foster describes

The wallpaper on my computer screen gets me dreaming. It's a shot of the mouth of the Noosa River with turquoise waters, white sands and a blue and brilliant sky. There's a sail well off the coast and a ravaged picnic in the foreground. It's the lunch we enjoyed that day, and there's an empty bottle of *Tavel* rosé from Domaine Lafond on the grass. I swear I can smell the surf and taste the wine!

Tavel is remarkable rosé. It's bone dry, savoury and boasts a hefty degree of alcohol as well as plenty of flavour. It is no delicate creature that smiles with a shy blush but way more serious stuff – rosé for the mature palate. Even the colour is different, an orangey shade, and it's surely the rosé for red drinkers, great with the likes of grilled salmon, and a saviour for those who are Chardonnayed out.

Tavel is the name of the region, just west across the river from Chateauneuf-du-Pape, in France's sunny southern Rhone, that produces this wine. The district comprises 950ha and its appellation laws permit the use of the same 13 grape varieties that may go into its muscular cousin but, in fact, the best Tavel is made from two, Grenache and Cinsault. And though the blend musn't comprise more than 60 per cent Grenache, it's the Grenache that gives these wines their savoury earthy ripe red berry stamp, a sort of restrained statement of our Barossa and McLaren Vale Grenache.

The way they make Tavel helps explain its character. Unlike most rosés, which are crafted by crushing the grapes then

keeping the fermenting juice briefly on the red skins, Tavel is macerated for up to two days before fermentation is allowed to properly start. The grapes from the vineyard are loaded into large stainless steel bins and plastic wrapping is drawn across. Berries on the bottom get crushed by the weight, of course, but further up the bunches stay whole. Some fermentation starts, with wild yeasts eating the sugars of the juice, but general fermentation is inhibited by cooling. The macerated fruit is then pressed and the juice is fermented like white wine. The result is a wine in which you can taste both grapes and *terroir*.

Domaine Lafond's Roc Epine Tavel has stood the test of time in the Australian market. It's possibly the only rosé – home product and imports both – that has maintained a place on the shelves of our outlets for over 30 years.

Local rosé is climbing strongly in popularity and numbers of wines can be found these days, made from everything from Pinot Noir to Cabernet Sauvignon, but quality varies greatly and many are just too sweet. Make it your business to try Domaine Lafond Roc Epine Tavel.

The 2003 is the vintage currently available but, as with all rosés, the wine isn't designed for the long term and should be enjoyed, well chilled, while it's youthful. And if you like Tavel you're in celebrated company – it was, history records, loved by France's Louis XIV and a favourite of the writers Balzac and Mistral. ■

Paul Foster writes, teaches and talks about wine and has, over the last 10 years, been Wine Master at The Wine Society. Paul confesses to two passions, sailing and wine, and reckons he can make a living out of one but can hardly afford the other.



TAVEL IS REMARKABLE ROSÉ ... IT IS NO DELICATE CREATURE THAT SMILES WITH A SHY BLUSH BUT WAY MORE SERIOUS STUFF – ROSÉ FOR THE MATURE PALATE. EVEN THE COLOUR IS DIFFERENT, AN ORANGEY SHADE

THE TRANSATLANTIC PASSAGE RECORD HOLDER
MARI CHA IV – USING HER CANTING KEEL AND CREW
 WEIGHT ON THE RAIL TO POWER UP IN LIGHT AIR

NEWS FROM ALL PORTS

LARGE FLEET FOR ATLANTIC RACE

Close to the 21 January deadline, 21 yachts had been nominated as entries for the super yacht Rolex Transatlantic Challenge, including Australian Lang Walker's new 132-foot Dubois designed *Kokomo*.

The Rolex Transatlantic Challenge, for monohull yachts 70 feet in length on deck and longer, is hosted by the New York Yacht Club with the cooperation of the Royal Yacht Squadron. The race will start off New York on 21 May this year. A theme is to break the 100-year-old trans-atlantic race record of *Atlantic*, which in 1905 raced from New York to The Lizard in England in 12 days, four hours, one minute and 19 seconds. That is the oldest race record in sailing. There will also be handicap and elapsed-time prizes for Grand Prix, Performance Cruising and Classic yacht divisions.

Yachts entered or intending to enter include the 141-foot canting keel two-masted *Mari-Cha IV*, designed for Robert Miller by Clay Oliver, Greg Elliot, Phillippe Briand *et al*, holder of the transatlantic passage record, and the brand-new 115-foot carbon-fibre canting keel *Maiden* of Hong Kong, owned by Frank Pong and designed by Juan Kouyoumdjian.

Other expected entries are the Dubois designed *Tiara*, the second-largest boat in the fleet at 178 feet; *Anemos*, a 112-foot Swan to be skippered by Stephan A. Frank; *Destination Fox Harb'r*, Ron Joyce, a 134-foot Dubois sloop; *Sariyah*, a 131-foot S&S-designed ketch, chartered by Cortright Wetherill Jr. with Tim Laughridge as skipper, which finished second in the Atlantic Challenge Cup; *Leopard*, a 98-foot Reichel Pugh design skippered by Mike Slade; the 116-foot *Whisper*, designed by Ted Fontaine; the 140-foot *Whirlaway*, designed by Dubois; and the 151-foot *Windrose of Amsterdam*, owned by Chris GonGriepe,



which holds the World Sailing Speed Record Council Performance Certificate for the fastest crossing of the Atlantic by a two-masted schooner. The largest entrant is *Stad Amsterdam*, 230-foot, launched in 2002 as the first clipper ship to be built in 130 years.

Others expected to line up are *Scheberazade*, William Stewart, a 155-foot Bruce King design and *Sejana*, Peter Harrison, a 115-foot Farr ketch.

At least three contemporary 70- and 80-footers will join the fleet: *Palawan*, Joe Hoopes, a 75-foot Hood design; *Carrera*, Joseph Dockery, an 81-foot Reichel Pugh design and *Kim*, John Duerden, a classic looking 72-foot steel ketch designed by Hoek Design. – www.rolexchallenge.com

WHARINGTON SUES OVER SKANDIA KEEL

Grant Wharington, owner/skipper of the super maxi *Skandia*, has instituted proceedings in the Supreme Court of Victoria seeking unspecified damages against the designer and manufacturer of the hydraulic system designed to control the boat's canting keel.

