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JUNE/JULY 2004

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ABOVE: SKANDIA AND ZANA FIGHT IT OUT  
PHOTO: FRANK GRUNDMAN

COVER: COMMERCIAL SHIPPING ADDS SPICE TO RACING ON  
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PHOTO: DAVID CLARE

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ABOVE LEFT: JAMES SPITHILL, VETERAN AMERICA'S CUP CAMPAIGNER ABOVE RIGHT: SYDNEY 385 RACE TO WIN PHOTO: IAN MAINSBRIDGE

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# FIRST THOUGHT





PHOTO: PAUL GRIESER/OUTSIDEIMAGES.CONZ

The new Max86s, *Pyewacket* and *Morning Glory*, on a power reach during the St Maarten Heineken Regatta. With their revolutionary canting keels, the Max86s are expected to compete in Mediterranean regattas this Northern Hemisphere summer



# AT THE HELM

John Messenger, Commodore, Cruising Yacht Club of Australia

Much has happened since my last report to you all. At the end of April our Chief Executive Officer Joe Goddard resigned to accept a position managing a new marine facility in Dubai. Joe has been a good Chief Executive Officer and under his leadership the management of the Club has strengthened with the biggest improvement being in our bar areas. Joe built a loyal and willing team around him and we will certainly miss him. On behalf of all the Directors, members and staff, I wish him every success in the future.

We will be looking for a new Chief Executive Officer, but your Board will not be rushing into this. We want to make sure that we have the most capable person available to fill the position, and in the meantime we have the utmost confidence in our staff. Although not the perfect solution, the Directors in charge of the various areas will assist when required.

Our Blue Water Championship has been decided with the last race being the very fickle FKP Sydney Mooloolaba race. This added great interest to the Championship, which was finally won by club member Howard De Torres with his IMX 40 *Nips 'n' Tux*. Congratulations to Howard and everyone else who competed in the Championship. Without competitors we have no races and no winners.

All other Summer Series events have been completed and won, and we had a most successful prize presentation night on the deck during April. Congratulations to everyone who took part in the various events.

Also during April I attended the opening of the new Water Police facility at Balmain, Sydney. This was a most enjoyable event and one of the club's cannons, capably manned by CYCA Life Member Alan Brown, was used to signal the breaking out of the flag. We wish the Water Police every success in their new headquarters. They do a magnificent job in assisting all boating people around Sydney.

Towards the end of April we launched this year's

Youth Sailing Academy Advanced Squad, and Director Matt Allen and I met all the young men and women together with many of their parents.

Jenni Bonnitche does a marvellous job with the Academy, and I was in awe at what this year's squad has already achieved in wins on the water. I look forward to having many of them sailing in our offshore races.

As well as our offshore races, many of our members compete in inshore events, and results I have seen indicate that they are keeping the CYCA banner at the front of the various fleets. Well done to all of you.

The CYCA's popular BMW Sydney Winter Series is now underway and we had sailed Ladies Day, the Great Veterans Race and two pointscore races by the time I wrote this report. Each have been very well contested in often trying conditions, and I have noted the improvement in crew skills. This series is a great training ground for next season's offshore events.

Don't forget our amazing pre-race Sunday breakfasts on the deck. Thanks to those dedicated Breakfast Club volunteers.

CYCA Cruising has been very active over the summer months, and a number of very successful functions have been held. This is a very important part of our club, and we encourage all members to participate.

At the beginning of May we held a 20-year plus members dinner at the club. Ludde Ingvall, who owns the maxi yacht *Nicorette*, gave a most informative talk enjoyed by all and it was great to see so many of our older sailing legends in attendance and enjoying their club. A fun night was had by all.

In closing, I would recommend that all Club members and our friends from other clubs get to the club during winter and enjoy the atmosphere on the deck and the great racing on the water. I hope to see you all there.

PS: Remember that now is the time to start preparing for the 60th Rolex Sydney Hobart Yacht Race. ■

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# CLASH OF THE TITANS



Three of the world's fastest super maxis could line up for this year's Rolex Sydney Hobart Yacht Race, but the 60th anniversary event will also attract many famous older Australian boats, predicts Peter Campbell



*Skandia* will be defending her line honours title in this year's Rolex Sydney Hobart Yacht Race, New Zealand's *Zana* will be on the warpath again, and the 2002 champion *Alfa Romeo* may come back from Europe for the 60th race.

Interest is quickly building for the race which will be historically significant for the Cruising Yacht Club of Australia. That interest has been boosted since the announcement that the IRC handicap category this year will decide the winner of the Tattersalls Cup. This means that almost every yacht in the fleet, including the super maxis, will be eligible to be the Overall Winner of the ocean classic.

Adding enthusiasm for the 60th is the CYCA's proposal to include a Cruising Division or Rally, as well as 20-Year and 30-Year veterans divisions, which proved very popular in the 50th Race in 1994.

Among the well-found older boats going south again will be Peter Kurts' two-times winner *Love & War* and Roger Hickman's past winner, *Wild Oats*.

With Hickman committed as sailing master of *Ichi Ban*, *Wild Oats* will be sailed to Hobart by another expatriate Tasmanian, Howard Piggott, with the crew of his recently sold Beneteau 40.7, *True North*.

#### The battle is on

The two 30-metre super maxis, Grant Wharington's Don Jones-designed *Skandia* and Stewart Thwaites' *Zana*, designed by Brett Bakewell-White – which finished first and second across the line in the Rolex Sydney Hobart Yacht Race 2003 after a 628 nautical mile match race, will clash again for the first time this year in the Hahn Premium Race Week at Hamilton Island.

*Skandia*, at least, will contest most of the other major lead-up races and regattas before lining up on 26 December for the 60th Sydney Hobart. These lead-up events will include the expanded Rolex Trophy regatta in mid-December and the Canon Big Boat Challenge.

Sydney-based New Zealander Neville Crichton says he won't make a decision on whether to ship his Reichel/Pugh-designed *Alfa Romeo* back to Australia until after the end of the European summer and the 90-footer's high-profile racing program. The 60th anniversary of one of the world's great ocean races

LEFT:  
ALFA ROMEO SAILS  
PAST THE FASTNET  
ROCK LIGHTHOUSE.  
IT IS UNCERTAIN  
WHETHER THE  
2002 LINE  
HONOURS WINNER  
WILL BE BACK  
FROM EUROPE FOR  
THIS YEAR'S ROLEX  
SYDNEY HOBART  
YACHT RACE BUT  
SKANDIA AND  
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Photos: Ron Israel, NEG Micon, Joss Developments

"The 60th anniversary race ... would be a great opportunity for ... *Alfa Romeo* to prove it can match *Skandia* and *Zana*"

would, however, be a great opportunity for Crichton to prove his opinion that *Alfa Romeo*, although smaller, can match *Skandia* and *Zana*. Then there would also be a likely repeat of the massive worldwide media coverage achieved in 2002 by *Alfa Romeo* (the super yacht) being so closely linked to the prestigious Italian motor vehicle – publicity estimated at being worth around \$100m to Alfa Romeo (the car maker).

*Alfa Romeo* (the yacht) has also been an outstanding showcase for Australian/New Zealand skills in high-tech boat-building, rig design and sail-making and has again received full financial and logistical support from Alfa Romeo.

Vehicle support includes a methane-powered Fiat Ducatti van, which Fiat (Alfa Romeo's parent company) is using to link sailing and the environment to promote green issues in Europe.

During 2002–2003, *Alfa Romeo* competed in a wide range of races from the Rolex Sydney Hobart Yacht Race in Australia and the Rolex Fastnet race in England to a range of light air events in the Mediterranean.

### Location, location

For the 2004 Northern Hemisphere summer, all the events planned for the 90-footer are in the Mediterranean, so during the Northern Hemisphere winter, *Alfa Romeo* has been reconfigured for light air sailing. For some European races, *Alfa Romeo* will be running a smaller crew – 20 instead of 24 last year – and a new crew strategy has been developed to allow for this change.

"This coming season will be much tougher than the previous season," owner/skipper Crichton told *Offshore Yachting*. "Last year we were clearly the boat to beat. We had the latest technology and a highly skilled crew.

"While we will start this season [late May] as a front runner, as the season progresses we will see the arrival of the canting keel yachts on the Mediterranean circuit. In automotive terms, that will be like normally aspirated cars taking on turbo-changed cars ... the potential difference, I believe, will be that great.

"This means we will have to be forceful on every aspect of the way we race, navigate and maximise the ability of the crew."

Crichton says his target in the Rolex Giraglia Cup (St Tropez, 13–19 June) is to beat the race record that *Alfa Romeo* set last year.

The Maxi World Cup (Porto Cervo, 4–11 September) will see the arrival of the big canting keel yachts – three of them are slated to take part in the event.