In a brief statement, Wharington said the yacht's problems had been caused "when the hydraulic system designed to control its canting keel failed. Extensive damage was caused to the yacht as a direct result of the failure. The keel subsequently detached from the yacht completely (which then capsized).

Wharington took the opportunity to stress: "We have 110 per cent confidence in our chief designer, Don Jones – in what he has done with *Skandia* and what he continues to do with our latest VO 70 project (a canting keel yacht being built for this year's Volvo race)." – Peter Campbell

SWISS WIN WORLD 5.5S IN SYDNEY

Ronald Pieper and Jochen Schumann of Switzerland won the 5.5 Metre World Championships on Sydney Harbour in January 2005.

Ten races were sailed in the series run by the Royal Sydney Yacht Squadron. Pieper and Schumann sailing *Artemis XII* won six races, placed second in two and third the ninth race. With two discards allowed, they then elected not to sail in the final race.

With a score of 10 points, Pieper and Schumann finished 12 points ahead of *Addam3*, Johan Gullichen, Finland. Gullichen and his crew also had a consistent series and, despite being OCS in race nine, they won race ten to finish with a final tally of 22 points, well ahead of the third placed *Ali Baba*, Bruno Marazzi, of Switzerland. Marazzi was one of the pre-series favourites but finished with 28 points after discarding a disqualification and a sixth place.

Evergreen Gordon Ingate gave Australia a place in the top 10 finishing eighth with *My Shout*. Italy's Alfredo Delli won the Classic division with *Carabella* and another Australian skipper Robert Fielding won the Evolution Division with *Goddam*. – **International 5.5 Metre Class Association**

EIGHT UP FOR THE CUP

The El Reto syndicate of Spain has become the eighth challenger for the 2007 America's Cup series. The El Reto syndicate is a new team headed by Agustin Zuleta, a well-known racing yacht project manager in Spain. This will be Spain's fourth challenge for the Cup. Spanish yachts raced in the Cup elimination series in 1992, 1995 and 1999.

America's Cup Management President Michel Bonnefous said: "This is a very positive step for the success of the 32nd America's Cup with the Louis Vuitton Cup (challenger elimination series) and the match in Valencia, Spain."

The identity of one challenger – accepted on 17 December – was still to be announced as *Offshore Yachting* went to press.

Other challengers nominated to do battle for the right to meet the Alinghi syndicate's defender are: BMW Oracle Racing, US; +39 Challenge, Italy; Team Shosholozza, Russia; Emirates Team New Zealand, New Zealand; Luna Rossa Challenge, Italy; K-Challenge, France. – www.americascup.com



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HOBART RACE IN PICTURES

EXHIBITION
PICTURES
OF THE 1961
SYDNEY HOBART
YACHT RACE

In the lead up to the 60th Rolex Sydney Hobart Yacht Race, the CYCA hosted an impressive exhibition telling the story of the race in story boards featuring News Ltd photos.

Research for the text was started by a sub-committee of the CYCA's Archives Committee, while News Ltd staff worked on the photo side of the project.

The end result was a stunning display of black & white and colour photo boards, one for each year.

News Ltd and freelance photographer and CYCA Member Ian Mainsbridge, who photographed his 40th



Rolex Sydney Hobart Yacht Race in 2004, played a guiding role in the photo selection.

"At nearly five hours per story board, close to 300 hours went into creating the photo montages alone," said Mainsbridge.

The text was written by Club historians including David Colfelt, Frank Sticovich and Archives Committee Chairman Rod Skellett.

The exhibition also included a continuous DVD of the 50th Anniversary Race with additional footage of the 2002 and 2003 Rolex Sydney Hobart Yacht Races.

A duplicate of the story boards was sent to Hobart for an exhibition at the Royal Yacht Club of Tasmania's Rolex Race Information Centre which was supported by the *Hobart Mercury*. – **Lisa Ratcliff**



NICK MOLONEY'S
SKANDIA – MOLONEY
SURVIVED A COMPLETE
KNOCKDOWN IN THE
SOUTHERN OCEAN

MOLONEY IN THE ATLANTIC

As this issue of *Offshore Yachting* went to press, Nick Moloney, sailing *Skandia* (formerly *Kingfisher*) in the Vendee Globe single handed round the world race, was in the Atlantic at last.

The race was being led by Vincent Riou sailing *PRB*, but he was only about 130 nautical miles ahead of several other boats with the doldrums still to be crossed and 4,000 miles to go to the finish at Les Sables d'Olonne, France.

Moloney rounded Cape Horn in seventh place at about midnight on 15 January after cutting the lead of sixth

placed Jean Pierre Dick sailing *Virbac-Paprec* by about 100 miles in the previous week. For much of that time Dick had been sailing under headsail only as he had a broken boom but he still made good progress and was 500 miles ahead after Moloney rounded the cape.

Moloney, meanwhile, had his own problems generating power to charge his batteries needed for radio contact to receive vital weather information. He feared

power charging would use up his remaining fuel.

After rounding Cape Horn Moloney radioed: "It was great to pass. I could not see it [Cape Horn], but I have seen it twice before ... it was the most memorable passing because it was very rough with huge waves ... and there was 48 knots; it was a very wild place."

Moloney still has a chance of overhauling Dick but his main objective now is simply to finish the race.

On 15 December, Moloney survived a complete knockdown in the Southern Ocean. After a long night in which winds peaked at 65 knots the knockdown came just after daybreak as the boat was hitting speeds of up to 20 knots under just a staysail. *Skandia* was bowled over by a powerful breaking wave rolling the boat right over to what Moloney estimated was 130 degrees. With the mast well and truly under water, the view from the cabin windows was of solid green water.

The boat righted herself quickly, and, amazingly, apparent damage was restricted to broken lazyjacks and, more seriously, the loss of both masthead wands rendering the windspeed instruments inoperative. – **Adrian Herbert**

WA'S HAMILTON ISLAND

From 26 boats in its inaugural year in 2003, Western Australia's Geographe Bay Race Week has quickly grown. Over one hundred boats are expected this year.

Situated just over 100 nautical miles south of Fremantle, the waters of Geographe Bay provide an ideal location for a major international yachting event. With a packed social calendar planned, the 2005 Race Week should combine pristine sailing conditions with the charms of the South West region of Western Australia.

Held from Port Geographe, Busselton, from 25 February to 4 March, this event is reputed to be fast becoming the major yachting week in the west and Western Australia's equivalent to Hamilton Island Race Week. – **Sebastien Destremeau**

MORE THAN TUNA

Port Lincoln is probably best known to Sydney yachting enthusiasts as the home of Australia's biggest tuna fishing fleet. But Port Lincoln now has a fleet of seven new Sydney 32s.

Situated at the tip of the Eyre Peninsular, Port Lincoln is the destination for South Australia's major race from Adelaide and the base for the following five-race Port Lincoln Week regatta. The Adelaide Port Lincoln race starts on 25 February.

Mariner Boating Holidays has chartered the newest boat in Port Lincoln's Sydney 32 fleet and packaged it with accommodation in the Lincoln Marina complex to make for a great week of middle distance and short course racing for a crew of six.

– **Trevor Joyce**

OFFSHORE RACING CALENDAR

MAJOR AUSTRALIAN AND INTERNATIONAL OFFSHORE AND INSHORE EVENTS FOR 2005

AUSTRALIAN

FEBRUARY

- 1-3 Warren Jones Memorial Regatta
- 4 Short Haul Night Harbour Race, SSI
- 4 Blue Water Pointscore race, CYCA
- 5 Sydney Newcastle race, CYCA
- 12 Short Ocean Race, MHYC
- 12-13 Farr 40 Sprint Series
- 18-20 Farr 40 Nationals
- 19-22 Great Southern Regatta, CYCSA
- 19 Short Ocean Race, RSYS
- 18 Farr 40 Nationals, CYCA
- 19 Short Ocean Race, Milson Memorial Cup RSYS
- 27-28 Marinassess Regatta, YSA
- 27 RANSA Regatta, RANSA
- 26 Short Ocean Race, MHYC
- 28-1 Inter Dominion Youth Match Racing Championships

MARCH

- 5 Short Ocean Race, RSYS
- 10-13 Short Ocean Race, RSYS
- 14-17 Farr 40 Twilight Series
- 16 Sydney Mooloolaba Yacht Race, SSI
- 20 Mount Gay Rum Top Jocks Regatta, YSA
- 24-28 JOG Nationals, RPAYC
- 25 Brisbane Gladstone race, QCYC

APRIL

- 17 Jill McLay Trophy Opening Ladies Day, CYCA
- 17 Windward Trophy Great Veterans Race, CYCA
- 24 BMW Winter Series Race 1, CYCA
- 30 Fred Neil Interclub Match Racing Series, CYCSA

INTERNATIONAL

FEBRUARY

- 10 Buenos Aires Rio race, Buenos Aires
- 7-10 Hardy Cup open match racing series, RSYS
- 8-20 Star Worlds, Buenos Aires
- 9-13 Phang Na Bay Regatta Phuket, Thailand
- 11-13 Credit Suisse Primo Cup, Monaco
- 11-16 International Youth Match Racing series, Auckland
- 11-27 Phuket to Langwi Yacht Rally, Thailand
- 19-24 International Open Match Racing Regatta, Wellington
- 27-5 Royal Langkawi International Regatta, Malaysia
- 23-25 Farr 40 Pre Worlds Regatta, CYCA
- 27 Start, Leg 4 Global Challenge, CYCA
- 28-1 Accord Logistics Inter Dominion Youth Match Racing Championships, CYCA

MARCH

- 1-4 Rolex Farr 40 World Championships, CYCA
- 10-13 Harken Women's International Match Racing Regatta
- 7-10 Hardy Cup open match racing series, RSYS
- 8-20 Star Worlds, Buenos Aires
- 11-16 International Youth Match Racing series, Auckland
- 19-23 Miami Nassau Race Week, Miami
- 24 Hong Kong, San Fernando Race
- 30 Presidents Cup Regatta, Manilla



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- Cork Week
- Rolex Middle Sea Race
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LAST THOUGHT

Could this be the ultimate answer to weight saving, the completely ethereal hull?
Or is it just a superb buffing job on the Farr 40 *Barking Mad*? PHOTO: CHRISTOPHE LAUNAY



ROLEX'S ONGOING COMMITMENT TO THE ROLEX SYDNEY HOBART

Rolex SA has articulated an enthusiastic ongoing commitment to the Rolex Sydney Hobart Yacht Race and the Rolex Trophy Series following the Cruising Yacht Club of Australia's 60th Anniversary Race.

Speaking at the Trophy Presentation in Hobart, Nicholas Jellicoe, Joint Head of Communications of Rolex SA in Geneva, described Rolex's involvement in the ocean classic as "a privilege, a pleasure and a commitment".

"Rolex is committed to this partnership, and we tend to work for the long haul," he told a large gathering of race competitors, officials, friends and families at the Royal Yacht Club of Tasmania. "For example, last year we celebrated 25 years as the official timekeeper of Wimbledon and the name Daytona has been with us since 1959, Arnold Palmer and Jackie Stewart since 1967."

In presenting the Tattersalls Cup and other major trophies to the Overall Winner, *Aera*, Jellicoe spoke highly of the excellent organisation and running of the 60th Rolex Sydney Hobart Yacht Race and the Rolex Trophy Series. In particular, he praised the many volunteers and groups who have worked behind the scenes in making the events such a success.

"What this race personifies is something that is increasingly becoming a rarity," he added. "Perhaps no other sporting event so well embodies the Olympic spirit. It is, indeed, not the winning but the taking part that counts."

"It should not be just about the maxis, the technology and the hype. It is about the human spirit and human endeavour, about the many smaller boats that still continue to arrive with weary but smiling and exuberant crews."