"That is when it will be clear how the rest of the season will be for us," says Crichton.

"I have not yet made a decision on the 2004 60th Rolex Sydney Hobart Yacht Race, and I will not even think about it until we have completed the European season and know more about the budget and the likely competition." ■

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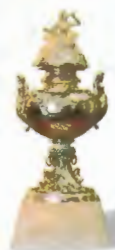
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# WHITSUNDAYS UPDATE





### Travel changes

Australia's most popular cruising area, the Whitsunday Islands, enjoyed a very busy 2003 and this year looks like being the same. Recent disincentives for overseas travel have turned Australians increasingly toward home destinations. Bareboat charter bookings are strong, and one company recently reported the best-ever week for reservations in its history.

Meanwhile, there is some interesting news on air travel to the area with the advent of a new budget airline, Jetstar.

If you're bareboating in the Whitsundays, the best way to get there by air will depend chiefly upon where your charter base is. If starting at Hamilton Island, by far the most convenient way is to fly into Hamilton Airport. On arrival, you will be five minutes away from your yacht.

If your charter departs from Shute Harbour or Abel Point Marina at Airlie Beach, you may find Proserpine Airport the best bet (40 minutes by road to Airlie, 50 minutes to Shute). A shuttle service meets all flights arriving at Proserpine for transfer to Airlie and Shute Harbour.

Another alternative that some people have adopted in recent years – because of the sometimes limited availability of seats into Hamilton and Proserpine – is to fly to Mackay airport (about an hour and three-quarters by road south of Airlie Beach). Flights into Mackay are often more available and cheaper. Shuttle services are available from Mackay, although more expensive and in some cases not exactly convenient, regarding arrival time of aircraft.

It is also possible to get to Shute Harbour or Airlie Beach via Hamilton Island. Fantasea Cruises' Blue Ferries run a regular service (hourly, approximately on the half-hour) from Hamilton to Shute Harbour. If your final destination is Airlie, buses and taxis are available from Shute Harbour for the 10-minute run to Airlie.

By the time of publication, Qantas' new budget airline, Jetstar, will be the only practical choice going in and out of Hamilton from southern ports. Seat capacity by September 2004 will reportedly be 40 per cent up with the introduction of the A380 Airbus.

The new 'lower' fares offered by Jetstar are welcome, but they have one or two strings attached. Jetstar will not offer assigned seating. Their flights open two hours before departure, and the order in which passengers are boarded depends upon the order in which they check in – first in, best dressed. After that, on the plane, it's every one for themselves! If you check in later than 30 minutes before departure time, you will lose your seat and your money.

If your flight is not a direct one to Hamilton, that is, you have to make a change at an intermediate airport, such as Brisbane, your baggage will not be checked through to your final destination. You will have to physically retrieve

David Colfelt is an authority on the Whitsunday Islands. Here is his annual review of cruising in the magnificent Far North Queensland island group for *Offshore Yachting* covering developments of interest to all intending to visit the Whitsundays, either aboard their own craft or aboard bareboat charter vessels

ALL PHOTOS: DAVID COLFELT



MARINAS HAVE BEEN UPGRADED IN THE AREA

it in Brisbane and then check it in again on the connecting flight ... and this must be done 90 minutes before departure of your next flight.

Those travelling to Proserpine and Mackay have a choice of Jetstar or Virgin Blue, the latter having begun life with a stripped-down service like that of Jetstar but which now offers fresh young faces and passenger-friendly service – both in the air and on the phone beforehand – but with assigned seats and the ability to check baggage through to the final destination.

Perhaps Virgin has learned something that Jetstar will learn, eventually.

There is now only one ferry company operating among the Whitsunday islands. Fantasea Cruises' Blue Ferries service (owned and operated by CYCA Member David 'Chalkie' Hutchen) recently acquired Whitsunday Allover, a small operation that serviced Daydream and Long Island and had an unscheduled service that met incoming flights at Hamilton Island.

Needless to say, with the vagaries of air travel – delays and cancellations – this service was somewhat unpredictable. Blue Ferries has instituted a comprehensive new scheduled resort island service that makes getting around a whole lot easier.

Basically, two ferries do a circuit from Shute Harbour to Hamilton island and return, sometimes with intermediate stops on the way, and in some cases providing a direct service to Shute or Hamilton. One ferry travels clockwise around the islands and the other counterclockwise, and it is possible to get to whichever resort island you want to by just staying on the ferry until it arrives there. This service now makes it feasible for travellers wishing to get to Shute Harbour or Airlie Beach to do it via Hamilton Island.

#### Bareboats

The bareboat charter fleet has been affected by Australian Taxation Office (ATO) decisions that created a cloud of uncertainty over the industry for the past 18 months.

The bareboat fleet largely comprises privately-owned vessels under the management of professional charter operators. Tax deductions available to owners for finance and operational costs and for depreciation made this an attractive form of investment for some, and this for years kept the fleet well stocked with new vessels.

About 18 months ago, probably largely due to a few blatant rorts of the system, the ATO clamped down on deductions, ruling that unless an owner was directly involved in the charter business, and unless the business was indeed a serious business (that is, there was an intention to make a profit), no more deductions would be allowed. This had the potential to ruin what had become a very healthy tourism industry!

After a year of negotiations and uncertainty, which saw a drop of approximately 20 per cent in the size of the fleet, and virtually no new yachts coming on line, the ruling was clarified late last year. By 31 December 2003, owners had to either agree to meet the ATO's new requirements, which involve formulating a business plan that shows that a profit will be made over a certain period, or get out.

The dust has now settled from this shakeout, and new investors are again coming forth with business plans. The fleet is again expanding. However, as a result of owners and their accountants having a hard look at the numbers at the end of the 2003–2004 tax year on 30 June, there will probably be some further attrition in the fleet. Meeting ATO guidelines looks improbable for many investors.

The wash-up of all of this will be that the industry will tighten up, and for prospective charterers this will mean that prices will firm and some of the unrealistic discounting of the past will cease. Boats remaining in the fleet will give more certain returns to owners and operators making 'bargains' harder to find. But the fleet will be more soundly based with fewer marginal operators offering a sub-standard product.

One of the larger operators, Sunsail Australia, completely closed down its Sydney operations as a result of the ATO ruling and lost about 14 boats from its



Whitsunday fleet. Being a large international corporation, however, Sunsail was able to buck the investor-owner tradition and ship in 14 new company-owned vessels, which it is aggressively marketing with a guarantee, in the off-season, to beat anyone's price by 5 per cent. So it's still a competitive business. Most other operators are now reporting the arrival of new Bavarias, Jenneaus, Catalinas and Beneteaus; meanwhile, the popularity of catamarans continues to grow.

### Cruising news

New laws on flushing of marine toilets in Queensland waters are of interest to bareboaters and those cruising in private vessels in the Whitsundays.

From 1 January 2004 it became illegal to flush a marine toilet in a boat harbour, a canal, a marina or a 'designated area' which include, among others, some marine park 'A' and 'B' zones and Scientific Research zones in the Mackay/Capricorn and Townsville/Whitsunday Marine Parks Zoning Plan (1987). Moreover, it is now a requirement that any vessel with a fixed marine toilet must have a macerator installed (which pulverises the sewage before it is discharged). Boat owners, take note.

Designated areas of particular interest in the Whitsundays are the 1987 green zones across the top of Hook Island (between Alcyonaria Point and Pinnacle Point, which includes Butterfly Bay, Maureen's Cove, Luncheon Bay and Manta Ray Bay) and the green zone surrounding Border Island (for 100 metres from the fringing reef edge), all of which are very popular anchorages and snorkelling areas (see pages 112-113 in the Whitsundays guide, *100 Magic Miles*, for details of green zones).

Bareboat operators are still coming to grips with how to deal with the new laws as they, being operators of commercial vessels, must provide some means of containing sewage in these areas (by means of a holding tank of some description, or in the absence of a holding device, by simply not allowing their boats to go to these areas). The

fitting and operation of holding tanks on small vessels is not straightforward, and there are safety and sanitation issues with workplace safety requirements on the one hand and nil-discharge laws on the other creating 'a rock and a hard place' situation for operators.

For more information on sewage discharge in Queensland, see the Maritime Safety Queensland website: [www.msq.qld.gov.au/qt/msq.nsf/index/sewage\\_mgt](http://www.msq.qld.gov.au/qt/msq.nsf/index/sewage_mgt).

The rezoning of the Great Barrier Reef Marine Park, which has attracted publicity (and angst from fishermen) takes effect from 1 July 2004. The new zoning increases the area of the marine park that is protected from fishing and other extractive activities – some say not before time.

Visitors to the Whitsundays should be aware of the new zones and obligations of park users (visit the Great Barrier Reef Marine Park Authority website for complete details: [www.reefed.edu.au/rap/](http://www.reefed.edu.au/rap/)).

Island (and some mainland) resorts in the Whitsundays area have always been of interest to cruising crews looking to 'make a port' or have a night of luxury or entertainment, or simply a good night's sleep in a motionless bed.

In the south-central Whitsundays area, Laguna Quays resort and marina is worth a visit. Built by Japanese interests, it opened amid much fanfare some years ago, boasting luxury facilities and a superb golf course designed by David Graham as well as a much needed marina facility on a relatively isolated part of the coast. It wasn't too long, however, before the relative isolation of Laguna and some hiccups in Australian tourism saw the resort in deep financial trouble.

Laguna was sold a number of times and almost disappeared off the radar (except for the marina, which earned a reputation as the 'friendliest in Queensland'). Now restyled 'Laguna Whitsundays' (the marina is now called 'Laguna Marina'), the resort has now been revitalised and there are big plans for further development.

These include a new international jet airport capable of handling the new A380 Airbus, the construction of two new golf courses (Karri Webb and Greg Norman designed).

NEW GOLF COURSES HAVE BEEN DEVELOPED AND ON SHORE FACILITIES HAVE BEEN IMPROVED



PLENTY OF ACTIVITIES ARE AVAILABLE AT WHITSUNDAY RESORTS AND NEW FACILITIES ARE STILL COMING ON LINE

**Laguna Marina:** Under new managers Colin and Sylvia Rogers, Laguna Marina continues to offer competitive prices and friendly service. The marina and resort are now integrated, visitors paying for a berth have use of all resort facilities. At the time of writing, a dredge was about to start deepening the channel (as soon as Environment Protection Agency approval was received). Visiting yachts should radio or telephone a day in advance of arrival; the office can provide hour-by-hour tidal information.

At the time of writing, (before dredging) the shallowest spot in the channel is about 0.6m on a '0' tide, and most vessels can get in on a one-third to one-half tide.

The marina accommodates vessels up to 40m and has 110 floating berths each with water and power (single and three-phase). There are also 10 swing moorings. Fuel and water are available; other services and facilities include sewage pump-out and a coin-operated laundry. There is a public launching ramp, ample car parking and dry storage for trailable boats.

Contact the marina on VHF channels 21/9. Telephone: (07) 4947 7844.

**Cape Gloucester:** The northern mainland coast west of Airlie Beach offers anchorages that are well protected during the south-east tradewinds season. Those venturing westward from Airlie Beach in search of less crowded anchorages may like to consider Gloucester Passage which will reward you with some delightful, well-protected anchorages, crystal clear waters and beautiful sand beaches unmatched by any (other than Whitehaven) in the area.

The new Cape Gloucester Eco Resort has just opened and welcomes those visiting aboard yachts. The anchorage just inside Shag Islet is well protected, and the resort will shortly be installing 20 moorings for visitors.

Facilities include showers and toilets, a bar and bistro serving meals throughout the day, a salt-water swimming pool and a number of resort units for those seeking a bed

on dry land. The manager, Murray Cockburn, ran the adjacent Montes Resort in Gloucester Passage for five years and is well practised at making yachtsmen feel at home. Montes Resort continues its low-key operation next door.

**Daydream Island:** Extensively renovated a few years ago, Daydream Island is now operated by owner Vaughan Bullivant, and has just been upgraded to four-and-a-half star status. This small island has a day-visitor facility at the southern end, with outdoor cinema and miniature golf course, and the resort proper at the northern end, including a state-of-the-art health spa.

The island has six visitors' moorings outside the small man-made harbour. Visitors get free run of the resort included in the mooring fee. Contact marine operations on VHF channel 12 or phone (07) 4948 8488.

**Abel Point Marina:** A total of 300 berths are now provided in two sections at Abel Point. All berths have power (three-phase is available).

Stage 1 of the marina's redevelopment includes 52 new 30-metre berths and 6x40m berths. The new western section sits below a new administration building and has a large fuel bay with fast-flow bowsers capable of 80- and 16-litre-per-minute delivery (diesel and unleaded). Three-phase power is available, and there is a pumpout facility. Contact the marina on VHF channels 16/9 or phone (07) 4946 6695.

There is a separate fuel jetty, in the eastern basin (diesel, unleaded, outboard, LPG), and diesel and unleaded in the western basin which has high-speed bowsers. Water and sewerage pumpout facilities are also available.

Bareboat charter companies, marine service providers (sailmaker, diesel mechanic, refrigeration, engineering, electronic and electrical services and chandlery), dive shop, bottle shop and Abel's seafood restaurant are situated in the western marina complex.



The marina office is open 0730-1800 Monday to Friday and 0730-1700 Saturday and Sunday. Radio: VHF 16/68. Phone: (07) 4946 6695.

**Hamilton Island:** Plans are pending approval at Hamilton Island to dredge and construct a new marina arm in the harbour. On the southern side of the harbour five new condominium complexes have recently been completed each with marina berths out front.

Hamilton harbour is dredged to 2.4 metres at low water, deeper in the channel that runs just off the marina to the main jetties at the head of the harbour. It has 191 berths and a full-service shipyard with fuel, water, supplies, chandlery, shipwright, Travelift, refrigeration, electrical and engineering services.

There are restaurants, a bakery, a fish-and-chip shop, Trader Pete's store, boutiques, a supermarket, bottle shop, chemist, pub, showers, toilets, and lots of amusements. Advance booking is essential. Radio: VHF channels 16/68. Phone: (07) 4946 8353.

**Mackay Marina:** Construction of another marina arm is

about to start at Mackay Marina. The marina currently has 220 berths, a fuel wharf with 14 pumps (unleaded and diesel), a five-lane launching ramp with pontoon, a 65-tonne capacity Travelift (9.2m beam), 35 hard-standing spaces, 11 workshops including services in marine engineering/diesel mechanics, outboard mechanics, auto electrical/refrigeration/air-conditioning and metal fabrication.

There are parking spaces for over 100 cars and trailers, eight male and eight female showers and toilets, a coin-operated laundry, two restaurants, snack/takeaway/coffee shop, bottle shop and Internet connection.

The Mackay Yacht Club has a new building on this site with restaurant/bar; visitors are welcome. This is a lock-up marina, so if you will be arriving late, arrangements need to be made to leave a keycard for you. The marina office is open from 0800-1700 hours seven days a week and may be contacted on VHF channel 16 or by phone (07) 4955 6855. Mackay Marina is an official Port of Entry for Customs. ■

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# A RETROSPECTIVE: THE SYDNEY HOBART RACES SECOND DECADE, 1955–1964

In the second of a series to mark the 60th Race in December, historian and author David Colfelt tells of the action-packed second decade of racing to Hobart

THE 22M SCHOONER,  
ASTOR, TOOK OUT LINE  
HONOURS IN THE  
HARD FOUGHT 1965  
SYDNEY HOBART RACE.  
PHOTOS: COURTESY OF  
DAVID COLFELT

The ten years from 1955–1964 were extremely eventful in the life of the Sydney to Hobart Yacht Race. They were marked by a much higher level of competition and by many new developments in equipment and design.

By the end of the decade, the top race prizes were within reach of only the latest, best-equipped boats. The fastest time to complete the course had dropped from Margaret Rintoul's record in 1951 (4 days 2 hours 3 minutes) to 3 days 3 hours 46 minutes, a record set by *Ondine* in 1962.

The Alan Payne-designed *Solo*, sailed aggressively by her owner/builder/skipper Vic Meyer, ushered in this period. Here was a yacht so good that she literally blew the cobwebs off the rest of the fleet and redefined the meaning of 'competitive'.

In the next eight years, *Solo* was to clean up the racing calendar, including Sydney Hobart overall results 1955–1962 of 11th, 1st, 2nd, 8th, 11th, 7th, 2nd, 1st (she also took line honours in 1958 and 1959). *Solo* lifted the competition's standards.

#### A technical leap

The first synthetic sails (nylon and terylene headsails) appeared in 1956, also the year of the advent of improved winches (5:1 ratio).

In 1957, two-way radios became a requirement for all Sydney Hobart race contestants, and regular radio 'skeds' during the race were established.

It was in 1958 that the Cruising Yacht Club of Australia Safety Committee formulated a comprehensive list of safety requirements, including compulsory life rafts. The death of well-known yachtsman Ron Robertson (hoicked from the cockpit of *Kurrewa IV* in rough conditions off Broken Bay) saw the introduction of compulsory pulpits and pushpits.

In 1959, Alan Payne's famous Tasman Seabirds made their debut. Designed for the testing conditions of the race, the Seabirds were the first attack on the RORC rule, and they went on to an illustrious career in Australian ocean racing. A Seabird named *Cherana* won that year.