"How appropriate the boat name 'Why do I do it?'... it's about the first timers like the



NICHOLAS JELlicoe, JOINT HEAD OF COMMUNICATIONS OF ROLEX SA (LEFT) WITH NICORETTE SKIPPER LUDDE INGVALL AT THE TROPHY PRESENTATION FOR THE 60TH ROLEX SYDNEY HOBART YACHT RACE. PHOTO: CARLO BORLENGHI

students from the University of Melbourne led by a 21-year-old, the prudent seamanship of 83-year-old John Walker in pulling out of the race and I found John Bennetto's 44 Sydney Hobarts nothing short of awe-inspiring.

"These are values that are deep in our bones as well – that is why we feel so strongly about our commitment to supporting this race."

Jellicoe also spoke of the responsibility of Rolex in actively promoting the Rolex Sydney Hobart Yacht Race around the world, including the International Herald Tribute advertorial, TV spots on CNN, the features that had been created in the "Spirit of Yachting" series, and advertising in prestigious international magazines such as *Time*, *Newsweek* and *The Economist* as well as in leading Australian newspapers and magazines.

In responding, Commodore Martin James noted that working with the Rolex SA team had been a delight and that its support of the event had been invaluable. He also acknowledged the sacrifices made by Jellicoe and the rest of the Rolex team in being in Australia for an extended period over the Race.

At the earlier dockside presentations to the overall and divisional winners,

Commodore James had said to the many competitors and families, officials, Hobart residents and visitors that "the Cruising Yacht Club of Australia is extremely fortunate to enjoy a close and collaborative relationship with Rolex, the world's foremost supporter of yachting. Its support is gratefully acknowledged."

- Rolex, through its public relations consultants, Key Partners, sent a team of journalists, photographers and technical people to both Sydney and Hobart, with outstanding reports and photographs on the website www.regattanews.com and news releases distributed daily to some 3,000 news outlets around the world. Several journalists from overseas were also brought to Sydney and Hobart especially to cover the event.

- International and Australian media coverage of the 60th Rolex Sydney Hobart Yacht Race was the most extensive in the history of the event, on television, radio, in the daily press, yachting and general magazines, and on the award-winning official website, www.rolexsydneyhobart.com and on other Australian and international sailing websites.

Peter Campbell

MATT ALLEN NAMED OCEAN RACER OF THE YEAR 2004



CYCA COMMODORE MARTIN JAMES PRESENTS THE 2004 OCEAN RACER OF THE YEAR AWARD TO MATT ALLEN SKIPPER OF *ICHI BAN*. PHOTO: DANIEL FORSTER

Each year, the CYCA recognises those who have achieved excellence in ocean yacht racing in the previous 12 months with its Ocean Racer Awards. In keeping with tradition, the 2004 Awards were announced at the Rolex Skipper's Cocktail Party on the eve of the Club's major event of the year, the 60th Anniversary Rolex Sydney Hobart Yacht Race.

Matt Allen, the owner/skipper of the Farr 52 *Ichi Ban* was named CYCA Ocean Racer of the Year, the most prestigious of the four categories awarded annually.

Over the year Matt skippered *Ichi Ban* to victory in the IRC Division A of the 2003 Rolex Sydney Hobart Yacht Race, quickly followed by an IRC Overall win at Sailing South Week in Hobart and Geelong's Skandia Race Week. Representing the CYCA, the boat then went on to win the IRC Australian Offshore Championship sailed out of Pittwater, and later in the year, collected the trophy for the IMS Division of the Brisbane Gladstone Race.

Allen was chosen from an impressive final line-up of other yachtsmen, including last year's winner, Bob Steel, who, with his former yacht *Quest*, finished 3rd in IRC Division A and 2nd in IMS Division A of the 2003 Rolex Sydney Hobart Yacht Race. Steel then went on to finish 2nd in the IRC Australian Offshore Championships behind *Ichi Ban* and Steel also collected a handicap win in the Sydney Gold Coast Race.

The third finalist was Howard de Torres, the CYCA's current Bluewater Champion. Howard finished third in the IMS division in last year's Rolex Sydney Hobart Yacht Race and second on IRC with his IMX40 *Nips N Tux*. These top placings, along with strong results in the eight-race Bluewater Pointscore Races saw him crowned the Bluewater Champion.

The CYCA Ocean Racing Veteran of the Year for 2004, John Walker, is a third time winner. Walker has completed all of his 20 Sydney Hobart Yacht Races on his boat *Impeccable* and for the 2004 Rolex Sydney Hobart Yacht Race, he had the honour of being the oldest skipper in the fleet at 82 years of age.

During 2004, Walker, a member of Middle Harbour Yacht Club, achieved his best results yet including winning both the IMS and IRC handicap categories of the Sydney Mooloolaba Race and the Gosford Lord Howe Island Race, decided on IMS handicaps.

The 2004 Ocean Racing Rookie of the Year, Peter Johnston, is one of the owners of the Beneteau 40.7, which was called *First National Real Estate* when it scored Overall handicap victory in the 2003 Rolex Sydney Hobart Yacht Race. This was the first Rolex Sydney Hobart Race for Johnston who, with skipper Michael Spies, provided a winning combination.

The CYCA's current Bluewater Champion and Ocean Racer nominee Howard de Torres nominated Justin Dock, this year's Ocean Racing Crew Person of the Year. Justin Dock has sailed with de Torres for nearly nine years on board *Nips N Tux* and de Torres describes Dock as "a committed crewmember who is always available and keen and who goes out of his way to help organise and run the boat including training those new to the yacht."

The mechanism of evaluation for the CYCA Ocean Racer Awards is such that performances in all ocean racing, both locally and internationally, are considered and points are allocated on a weighted scale for various successes in sailing.

The weighting favours performances in the Rolex Sydney Hobart Yacht Race and the CYCA's own Bluewater, Tasman and Cape Byron Championships.

The judging panel also takes into account all other races and regattas that the nominations list. These include the Australian Offshore Championship, Hamilton Island Race Week, Hogs Breath Airlie Beach Regatta, Sailing South Race Week, the Rolex Trophy Series and Sail Victoria Race Week.

Lisa Ratcliff

Matt Allen and *Ichi Ban* continued their strong ocean racing performances with a third place Overall and a third in IRC Division A of the 60th Rolex Sydney Hobart Yacht Race and a third in the IRC Division of Sailing South Race Week.