The appearance of the first fibreglass yacht designed and built in Australia, and the harbinger of a revolution in yacht construction, appeared in 1961. It was the Alan Payne designed *Janzoon II*, built by her owner Russell Slade.

The first serious competition arrived from overseas in 1962. Huey Long, with the first aluminium ocean racer in the world, *Ondine*, set a record time (3 days, 3 hours, 46 minutes, 15 seconds) that would go on unbroken for 11 years. *Ondine* represented a new degree of sophistication, and she ratcheted-up local appreciation of what competition really meant. This race also saw the first appearance of the revolutionary Hood sailcloth and the introduction of Barlow winches (the first Australian winch-maker that would become one of the largest manufacturers and exporters of winches in the world). The pace of technical innovation was hotting up.

In 1963, the Halvorsens' *Freya* won the first of their three successive wins, a record unlikely to be equalled. Ron Swanson's successful Carmen class 30-footers came 2nd, 5th and 7th, and Norman Rydge's *Lorita Maria*, designed by Alan Payne and a development from the tank tests on Payne's Australian America's Cup contender, *Gretel*, made her debut. *Lorita Maria* went on to be the first Australian yacht to compete in the Bermuda race.



“Many who lament the ‘good old days’ of the race, when everyone had a chance, not just those with deep pockets and professional crews, may take pause that the situation in 1964 has some parallels with 2004”



#### The good ole days

On the eve of the 1964–65 Sydney Hobart Yacht Race, Australia’s leading yachting journal, *Seacraft*, ran the following in its December issue:

“Only the elite ocean racers will be going to Hobart this year ... [the race will be] fought out by some of the most expensive boats Australia has ever seen ... the best in the history of the race ... craft built especially for ocean racing to the RORC rule.”

Many who lament the ‘good old days’ of the race, when everyone had a chance, not just those with deep pockets and professional crews, may take pause that the situation in 1964 has some parallels with 2004.

The 1964–65 race was hard and fast, with five out of a fleet of 38 retiring with damaged gear. The hard-driving Halvorsens’ *Freya* won for the second time in a row (she had also won the Montagu Island race that year), and Peter Warner’s magnificent 22m (73ft) schooner, *Astor*, took out line honours (the same *Astor* now owned by American and CYCA member, Richard Straman, that has been parked at the end of A marina at the CYCA recently).

The race started in copybook summer conditions, a 10–12 knot east-nor’-easter, and the scene on the harbour at the start was full of as much pandemonium as it is today. In light airs, the ‘battle for the Heads’ necessitated the negotiation of a spectator fleet of every conceivable type of craft, constituting one of the early challenges of the race.

A hard 25-knot south-easterly hit the fleet that night. *Saga* broke her boom and retired to Ulladulla, and Nick Cassim’s 10.7m *Lolita* had to be beached in Jervis Bay for repairs to her rudder. It was not to be *Lolita*’s race. She later lost her mast off the Tasmanian coast and was taken in tow by the UK submarine *Trump*, a first in the history of the race. *Lolita* can be seen on the CYCA’s B Marina and it recently contested the Great Veteran’s Race.

Most of the fleet had hard northerlies crossing Bass Strait and then ran into a fresh south-westerly. The leaders struck a westerly gale in Storm Bay (the Hobart race was throwing up the usual weather). The 15m *Bacchus D*, much fancied, and which led the fleet most of the way, lost her 18m half-ton aluminium mast (the largest yet manufactured in Australia) in a 40-knot squall off Cape Raoul. *Astor* had 31 nautical miles of hard work before reaching the finishing line first. Rupert Murdoch’s 17.7m ketch *Irina* was second across, but not far enough ahead of *Freya* and *Camille*, which were 3rd and 4th across, taking out first and second places on corrected time.

The 1964–1965 race also saw the first Australian-built aluminium yacht, *Yampl*, take part in the race.

The strong showing of *Freya* and *Camille* augured well for Australia’s upcoming maiden tilt at the Admiral’s Cup at Cowes; the third team member in the 1965 challenge, *Caprice of Huon*, which was to perform outstandingly at Cowes, did not participate in the 1964–1965 Sydney Hobart. Her brilliant skipper, Gordon Ingate, was laid waste by seasickness in ocean races and had other commitments at the time. *Caprice of Huon*, now owned by David Champaloup, is still raced regularly in inshore events, recently placing third in the Great Veteran’s Race.

The next decade of the Sydney Hobart Yacht Race would usher in yet another period of increasing competitiveness and new technology. Stay tuned for the next instalment in the following issue of *Offshore Yachting*. ■





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


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# BECKONING PARADISE

"An experience with an edge of adventure to it" ... that's how David Colfelt describes bareboating in Far North Queensland's Whitsunday Islands



**LEFT:** THE CREW OF A BAREBOAT HAVE A NARROW PASSAGE TO THEMSELVES.  
**BELOW:** RAGAMUFFIN INTRODUCES VISITORS TO REEFING  
**PHOTOS:** DAVID COLFELT





ESK ISLAND AND  
CALM WATERS  
PHOTO:  
DAVID COLFELT

Viewed from the mainland on a sunny and clear day, the Whitsunday islands seem to perch on a shimmering horizon, like ocean-going pyramids in a beckoning paradise.

The tropical waters surrounding them are a particularly vibrant shade of blue, and the scene is so vivid that many first-time visitors can't believe their eyes.

For the most part, the islands appear untouched, having become national parks about 70 years ago, and many of them invite the visitor to enjoy a sense of being the first to set foot there.

The Whitsundays have deeply impressed mariners since James Cook first sailed through the area in 1770. The abundance of marine wildlife – sea turtles are a common sight, as are whales in the months of July through to September – the fringing coral reefs around the island shores, the sometimes brisk trade winds and the large (4m) tides all combine to make boating in the Whitsundays an experience with an edge of adventure to it.

Yachting enthusiasts who might never find time to sail themselves to the Whitsundays are fortunate that there is, today, a large fleet of bareboats (sail-it-yourself yachts) waiting for you to step aboard and sail away to enjoy your slice of paradise.

#### Reservations

Make your booking with one of the dozen or so charter companies operating out of Abel Point Marina, at Airlie Beach, at Shute Harbour or at Hamilton Island.

Vessels for hire range in size from about 9m to 18m – from small auxiliary sailing boats to auxiliary catamarans, motorised catamarans, power monohulls, to the latest in

medium and large luxury sailing yachts from Beneteau, Bavaria, Jenneau and Catalina.

Boats are well-equipped with almost everything one could want, including sound systems, showers, pressurised water systems, all linen, kitchen gear, cleaning gear, spray jackets, snorkelling equipment, dinghy and outboard, charts, cruising guide, tide tables, binoculars, torch and first aid kit.

A \$500 deposit must be paid within 14 days of booking with the balance to be paid 60 days prior to charter. The wide range of vessels varies in price depending upon the season, from 'off season' to 'high season'. For example, you can rent a Catalina 28 for about \$355 per night in the low season (\$455 per night in the high season); a Beneteau 50 might be \$850–\$1,125. A Catalina 28 will be crowded with more than two people, but a Beneteau 50 can comfortably accommodate eight, so divided among several couples the cost of a bareboat holiday is not unduly expensive.

Cancellations made 61 days or more ahead attract a \$150 fee; if you cancel within 60 days you lose your dough, unless the company is able to rehire the yacht for that same period. Travel insurance to cover unforeseen cancellation is a good idea.

At the time of charter, the company will ask to take an imprint of your credit card as deposit against damage that you may incur. You may pay a \$150 fee to reduce your liability to \$350.

#### The tucker

Charter companies can provide all provisions, either through a pre-planned menu where all the thinking is done for you, or you can fill out a list of provisions that you



wish to have put aboard. The pre-planned provisioning comes in a number of styles, from 'partial standard' to 'full gourmet' ranging in price from about \$30 per person per day to \$46.

Full provisioning provides all meals and snacks; part provisioning eliminates one out of three dinners (for example, on a seven-day charter it provides four dinners, assuming you will have the others ashore at an island resort). You can also request to have the boat stocked with beer, wine and the like.

#### Level of experience

In today's modern fleet you may be taking charge of a vessel worth \$500,000 or more, and therefore someone in the crew needs to have a good solid grounding (a poor choice of words in this case!) in handling the type of

vessel being hired. Anchoring technique is probably the single most important skill in the Whitsundays, where yachts may encounter sharp gusts in anchorages ('bullets' resulting from brisk trade winds accelerating over the lofty hills surrounding the anchorage), and the rise and fall of the tide may exceed 4m, which can produce swift currents in narrow passages and various swirling effects in anchorages. If you're unsure of your ability to handle the yacht, a sailing guide can be provided until you find your sea legs.

#### Briefing

Getting away on a holiday inevitably involves a certain amount of stress – taking care of the myriad last-minute details at work or home, transport connections and such like. Consequently you usually arrive at your destination partially, if not completely, tuckered out.

SEAFORTH BEACH VISTA  
PHOTO:  
DAVID COLFELT

# NOW ONLINE!

## Notice of Race

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





TROPICAL WATERS SURROUNDING THE WHITSUNDAY ISLANDS ARE A VIBRANT BLUE GRADUATING TO SHADES OF EMERALD AROUND THE SHORELINES. VISIBILITY EXTENDS METRES DOWN. LANDFALL ON MANY OF THE ISLANDS STILL GIVES VISITORS THE FEELING OF BEING THE FIRST TO STEP ASHORE  
PHOTOS: DAVID COLFELT

Be prepared to then undergo a 2-3 hour briefing on the Whitsunday area, including marine park regulations, followed by a checkout on the yacht and its operation!

More facts will be thrown at you than you can possibly digest. Do as much study about the area as you can before you get there (read up on it in the cruising guide *100 Magic Miles*), and take a notebook to jot down reminders during the briefing. And be sure you remember where the vessel's operating manual is stowed; this covers almost everything from general operation of the motor and other systems aboard to radio procedures/frequencies.

### Cruising

The first entry in your logbook each day should be the time and range of the tide. Tide greatly influences sea conditions in the Whitsundays, and tidal current can considerably slow or speed your progress. It can make some narrow passages, such as Fitzalan (between Hamilton and Whitsunday islands) and Solway (between Whitsunday Island and Haslewood) extremely dangerous in some conditions.

Tide in the Whitsundays floods in from the south and ebbs back to the north. So when, for example, a brisk south-east trade wind is blowing, sea conditions during the flood tide will be much rougher as current and wind will vie with each other, making the waves stand up.

The most popular anchorages in the central Whitsundays are Cid Harbour (western side of Whitsunday Island) and Nara Inlet (southern side of Hook Island) because they offer excellent protection in winds from any direction. If the trade winds are piping in freshly, these anchorages will be full. Other very popular spots are the anchorages along the north-western and northern side of Hook Island (Stonehaven, Butterfly Bay, Maureen's Cove, Luncheon Bay) where there is some good coral viewing.

In the trade winds season (March-September) you should have protection from the south, so you need to choose anchorages on the leeward sides of the islands or peninsulas or along the mainland west from Airlie Beach. When the trade winds abate (mid to late September), it's possible to get into the south-exposed anchorages more often.

### Moorings

In recent years, Queensland Parks and Wildlife Service has installed approximately 80 public moorings in the central Whitsundays for reef appreciation (and to protect the coral from anchor damage). Public moorings have blue floats with a coloured band to indicate the size of vessel and wind conditions in which the mooring may be occupied. A mooring can relieve you of the burden of dropping and raising anchor, which in some anchorages is a particular boon (where coral on the bottom can potentially snag your anchor or where the water is particularly deep). It eliminates any possibility of dragging your anchor, so you have peace of mind when, in the middle of the night, the boat is being pushed around by 40-knot squalls. Public moorings have a two-hour limit until after 3pm, after which you may occupy one until 9am the following morning.

There are other moorings in some anchorages that are owned by (or their use dedicated to) specific charter boats. These have a white float and other identification indicating who the rightful user is. If one of these moorings is unattended, go ahead and pick it up; but be prepared to relinquish it when the owner comes along. Never go ashore leaving your yacht unattended on one of these.

### Itinerary

Don't try to jam too much into the allotted time. It can be fun to have a mix of remote island anchorages with the odd night on a mooring at a resort, where you can go ashore and have a shower or a meal or even a massage (at Daydream's Rejuvenation Spa), or indulge yourself with a night at the luxurious Hayman Island or at Pepper's Palm Bay.

Moorings have made a number of small islands available as delightfully lonely overnight anchorages (such as Dumbell Island or Esk Island (east of Hill Inlet, Whitsunday Island). Chalkie's (Haslewood Island opposite Whitehaven) is a beautiful beach and a good alternative to Whitehaven, which can be roly in south-easterlies at night. Or you can head south to escape the madding crowds, to Neck Bay at Shaw Island, or to Thomas Island.

Wherever you go, the Whitsundays will reward you with a memorable adventure. ■

# NOW ONLINE!

## Notice of Race

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





# BRISBANE GLADSTONE RECORD FALLS



Fresh to strong south-easterly tradewinds set the stage for another record-breaking Downtown Duty Free Brisbane Gladstone race over Easter, writes Ian Grant

SKANDIA IN THE LIGHT STUFF AND (RIGHT) LINE HONOURS WINNING SKIPPERS GRANT WHARINGTON AND MARTYN RILEY CELEBRATE PHOTOS: MURRAY WARE

Sydney yachtsman Sean Langman lost the record, but he and his crew of the 66-footer *AAPT* achieved a brilliant IRC handicap win in the Downtown Duty Free Brisbane Gladstone race.

A new race record was set by the 98-foot *Skandia* (Grant Wharington, Mornington YC, Victoria), line honours winner of the 2003 Rolex Sydney Hobart Yacht race. But *Skandia* only narrowly maintained its now 25-race string of line honours victories taking second on corrected time to *AAPT*. Third was Queensland Mumm 36, *Corum*, skippered by Bill Wild.

The Queensland Cruising Yacht Club event again attracted a good fleet of monohulls plus multihulls, which raced as a separate entity. The leading multihull, Martin Riley's 18m catamaran *Raw Nerve* actually beat

*Skandia* and *AAPT* to the finish line with an elapsed time of 18 hours 55 minutes 09 seconds. This cut 90 minutes off the open record.

*Skandia* took 20 hours 36 minutes 48 seconds, but she was only 11 minutes 58 seconds ahead of *AAPT*, which took the lead midway through the race which started from Moreton Bay on Good Friday.

To finish so close to a super maxi and win IRC on corrected time and the prestigious Courier Mail Cup was a mammoth effort. Now Langman is considering building another bigger, faster and even more radical ocean racer.

*Skandia* led the early stages, but off Indian Head *AAPT* loomed up and, peeling to a smaller 1.5oz spinnaker in the building breeze, pulled away as the bigger boat was forced to go to a jib top. At one stage *AAPT* was five miles ahead, hitting 28 knots. However, once the leaders were clear of Breaksea Spit, *Skandia* was able to free up and by Lady Elliott Island had closed the gap to a couple of miles and was getting closer. This was the first race record broken by *Skandia*, but it was also the first time she had enjoyed consistent trade-winds spinnaker sailing.

Third monohull to finish was Matt Allen's Farr 52, *Ichi Ban*, which won the small IMS Division on corrected time and took third in the PHRF Division, and seventh in IRC. After *AAPT* and *Skandia*, the next four places on corrected time went to small boats, with *Corum*, third and another Mumm 30, *Tow Truck*, skippered by Anthony Paterson from Lake Macquarie, fourth. Then came the veteran *Wistari* (Scott Patrick) from Brisbane and *Belle* (Simon Steenland) also from Brisbane.

Pittwater yachtsman Geoff Smith, skippering the modified Adams 13, *Kickatinalong*, won the PHRF Division from Ray Smith, sailing the Brisbane boat, *In Sight of Fraser*. *Ichi Ban* took third place. *Kickatinalong* also won the Veteran Division of the Gladstone Race. ■

## RESULTS

### IRC Division:

1. *AAPT*, Open 66 (Sean Langman, SASC)
2. *Skandia*, Wild Thing 98 (Grant Wharington, Mornington YC)
3. *Corum*, Mumm 36 (Bill Wild, RQYS)

### IMS Division:

1. *Ichi Ban*, Farr 52 (Matt Allen, CYCA)
2. *Sweethart*, Jutson 40 (Tony Love, QCYC)
3. *Moonshine*, Farr 1104 (Marc Stuart, QCYC)

### PHRF Division:

1. *Kickatinalong*, Adams 13 (Geoff Smith, Royal Motor YC)
2. *In Sight of Fraser*, Inglis (Ray Smith, Hervey Bay Boat Club)
3. *Ichi Ban*, Farr 52 (Matt Allen, CYCA)

### Veteran Division:

1. *Kickatinalong*, Adams 13 (Geoff Smith, Royal Motor YC)
2. *Wistari*, Patrick 30 (Scott Patrick, QCYC)
3. *Sassy Spirit of Sandgate*, Walker (Phillip Lazzarini, QCYC)





# FARR STARS

With the Rolex Farr 40 One Design World Championship to be held in Sydney in 2005, interest is hotting up in this prestigious owner/driver class. Sam Crichton reports

Melbourne merchant banker John Calvert-Jones was one of the first Australians to buy a Farr 40 One Design boat in which the rules require that the owner steer the boat in all class races. He has also been one of the most successful, winning a world championship in the stronghold of the class, the US, and now the Australian nationals.