TATTERSALLS COMMEMORATES THE 60TH ANNIVERSARY OF THE ROLEX SYDNEY HOBART YACHT RACE

The association between Tattersall's and the CYCA goes back to the inaugural Sydney Hobart Yacht Race race in 1945.



The Tattersall's Cup, a perpetual trophy donated by the Executors of the Estate of the late George Adams, is the most significant and historic perpetual trophy awarded in the Rolex Sydney Hobart Yacht Race, going to the Overall Winner.

In addition to the presentation of the Tattersall's Cup to the Overall Winner, the Executors of the Estate of the late George Adams also present a medal to each crewmember of the winning yacht.

To mark the 60th anniversary of the Rolex Sydney Hobart Race and the final stages of Tattersall's Centenary Year celebrations, a commemorative 60th anniversary race lapel pin for each crewmember competing in the race was issued to each crewmember on behalf of Tattersalls and the race organisers.

The CYCA gratefully acknowledges Tattersalls continued support of its premier event.

ROLEX SYDNEY HOBART GIFT BAGS

Once again Club members and local businesses generously donated products for the 2004 Rolex Sydney Hobart Yacht Race gift bags.

Practical items included floating key rings from Stern 2, sunglass straps and a hipflask from Inner Circle Rum and the famous red Mount Gay cap were mixed in with a number of magazine titles, movie vouchers, DVDs and chocolate thanks to Vernon Stuber from Australian Chocolate.

The Club thanks the following for their generous contribution to the gift bags:

- Australian Chocolate
- Coca-Cola Amatil
- Carlton & United Breweries
- FPC Magazines
- Inner Circle Rum
- Key Pharmaceuticals
- Maxxium Australia
- Mount Gay Rum
- Stern 2
- Stuart Alexander & Co
- Tasmans Oyster Bar & Steakhouse
- Village Roadshow

CYCA CRUISING

CRUISING CAPTAIN'S REPORT

The year 2004 saw the completion of the CYCA's 60th Rolex Sydney Hobart Yacht Race and our heartiest congratulations to all who competed especially those who completed the course.

After a great start, it wasn't long before the race turned into a long windward work with reasonably rough seas which is in reality, given the time of year the race is held, is what we have come to expect of this particular event.

With 57 odd yachts being forced to retire including two maxis makes one think where are we going as far as yacht design is concerned, especially in regard to the future for wholesome safe cruising yachts. It appears in the never-ending quest for speed and to establish new records, seaworthiness is being sacrificed for speed.

From a personal point of view one of the best performing yachts has to be George Snow's *Brindabella*, a conventional design, which came 3rd across the line and 5th on IRC this year. No canting keel, no water ballast, no diesel engine assistance to trim the yacht or adjust the sails, just a yacht well sailed using the wind, waves and man power to achieve this result, and after all isn't that what sailing is supposed to be all about?

May the winds favour you in 2005.

John Keelty
CYCA Cruising



A GREAT TIME WAS HAD BY THOSE WHO ATTENDED THE CYCA CRUISING CHRISTMAS PICNIC HELD AT CLIFTON GARDENS. AS SANTA WAS BUSY AT THE ASSOCIATES CHILDREN'S CHRISTMAS PARTY, CRUISING CAPTAIN JOHN KEELTY DONNED HIS SANTA HAT TO DELIVER PRESENTS FROM THE KRIS KRINGLE SAIL BAG. BRIAN EMERSON WAS SEEN ON SANTA'S LAP REQUESTING A FAIR BREEZE FOR HIS TRIP SOUTH.

CRUISING EVENTS

1 February

Social Cruising Evening

Many of us have been following the Treleavens as they cruised the Med for the last two seasons. On Tuesday, 1 February they will tell us more about the wonderful countries, areas and anchorages they have visited as well as some facts and figures on buying a yacht overseas and cruising it, the long way, home. The evening commences at 6.30pm and is free and open to all, so don't forget to bring your friends.

We plan to continue the same successful format for the Social Cruising Evenings in 2005, including the special cocktail of the evening and after the presentations the Bistro will be open featuring Light specials on the theme of the evening. All welcome, no bookings required.

5 March

Circumnavigation Dinner

To sail around the world is something most of us only dream of. On Saturday, 5 March we have a special evening planned – a unique opportunity to dine with an elite group of sailors, those who have circumnavigated the world under sail.

For the first time it brings together sailors who have circumnavigated the globe in a variety of ways. There are the races, the cruisers and those that break records, some have gone solo, others in company, some have gone non-stop and others who have chosen to call into many ports and countries along the way. Each story is unique and we have invited each of our guests to give a brief overview of their circumnavigation highlighting:

- Why they did their circumnavigation;
- The highest and lowest moments of their voyage; and
- The most significant knowledge gained as a result of their voyage.

A night not to miss, seating will be limited to ensure that there is a

circumnavigator at every table. To book, contact CYCA reception.

April: RSYS Annual Cruise

The 2005 Squadron Cruise will be conducted in the April School holidays this year from 16 April to 23 April and the destination is Lake Macquarie. There are the usual great activities included in the event including sailing and social. More details next month or by contacting RSYS Sailing Office on 9955 7171 or www.rsys.com.au.

Educational Seminars

The Educational Seminars at the Club have proved so popular the Board has requested that the Training and Development Committee include seminars on racing aspects of sailing in addition to those already organised by the Cruising Committee. As a result there will be some changes to the advertised dates of the Cruising Educational Seminars. Details of future seminars will be advised.

CIRCUMNAVIGATION DINNER

Saturday 5 March
7pm

Dine with an elite group of sailors who have SAILED AROUND THE WORLD

(for further details see Cruising Captain's Report)

Cost: \$75 per head
Book and pay at CYCA Reception
(02) 9363 9731



MEMBERS OF THE CYCA CRUISING COMMITTEE

The Cruising Committee meets bi-monthly with the principle aim of organising activities for CYCA members with a cruising focus. Some of the committee members both race and cruise, others just cruise and others just like messing about on and around the water.

Special thanks this month to Sharondel Grennan who after many years on the committee is standing down due to a move north to be closer to her family. Sharondel has been very active on the committee as minute taker and organising events, the most recent being the great outing to Fort Denison. Her hard work and commitment has been appreciated and will be missed.

VALE NORMAN DANVERS

During the latter part of 2004, a well-known member of the Club from 1956 to 1980, Norman Danvers died at the age of 83. A jovial large man who was an industrial photographer and was personally responsible for many of the pictures adorning the CYCA premises.

Danvers started his working days as a copyboy with the *Mirror* newspaper where he worked under the late Jack Earl. Wartime saw him in the army as an Intelligence Officer spending much time in the islands where he was a member of the first group flown under cover of darkness into Singapore to aid the Changi POWs.

Danvers was introduced to the CYCA by John McAlpine Brooks and joined the crew

of *Kurura* for the rugged 1956 Sydney Hobart Yacht Race. He took to ocean racing and it wasn't long before he became a regular aboard many well known yachts including, *Wild Wave*, *Trade Winds*, *Lass O'Luss*, *Mercedes II*, *Sylph V* and *Bacchus D*. He quickly gained a reputation as a congenial, capable and reliable crewman and his propensity for indulging in post race activities was quite distinctive.

In 1980, Danvers relocated to Noosa after forming fond memories of the area during his army years to enjoy the lifestyle the area offered in his declining years.

Alan Campbell
CYCA Life Member



NORMAN DANVERS (TOP LEFT) ENSURING THAT EVERYONE'S GLASS IS FULL AT SEA DURING A BRIEF RESPIRE IN THE WEATHER IN AN OCEAN RACE IN 1965.

PACIFIC SAILING SCHOOL THEORY COURSES 2005

C9 – YA COASTAL NAVIGATION

Presented by ex-Navy Navigation Instructor/yachtsmen and YA examiner Greg Stewart. Course is held over eight Thursday evenings from 6pm, and finishes with a practical usually Sunday from 4pm.

1/2005 Starts 3 February 2005 (except 24 March)

C12 – MARINE RADIO

Update your knowledge of Digital Select calling and all the recent changes over three Thursday evenings to obtain your MROCP license (6pm–9pm).

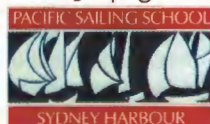
1/2005 Starts April 7 2005

C14 – YA SAFETY & SEA SURVIVAL COURSE

Over 750 skippers and crew have completed their YA SSSC with Pacific Sailing School. Course is conducted over 2 days and includes the liferaft exercises at the Qantas training pool, flare use and includes a 250-page course folder.

1/2005 Sunday 20 & 27 February 2005

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



CYCA SUPPORTS TSUNAMI DISASTER RELIEF FUNDS

On behalf of all members of the CYCA, the Directors agreed to support the relief efforts for South East Asia following the devastating tsunami that recently affected this region.

A donation of \$5,000 was issued to CARE Australia and a further \$5,000 directed to Father Chris Riley's Youth off the Streets (YOTS) program. Funds for YOTS will go towards establishing an orphanage for children in Indonesia's Aceh Region who have lost both their parents during the disaster.

The Associates also volunteered their support as a Club sub-committee and donated \$600 raised from their Christmas Hamper during December to the donations made on behalf of the Club.

FOOTWEAR RULE



Following discussion on items of footwear permissible in the Club, the Directors at their meeting convened during December last year adopted the following in addition to the Club By-Laws in relation to Dress Codes.

Addition to the Club By-Laws – Dress Code

(Despite anything to the contrary in By-Law 16)

- Thongs of all types and worn by either ladies or gentlemen are permitted in all downstairs areas of the Club. Thongs will not be permitted after 5.00pm in the Blue Water Grille.
- Thongs are not permitted upstairs with the exception of "dress thongs" for ladies. For designated sailing functions, thongs will be permitted in the Morna and Freya rooms.
- The Duty Manager or the Chief Executive Officer has a discretion to bar entry or have persons removed from all areas of the Club if, in their opinion, their thongs are unsuitable. In this regard the Manager's or CEO's decision is final.

MEMBERS' BADGE DRAW

(TPL 03/11287)

The Members' Badge Draw has commenced again following a break over the Christmas and New Year period.

Join in the fun and meet up with your fellow members in the Coaster's Retreat from 6:30pm each Thursday night for the regular Members' Badge Draw.

Our thanks are extended to the regular sponsors that support the CYCA's Members' Badge Draw.

GOLD SPONSORS

- Andrew Short Marine
- Beneteau Vicsail
- EastSail
- Flagship Charters
- Hood Sailmakers
- Maurice Drent Boating Services
- Noakes Boatyard
- Pacific Sailing School
- Point Marine Services
- Premier Boat Trimming
- Riviera Sales Sydney
- Steve Jarvin Motors

SILVER SPONSORS

- Southcorp
- Web Central

BRONZE SPONSORS

- Inner Circle Rum
- Lyons Yacht Designers
- Mortgage Force
- Mariner Boating
- Nanni Diesel
- Sail Odyssey
- www.getaway-sailing.com



FROM THE YOUTH SAILING ACADEMY



CLOSE RACING – SOUTH OF PERTH YACHT CLUB EARLY OVERALL LEADERS IN THE BAVARIA INTERNATIONAL YOUTH MATCH RACING CHAMPIONSHIPS.

YOUTH SAILORS HEAD TO HOBART

Again in 2004 many of the competitors in the Rolex Sydney Hobart Yacht Race chose to utilise the skills of sailors from the CYCA Youth Sailing Academy. These included Richard Howard and Morgan White on *Yeah Baby*, Sam Newton *Ichi Ban*, Elizabeth Walsh *Eze Street* and Tom Barker *AFR Midnight Rambler*.

... WHILE OTHERS DOMINATED THE NATIONAL DINGHY CHAMPIONSHIPS

Andrew Williams led the standings early in the 120 strong fleet in the Laser Radial Nationals, a Grade 1 international regatta. He eventually finished third after just being nudged out by both the Australian Youth and Female Sailors of the Year – an outstanding result in a very competitive international fleet. Other YSA sailors, Mark Langford (14th), Jye Murray (20th) and Will Ryan (22nd) all qualified for the Gold Fleet and performed exceptionally strongly.