Calvert-Jones is a skilled helmsman in his own right, but the class rules allow a professional sailor to fill the role of tactician, so since Calvert-Jones has been involved in Farr 40s, Grant Simmer has called the shots. Simmer took a break from his role as sailing director of the America's Cup Alinghi syndicate in Switzerland to again join Calvert-Jones aboard *Southern Star II* in winning the 2004 Rosemount Farr 40 Australian National title.

*Southern Star II* notched up three wins in the nine race regatta to finish with 24 points, seven points clear of *Corinthian Doors*, helmed by Richard Perini from the CYCA, on 31 points. *Corinthian Doors'* tactician was Stu Bannatyne.

In the nationals, despite also scoring three wins, *Corinthian Doors* could not match the consistency of *Southern Star II*, its worse placings being two fifths. Third place on 42 points went to another CYCA boat, *Team Shockwave*, helmed by Neville Crichton, owner/skipper of the super maxi yacht *Alfa Romeo*, with Michael Coxon calling the shots. Just one point back was *Weapon*, skippered by Robert Skinner, also representing the CYCA; Skinner's tactician was Rob Brown.

*Corinthian Doors'* second in the nationals was, however, sufficient to give Richard Perini's crew the Australian Circuit pointscore from *Emotional Hooligan* (Marcus Blackmore). *Weapon* (Robert Skinner) took third place.

The Australian Farr 40 Association is already drawing

up a program of regattas leading up to the 2005 Worlds in Sydney, 1-4 March, to be conducted by the CYCA. This program includes the Rolex Trophy in December and the 2005 Australian Championship – also to be conducted by the CYCA as a final lead-up to the Worlds in which up to a dozen overseas boats are expected to compete.

The Australian Nationals regatta was sailed in generally light to moderate east-north-easterly breezes with plenty of shifts that produced intense tactical racing among the closely matched one-design fleet.

John Calvert-Jones (*Southern Star II*) set the pace with two firsts and a third on the opening day and maintained his consistency on day two with a 1, 2, 4, 5 score to be four points clear of Richard Perini (*Corinthian Doors*).

The final day, sailed in a 10-knot easterly, was a great one for Lang Walker at the helm of *Kokomo*, with two bullets after disappointing results earlier in the regatta. *Southern Star II* clinched the National championship with fifth and a second, with *Corinthian Doors* unable to reduce the margin with a seventh and a third. Neville Crichton (*Team Shockwave*) lifted a place to third to take third overall with a fourth and a fifth.

As winner of the Rosemount National Championship, John Calvert-Jones took home his weight in one of Australia's finest wines from Rosemount. ■

PHOTO:  
CROSBIE LORIMER

## RESULTS

1. *Southern Star II* (John Calvert-Jones, RPAYC) 1-1-3-1-2-4-5-5-2, 24 points
2. *Corinthian Doors* (Richard Perini, RSYS) 3-5-1-4-6-1-1-7-3, 31 points
3. *Team Shockwave* (Neville Crichton, CYCA) 10-3-2-8-1-3-6-4-5, 42 points
4. *Weapon* (Robert Skinner, CYCA) 2-7-6-2-5-2-7-8-4, 43 points
5. *Kokomo* (Lang Walker, CYCA) 9-9-5-5-9-5-4-1-1, 48 points

# MILES AHEAD IN SYDNEY 38s

A record fleet of Sydney 38 One Design class yachts raced their 2004 Australian Championships as part of the Joico Regatta off Sydney's Palm Beach. Report from Rob Mundle



THE START OF WHAT WAS TO BE A HARD-FOUGHT SERIES  
PHOTOS: IAN MAINSBRIDGE

Cameron Miles, a former world champion in the International Etchells class, again showed his regatta racing skills with a hard-fought victory in the 2004 Sydney 38 One Design Australian Championships. Although he had the advantage of sailing on his home waters on the Palm Beach Circle, Miles steered *Rush* with great skill and did not need to start in the last event of the 11-race series.

The fleet of 26 was the largest ever for the Australian designed and built Sydney 38 One Design class, with the regatta attracting some of the nation's most talented sailors, including former champion Lou Abrahams from Melbourne's Sandringham Yacht Club. The Royal Prince Alfred Yacht Club conducted the championship as part of the Joico Regatta, its members entering a dozen boats, the remainder coming from the Cruising Yacht Club of Australia, Middle Harbour Yacht Club and Sandringham Yacht Club.

Class newcomer and CYCA member, Leon Christianakis set the pace right from the start, steering *Cydon* to four wins in the first five races. Although he had lived in Australia for little more than a month, he had put

together a top class local crew to complement his own skills as a helmsman. The nucleus of the crew comprised members of Sydney's famous Wilmot sailing family, with Bobbie Wilmot as tactician, brother Jamie on mainsheet and Jamie's son, Jeremy, as for'ard hand.

After five races, *Cydon* led the series with 13 points, with the consistent *Rush* on 17 points. There was then a big gap with another local boat, *London Tavern* (John Lambeth) on 28 points. *Another Challenge* (Lou Abrahams) won race four but, because of a couple of mid-fleet results earlier, had 38 points on the board.

The 76-year-old Abrahams and his helmsman Carl Schmidt showed their offshore racing skills to win this medium distance race, gybing the spinnaker and sailing into stronger wind and less current close to the shore on the run back from Terrigal to Palm Beach.

*Cydon's* crew elected not to gybe their kite and finished ninth.

The real crunch for *Cydon*, however, came when the boat's steering failed in race six. "A shackle broke and we went out of control just after we tacked," owner/skipper Leon Christianakis explained. "Fortunately, the crew on

*Cinquante* saw we were in trouble and crash tacked to miss us, by a very small margin.”

With a 4, 1, 3 score on the day, *Rush* gave co-owners Cameron Miles and Steve Robson the series lead on 21 points. *Another Challenge* had a 13, 2, 1 result to be second on 41 points, *Cydon* then third on 47.

*Cydon* never regained her top form after repairing the steering, while *Rush* and *Another Challenge* continued to sail consistently, although weather conditions were atrocious on the second last day. The easterly breeze ranged from 8 to 18 knots, rain teemed and the sea was confused, made worse by the fast flowing ebb tide from the Hawkesbury River and Pittwater.

Miles said he had never sailed in more testing conditions, coming ashore after a fourth and a ninth. “The rain was one thing, but I’ve never sailed in a worse sea. It was short, steep and nasty. You never felt confident that you had the boat going fast.”

*Another Challenge* won the first race that day, but was back in 11th for the second, leaving *Rush* at the top of the leader board. While Miles and Robson went into the final day well clear on points, the defending national champions were not assured of victory, with sailing legend Abrahams with *Another Challenge* and Leon Christianakis with *Cydon*, both having a remote chance.

But the local sailors put the outcome beyond doubt by sailing *Rush* to first place, in the first of two races on the final day, by the biggest winning margin of the series. They elected not to start in the final race, finishing with 35 points after the one discard.

*Another Challenge* took second place overall with 40 points, *Cydon* was third on 58 on a countback with Justin Lambeth’s *London Tavern*.

Last race winner, *Acuity*, skippered by another RPYC member, Tony Walls, placed fifth on 76 points, sixth going to the CYCA entrant, Team Lexus (Henry/Mayo/Miller) on 87 points. ■



#### FINAL LEADING PLACINGS:

1. *Rush* (Steve Robson/Cameron Miles, RPYC) 2-6-2-3-4-1-3-4-9-1-DNS, 35 points
2. *Another Challenge* (Lou Abrahams, SYC) 11-7-6-1-13-2-1-1-11-8-8, 40 points
3. *Cydon* (Leon Christianakis, CYCA) 1-1-1-9-1-DNF-6-9-12-12-6, 58 points
4. *London Tavern* (John Lambeth, RPYC) 3-10-7-5-3-BFD-2-5-10-9-4, 58 points
5. *Acuity* (Tony Walls, RPYC) 4-12-22-16-14-7-12-2-4-4-1, 76 points
6. *Team Lexus* (Henry/Mayo/Miller, CYCA) 26-8-15-11-5-13-7-6-6-6-10, 87 points

TOP: IN TOO CLOSE  
QUARTERS  
BELOW: ROUNDING  
THE MARK



# NEVER TOO LATE TO WIN

Veteran Middle Harbour yachtsman John Walker scored an historic win in the 2004 FKP Sydney Mooloolaba Race. Report by the CYCA's Lisa Ratcliff and Jane Bunce of the *Sunshine Coast Daily*

“His wife wants him to retire from ocean racing, but 81-year-old John Walker says he still has a way to go to become a ‘top yachtsman’ ”

John Walker’s wife wants him to retire from ocean racing; he says he still has a way to go to become a “top yachtsman” – at 81 years old. The request was repeated again following Walker’s IMS and IRC Overall double handicap win in the FKP Sydney Mooloolaba race with his 23-year-old, self-built Doug Peterson-designed 34-footer *Impeccable*.

A 20-time Sydney Hobart and Sydney Mooloolaba race veteran and two-time CYCA Ocean Racing Veteran of the Year, Walker only began ocean racing at 60, “when most people give it up”.

“Somebody invited me on a yacht and I liked it. From that I chartered a little boat a couple of times, but it wasn’t available when I wanted it, so I built my first yacht,” Walker said, following his remarkable double victory. But this was a win for which he and his crew had prepared well.

#### It’s all in the preparation

The forecast for this year’s April event was for a light nor’easter from the start to be replaced further up the coast by a southerly change. Walker knew this would suit the smaller, heavier boats.

“We had our light patches, just like everybody else, but they didn’t last long. We just picked up the lifts and the currents and sailed the boat well. This result is not my doing or the boat’s doing; it is because of my crew. They put a lot of effort into it and they deserve the glory of being on the winning boat,” he said.

Walker was born in Czechoslovakia and migrated to Australia in 1949. He still runs a timber business in Sydney. He has no qualms about sailing offshore even in the rough waters of the Bass Strait.

“I spent three-and-a-half years in concentration camps in Europe – nothing would scare me,” he says. “I believe those of us who survived there became stronger mentally. Anything that comes after is a piece of cake.”

Walker is the epitome of the type of skipper the CYCA would like to see on the start line on Boxing Day this year to celebrate the Club’s 60th anniversary Rolex Sydney Hobart Yacht Race.

CYCA Sailing Committee Chairman Roger Hickman says, “John illustrates the depth we have in Australian sailing. He is a well-respected yachtsman, and he and his boat have the longevity and the history that will be celebrated during the 60th year of our flagship event.”

PHOTO: IAN MAINSBRIDGE

OCEAN RACES



TOP LEFT: WADADLI TOP RIGHT: UCANTTAKEITWITHU  
BOTTOM: BRINDABELLA AND SKANDIA  
PHOTOS: IMAGE PROFESSIONAL PHOTOGRAPHY

TOP MIDDLE: JOHN WALKER  
PHOTO: PETER CAMPBELL

Line honours in the FKP Sydney Mooloolaba race, the closing race of the CYCA's summer offshore program, eventually went to Grant Wharington's *Skandia*, his 24th consecutive line honours win since the 98-foot super maxi was launched last year, with an elapsed time of 2 days 18 hours 40 minutes and 40 seconds.

But victory for the largest boat in the 40-strong fleet wasn't always certain with *Skandia* and just about every other boat over 60 feet caught offshore in a windless hole on day two while, closer inshore, the southerly whipped up the coast carrying the remainder of the fleet with it. Just eight hours from the finish line off Alexandra Headland at Mooloolaba, *Skandia* finally passed Matt Allen's 52-footer *Ichi Ban*, which led the fleet for 15 hours before finishing second over the line ahead of Sean Langman's *AAPT*. Fourth to finish was the Volvo 60, *Indec Merit*, skippered by former owner Ian Treleven, which also led at one stage.

On IMS Overall handicap, *Impeccable* placed first ahead of the Beneteau 47.7, *Antipodes Australia* (Greg Newton) and the Sydney 38, *Team Lexus* (Rupert Henry).

On IRC Overall handicap, *Impeccable* beat the Bavaria 38, *Game Set* (Tony Kirby) and last year's Overall winner, Anthony Paterson's Lake Macquarie Mumm 30, *Tow Truck*.

In the PHS divisional results, another 1980-built boat, Geoff Smith's Adams 13, *Kickatinalong*, pipped the similar vintage boat *Witchdoctor* (The Rum Consortium), a legend in Australian offshore racing, and Michael Belakhov's Sydney 36, *Sea Change*.

*Kickatinalong* is having its best ever racing season, placing second in the PHS Division of the 2003 Rolex Sydney Hobart Yacht Race and winning the PHS division of both the FKP Sydney Mooloolaba race and the following Brisbane Gladstone race.

#### Brindabella's cameo role

In the Sydney 38 division, Gordon Ketelbey's *Wadalli* beat the rest of the one-design field, relegating Steven Proud's *Swish* and Graham Gibson's *Hidden Agenda* to second and third places respectively.

Although it had to be retired because of time constraints, George Snow's Jutson 79 *Brindabella* celebrated the 10th anniversary of its record-breaking run for the 468 nautical mile course in 1994 by starting.

The FKP Sydney Mooloolaba Race marked the

finish of the CYCA's prestigious eight-race Bluewater Pointscore series, and a final strong performance delivered a top placing in the IMS Bluewater, IRC Cape Byron and PHS Tasman Pointscore Series to 69-year-old Howard de Torres and his IMX 40 *Nips 'n' Tux*.

"We set out to win the Bluewater Pointscore this year, dropping the Short Ocean Pointscore so we could concentrate on the major title, and we've done it," de Torres said after results were announced.

#### Successful comeback

It was a successful comeback for de Torres, who enjoyed early wins with *Nips 'n' Tux* in its first season over the summer of 1999-2000, but then had a quiet period before finishing third overall on IMS in the 2003 Rolex Sydney Hobart Yacht Race.

The 2003-2004 summer season is the last in which the CYCA's Bluewater Pointscore will be scored under IMS. From the start of the 2004-2005 ocean racing season, IRC will be the premier handicap category. ■

## RESULTS

IMS Overall: 1. *Impeccable*, Peterson 34 (John Walker, MHYC)  
2. *Antipodes Australia*, Beneteau First 47.7 (Greg Newton, RSYS)  
3. *Team Lexus*, Sydney 38 (Rupert Henry, CYCA)

IRC Overall: 1. *Impeccable*, Peterson 34 (John Walker, MHYC) 2. *Game Set*, Bavaria Match 38 (Tony Kirby, RPAYC) 3. *Tow Truck*, Mumm 30 (Anthony Paterson, LMYC)

IRC Division A: 1. *Quest*, Nelson/Marek 46 (Bob Steel, CYCA)  
2. *Austmark*, Lyons/Cawse 47 (Gunther Schmidt-Linder, MHYC)  
3. *Ichi Ban*, Farr 52 (Matt Allen, CYCA)

IRC Division B: 1. *Impeccable* 2. *Game Set* 3. *Tow Truck*

PHS Overall: 1. *Kickatinalong*, Adams 13 (Geoff Smith, RPAYC)  
2. *Witchdoctor*, Peterson 42 (Maurie Cameron, CYCA) 3. *Sea Change*, Sydney 36 (Michael Belakhov, CYCA)

Sydney 38s: 1. *Wadalli* (Gordon Ketelbey, CYCA) 2. *Swish* (Steve Proud, CYCA) 3. *Hidden Agenda* (Graham Gibson, CYCA)

Fastest Time: *Skandia*, IRC Maxi 98 (Grant Wharington, Mornington YC) 2 days 18 hours 14 minutes 40 seconds



# ETCHELLS MANIA

Mooloolaba will host the International Etchells 2004 World Championship in July to August, with many former world title winners expected in a fleet of up to 90 boats. Peter Campbell previews this great event on Queensland's Sunshine Coast

THE INTENSE COMPETITION OF THE ETCHELLS CLASS ATTRACTS THE WORLD'S TOP KEELBOAT HELMSMEN  
PHOTO: PETER DUNCAN

America's Cup duellists John Bertrand and Dennis Connor will be there at Mooloolaba, along with current world champion Ken Read and former champions Cameron Miles, Iain Murray and John Savage. Two other former world champions Vince Brun and David Curtis, may also be in the American contingent; Stuart Childerley from Great Britain may also be there.

Mooloolaba on Queensland's Sunshine Coast will be a magnificent setting for a remarkable gathering of champion sailors contesting the 2004 World Championship for the International Etchells one-design keelboat class.

The intense racing in this one-design, three-crew keelboat class has made it the club boat of champions, attracting America's Cup, Olympic and world champions from other classes when they are not competing at the highest international level.

Australians have an outstanding record, winning the world title eight times since 1975: Frank Tolhurst in 1977, John Savage in 1979 and again in 1988, Peter 'Pod' O'Donnell in 1980, Iain Murray in 1984, Colin Beashel in 1993 and 1995, and Cameron Miles in 1999 (also finishing third in 2003 to American Ken Read). Of these former champions, Savage, Murray and Miles are expected to race at Mooloolaba. Beashel will be in Athens, contesting his sixth Olympic Games in the Star class.