Meanwhile, at the time of writing, in the Australian Youth Championships, Evan Walker and Kyle Langford are leading the Hobie division, Will Critharis is leading the 29er division and Jye Murray and Will Ryan are first and fourth respectively in the Laser Radial division. Evan and Kyle were placed second youth crew in the Hobie National

Championships and a win at the Youth Championship will gain them selection in the Australian Youth Team to attend the ISAF Youth World Championships in Pusan, Korea.

BAVARIA INTERNATIONAL YOUTH MATCH RACING – CYCA YOUTH SAILORS CONTINUE TO DOMINATE

Bavaria Yachts, through CYCA member Tony Kirby, sponsored the strongest and most competitive International Youth Match Racing event conducted, to date, by the CYCA.

Ten teams from Italy, New Zealand, Western Australia and NSW, contested the regatta conducted early December 2004. The international umpiring team was lead by Chief Umpire Richard Slater and they were supported by Race Officer Doug Talty and his strong committee. There were numerous penalties awarded under great pressure during the regatta and having such a qualified umpiring and race management team meant that decisions were fast and accurate and the competitors respected the umpires final word.

Day one tested the light weather sailing skills of all teams with the South of Perth team skippered by Keith Swinton taking the lead at the end of the first eight flights.

FROM THE YOUTH SAILING ACADEMY

FINAL PLACINGS – BAVARIA INTERNATIONAL YOUTH MATCH RACING REGATTA



CLUB	NAME	CREW	CREW	PLACE
CYCA Blue	Seve Jarvin	Robert Bell	Mark Langford	1
CYCA Yellow	Jacqui Bonnitcha	Tom Clout	Sam Newton	2
Royal Sydney Yacht Squadron	Stuart Pollard	Ben Barzach	Ian Quartly	3
Royal Prince Alfred Yacht Club	Murray Gordon	Tom Spithill	Hamish Roughley	4
FIV Italia	Jacopo Pasini	Carlo Mazzini	Alberto Ricci	5
Royal Perth Yacht Club	Robert Gibbs	Kinley Fowler	Jonathan Clough	6
Fremantle Sailing Club	Torvar Mirsky	Tim Castles	Tessa Parkinson	7
Royal New Zealand Yacht Squadron	Matt LittleJohn	Nick Blackman	Mike Naulls	8
South of Perth Yacht Club	Keith Swinton	Travis Burtenshaw	James Catts	9
Royal Port Nicholson Yacht Club	Theo McDonnell	Mathew Jones	Kim Den Boon	10

race, even though they had been yelling at each other just minutes earlier."

This left the Royal Sydney Yacht Squadron and Royal Prince Alfred Team teams to battle it out for third place, which was ultimately claimed by the RSY team.

SCHOOL SAILORS ARE 'BLOWN AWAY'

Students from 12 schools again had the opportunity to experience sailing through the Freedman Foundation School Program in December.

The program aims to provide opportunity for young people to do things outside their immediate sphere of opportunity and environment.

Two sailing programs of two days each enabled 48 secondary school age students to learn the basics of sailing aboard the CYCA Elliott 6 sports boats.

All students quickly conquered the basics of sailing and were rigging the boats unaided and sailing competently on the second day.

Their assistant instructors were from other CYCA Youth Academy programs. For the second year running, Robert Bell (who has just completed his HSC and chosen a teaching career) looked after a group of kids with learning disabilities and demonstrated his specialist skills.

Our thanks to the Freedman Foundation for its on-going support and we look forward to seeing many of these young people join yachts for Twilight Racing in 2005.

A fresh southerly change overnight provided a strong breeze and different sailing conditions for the second day.

The days racing was highlighted by the high calibre of match racing demonstrated by all the teams, resulting in a number of "upset" results that defied the "form guide".

Pre-starts were fast and furious, and numerous times the start boat crew were getting giddy watching the circling combatants. The intense battles saw boats regularly forced over the line at starts. During Flight 2 the Italian team, pushed over the start line early, returned around the start boat with exceptional skill and speed to regain control with a perfect time-on-distance start. Even the busy Saturday afternoon traffic of yacht, dinghy and modern and traditional 18-foot skiff fleets, did not distract the race committee who reeled off a total of 50 matches. Chief Umpire, Richard Slater, commented that this was a new record for him in a day's match racing.

Day 3 saw a round-robin sail off to determine places 5 to 10. The Italian team of Jacopo Pasini, Carlo Mazzini and Alberto Ricci continued to improve their overall positioning and finish on top of the minor placings, beating Royal Perth Yacht Club on a count back.

The finals day of racing was between the four NSW boats in fresh southerlies gusting up to 25 knots and lulls of 10 knots, and huge wind shifts of up to 50 degrees as the day progressed.

In the end the two CYCA teams battled for the first and second placings. Defending champions Seve Jarvin, Robert Bell and Mark Langford proved too strong for skipper Jacqui Bonnitcha and her crew Tom Clout and Sam Newton and won the Bavaria International Youth Match Racing Championship back to back by 3 races to 1.

"Racing was awesome," admitted an elated Jarvin this afternoon. "There was also really good sportsmanship and camaraderie in this regatta with teams thanking each other for the competition following each



STUDENTS FROM 12 SCHOOLS GEAR UP FOR A DAY ON THE ELLIOTT 65, COURTESY OF THE FREEDMAN FOUNDATION PROGRAM.





EDEN MARINE HIGH STUDENTS TAKE TO THE WATER WITH EASE DURING THEIR VISIT TO THE CYCA IN DECEMBER.

EDEN MARINE HIGH VISIT

Students from Eden Marine High joined the CYCA Youth Sailing Academy for a week of sailing and adventure on Sydney Harbour. This is an annual event that helps to say a big thank you to the Eden community who every year support so strongly the Rolex Sydney Hobart Yacht Race.

For many of the kids it was their first experience at sailing. By the end of the week, all were handling the boats with ease. The week culminated with a voyage west to Birkenhead Point for lunch and a Sydney shopping experience. The fresh south-easter on the way back presented no problems to this group of young sailors.

This program was again supported by CYCA members who provided their boats for the children and staff to sleep on during their stay. Our thanks go to Don Telford, Michael Delaney, Geoff Bonus, Matt Allen, Michael Spies and Martin James.

RUSSELL FORD JOINS YSA TEAM

With Euan McNicol's departure from the CYCA as Assistant Coach to join the Nicorette Sailing Team late last year, Russell Ford has since commenced in the role of Youth Sailing Academy Assistant.

Ford comes from a strong background in sailing and coaching, recently acting as Head Sailing Coach for Brisbane Boys College. He is

an accredited YA Sailing Master and YA Coach. As well as coaching, he races competitively, last year sailing in the Cherub Australian Championships, 12' Skiff Championships and Mumm 30 Championships.

We are pleased to welcome him to the CYCA team. He will assist with the preparations for the annual Youth Sailing Academy activities as well as coaching new recruits.



RUSSELL FORD: A KEEN SAILOR AND COACH JOINS THE CYCA TEAM AS YOUTH SAILING ACADEMY ASSISTANT.

YSA COURSES – APPLY NOW FOR 2005

Advanced Squad

Fifteen Saturdays and Sundays of Elliot 6 training and racing and yacht racing, including:

- fine tuning your fleet racing
- developing Match Racing skills
- developing Teams Racing skills
- racing on Australia's finest keel boats at Australia's most prestigious yacht club
- having the opportunity to represent the CYCA Youth Sailing Academy in interclub, national and international regattas.

Intermediate Squad

Sundays: 1 May, 15 May, 29 May, 19 June, 26 June 2005, plus one interclub racing day

- Fine tuning the basics of fleet racing
- Developing an understanding of rules
- Making the most out of tactics
- Using strategies and putting them into practice
- Developing good boat handling skills & spinnaker skills
- Making new friends
- Racing on Australia's finest keel boats at Australia's most prestigious yacht club.

Scholarship assistance – Advanced and Intermediate Squad

- Youth Sailing Academy supporter, Jeremy Lawrence, has provided financial assistance to help kids who may not otherwise been able to enter the Youth Sailing Academy's Advanced or Intermediate Squads in 2005 and are first time applicants.

School Holiday Courses –

Introductory/Intermediate sailors

Next school holiday course will be Monday 11 – Thursday 14 April 2005.

- This is a fun course which develops a love of the sport of sailing on our exciting Elliott 6 fleet.

Scholarship assistance –

Introductory/Intermediate Course

- Youth Sailing Academy supporter, Irvin Vidor, through the Toga Hospitality Group, has provided financial assistance to help young people through an extensive program which links Sydney dinghy clubs with opportunities offered through the CYCA. For more information about this program contact your local dinghy racing club or the CYCA.

Sailors interested in joining any upcoming Squad or Course in 2005 should download the information form the CYCA website, www.cyca.com.au, and forward their applications (and scholarship application) to the CYCA Youth Sailing Academy.

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 2005

TUESDAY 1	6:30pm	CYCA Cruising
WEDNESDAY 2	6:00pm	St.Arnou Wednesday Series
THURSDAY 3	6:30pm	Members' Badge Draw
FRIDAY 4	7:00pm	Short Haul Night Harbour Race
	8:00pm	Sydney Newcastle Race – Blue Water Pointscore
SATURDAY 5	10:00am	Sydney Newcastle Race – Ocean Pointscore
SUNDAY 6		Mike Fletcher Adult Sailing Course
MONDAY 7	6:30pm	Mt.Gay Monday Series
WEDNESDAY 9	6:00pm	St.Arnou Wednesday Series
THURSDAY 10		Cure Cancer Liquor Stores Race
	6:30pm	Members' Badge Draw
FRIDAY 11		Institute of Chartered Accountants Race
SATURDAY 12 – 27		Global Challenge
SATURDAY 12	12:00pm	Short Ocean Race (MHYC)
SUNDAY 13		Mike Fletcher Adult Sailing Course
MONDAY 14	6:30pm	Mt.Gay Monday Series
WEDNESDAY 16	6:00pm	St.Arnou Wednesday Series
THURSDAY 17	6:30pm	Members' Badge Draw
FRIDAY 18 – 20		Farr 40 Nationals
SATURDAY 19	12:00pm	Short Ocean Race
SATURDAY 19 - 20		Australian Sailing Club Regatta
SUNDAY 20		Mike Fletcher Adult Sailing Course
MONDAY 21	6:30pm	Mr.Gay Monday Series
WEDNESDAY 23	6:00pm	St.Arnou Wednesday Series
WEDNESDAY 23 – 25		Farr 40 Pre-worlds
THURSDAY 24	6:30pm	Members' Badge Draw
SATURDAY 26	12:00pm	Short Ocean Race (MHYC)
SUNDAY 27		RANSA Regatta
SUNDAY 27-28		Marinassess Regatta
MONDAY 28	6:30pm	Mt.Gay Monday Series

MARCH 2005

TUESDAY 1-4		Rolex Farr 40 World Championships
WEDNESDAY 2	6:00pm	St.Arnou Wednesday Series
THURSDAY 3	6:30pm	Members' Badge Draw
SATURDAY 5	12:00pm	Short Ocean Race (RSYS)
	7:00pm	CYCA Cruising Circumnavigation Dinner
MONDAY 7	5:30pm	Mt.Gay Monday Series
TUESDAY 8		CYCA Sailing Seminar Series
WEDNESDAY 9	5:30pm	St.Arnou Wednesday Series
THURSDAY 10	6:30pm	Members' Badge Draw
THURSDAY 10-13		Harken Open Womens Match Racing Regatta
FRIDAY 11		Insurance Industry Regatta
WEDNESDAY 16		Sydney Mooloolaba Race
THURSDAY 17	6:30pm	Members' Badge Draw
SUNDAY 20		Mount Gay Rum Top Jocks Regatta
THURSDAY 24	6:30pm	Members' Badge Draw
THURSDAY 24 – 28		JOG Nationals (RPAYC)
FRIDAY 25		Brisbane Gladstone Race (QCYC)
THURSDAY 31	6:30pm	Members' Badge Draw

MANAGEMENT

CEO
Assistant to CEO
Accountant
Sailing Manager

Mark Woolf
Christina Del Conte
Nina McKinnon
Justine Kirkjian

Youth Sailing Academy 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.

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