## ETCHELLS SCHEDULE

11-14 June: Australian Winter Championship  
10-11 July: Pre-Worlds Regatta # 1  
17-18 July: Pre-Worlds Regatta # 2  
24-25 July: Pre-Worlds Regatta # 3  
28 July-8 August: Etchells World Championship

Mooloolaba Fleet, which is organising the Worlds with Mooloolaba Yacht Club, predicts between 85 and 90 boats for the regatta with many arriving in time for the pre-Worlds competition.

Dennis Connor, who won the Etchells Worlds in 1994, is heavily committed to winning and will be in Mooloolaba in June. John Bertrand, who skippered Australia II to her historic America's Cup win against Conner, has a similar dedication and won the NSW title from a fleet of 45 in February.

Each of the Australian fleets has a limited number of berths in the Worlds. Sydney has eight positions (although this number may increase), with former NSW champions Michael Coxon and Neville Wittey in the initial line-up. From Pittwater will be Cameron Miles, Iain Murray and Rob Brown; Peter McNeill from Lake Macquarie, from Melbourne, Bertrand, Noel Drennan and John Savage; from Adelaide, Chris Pratt, to name but a few.

New Zealand is sending a 14-crew contingent headed by America's Cup helmsman Dean Barker. ■

## BERTRAND'S NZ WIN

John Bertrand won the New Zealand Etchells championship as he and his crew prepare for the World Championship in Mooloolaba. Bertrand had three wins in the seven race series, to beat New Zealander Cameron Appleton and Grant Turnbull with his former America's Cup rival, Dennis Conner, taking fourth place. Another Australian, Mark Bradford, placed fifth, while Noel Drennan was ninth in the 19-boat fleet.



# YOUNG AUSSIES AT THE HELM

James Spithill and Michael Dunstan are emerging as likely helmsmen for the next America's Cup series in 2007. Neil Smith and Peter Campbell report



THE BIG PRIZE, THE AMERICA'S CUP

America's Cup 2007 action is already well under way in Valencia, Spain, with the host city preparing for two match and fleet racing regattas for International America's Cup Class yachts in October this year, following a similar regatta at Marseilles, France, in September.

Australia's OzBoyz Challenge in Europe this year is skippered by 22-year-old Michael Dunstan, a graduate of the Royal Sydney Yacht Squadron youth training program. The team also includes another up-and-coming champion, Cruising Yacht Club of Australia's Youth Sailing Academy member Seve Jarvin.

Meanwhile, experienced America's Cup campaigner James Spithill has joined the Luna Rossa Prada syndicate in Italy and is considered a strong prospect to helm their challenger in Valencia. Spithill, from Sydney, two West Aussies, Ben Durham and Andy Fethers, and Queenslander Joe Newton left Australia in mid-April to join the Luna Rossa Prada syndicate and start training.

Durham said Francesco de Angelis, who helmed the original Prada in Auckland, would remain in the syndicate, and is the team chairman. However, he said the team included a number of highly regarded helmsman, and Spithill was in with a strong chance.

Durham, 27, a member of Royal Freshwater Bay Yacht Club and Fethers, 26, from Royal Perth, have committed to the front-running Italian syndicate for more than three years in its challenge against the Cup defenders, the Swiss Alinghi syndicate. (Another Australian, Grant Simmer, is the managing director of the Alinghi syndicate.)

Despite their youth, the Claremont sailors are already veterans of international match racing competitions and have had two America's Cup challenge experiences.

Spithill, as skipper, and Newton finished second overall last year in the World titles and also the Swedish Match series, winning four of the 10 Swedish Match regattas.

The Luna Rossa Prada challenge syndicate was the dominant challenger in the 2000 America's Cup and in 2003 was the main rival for Cup victors, Alinghi.

The Claremont sailors began their sailing careers while still at school – Durham at Christ Church Grammar, and Fethers at Scotch – and at the time were intense rivals.

They linked up with Spithill – who represented NSW and was the star of the Lexcen Cup interstate match racing regatta in Perth – in the mid 90s, when he was still in his teens and at school. Newton later joined them and about six years ago they formed a cohesive four-man team for international match racing, competing each year in the Swedish Match series and other international regattas.

Their skills have developed to the point that they are now regarded as one of the top three teams in the world. And Spithill is a serious contender for the title of the world's top ranking match racing helmsman, a challenger to Kiwi Russell Coutts who guided Alinghi to victory over his countrymen in the last America's Cup challenge.

Durham's first taste of America's Cup competition was as a main trimmer in Syd Fischer's Young Australia challenge in 2000, in which Spithill made his debut as the youngest ever Cup helmsman. Fethers was the bowman. The Claremont duo and their two eastern states crewmates were also key members of the Seattle-based One World US challenge in Auckland in 2003 – a challenge orchestrated by Perth yachtsman, Peter Gilmour.

Despite the Ozboyz Challenge nominating a crew to race in Europe, no details have been released about financing an Australian America's Cup challenge, nor an Australian club named as a formal challenger.

Ozboyz skipper Michael Dunstan has twice won the Australian Match Racing Championship as well as winning the Australian Youth Match Racing Championship in 2001 and 2002. Away from match racing, Dunstan has been a principal helmsman of *Ragamuffin* in the last two Sydney Hobart races.

Other members of the OzBoyz team in Europe include Adam Garnaut (WA), Nick Partridge (Vic), and Paul McKenzie (Vic).

The team will compete throughout Europe as well as in the international Swedish Match series. ■



## RACE OF CHAMPIONS

*Ichi Ban* continued her run of successes by winning the Joico Australian Offshore Championship sailed off Sydney's Palm Beach in March. Rob Mundle reports

*Ichi Ban* is Japanese for 'number one' and Matt Allen's Farr 52 has certainly been that in most of the events it has contested so far in 2004. Allen and his crew, led by fellow CYCA director Roger Hickman, sailed the powerful boat to successive International Rating Club (IRC) regatta victories in the Boags Sailing South Race Week in Hobart, the Skandia Geelong Race Week in January, and in the Joico Australian IRC Offshore Championship off Sydney's Palm Beach in March.

The gold-hulled sloop has been one of the most actively raced yachts in Australia since Allen imported her from Malaysia about 18 months ago. In 2003 she contested the Hogs Breath Race Week and the Hahn Premium Race Week in the Whitsundays, the Rolex Trophy Series in Sydney – winning the IRC Division – and then the Rolex Sydney Hobart Yacht race, winning IRC Division A.

### A hard won fight

In the autumn classics, *Ichi Ban* took second place across the line to *Skandia* in the FKP Sydney Mooloolaba race and won the IMS division of the Brisbane Gladstone Race. Another season of regattas and long ocean races is planned to start later in the year.

Not content with offshore racing, Allen has also bought a Farr 40 One Design yacht, his sights set on the 2005 Rolex Farr 40 World Championship to be conducted by the CYCA. In the Australian Offshore

Championship, *Ichi Ban* had to fight hard against strong competition, with a line-up that included defending champion *Quest*, Bob Steel's Nelson/Marek 46 and the 2003 Rolex Sydney Hobart race overall IMS and IRC winner, the Beneteau 40.7 *First National Real Estate* now racing as *Mr Beaks Ribs*.

*Ichi Ban* began the nine race series with two wins, a second and a third on corrected time, but slumped badly to place ninth in race 5, a long distance offshore event. With *Ichi Ban* unable to discard this poor result, the pointscore opened up to some tight racing in difficult conditions over the final four races.

*Quest*, which won the 50-miler, and Kevin Wood's Beneteau 40.7 *Ticket of Leave*, moved to equal first place on 13 points each, while *Ichi Ban* dropped to equal third with the new Bavaria Match 38, *Game Set*, skippered by Tony Kirby, which had placed second in the long race.

*Quest* won the next race, a short windward/leeward course, to give her a clear lead overall but *Ichi Ban* fought back with a second in race six. In the second windward/leeward race that day, *Game Set* scored an impressive win from *Mr Beaks Ribs*, steered by Michael Spies, with *Ichi Ban* third and *Quest* slipping back to eighth.

Although a forecast gale did not eventuate, on the second last day of the regatta the fleet out on the Palm Beach Circle (IRC and PHS racers, Sydney 38s, Farr 40s and others) faced a widely fluctuating easterly wind that ranged from eight to 18 knots, constant rain and a



confused sea made worse by the fast flowing ebb tide from Pittwater and the Hawkesbury River.

With two races to sail on the final day, only five points separated *Game Set*, *Ichi Ban*, *Quest* and *Ticket of Leave*, in that order.

### It's all in the waiting

It was almost an anti-climax. For three hours competitors waited as rain descended and the wind remained conspicuous by its absence. Eventually, the breeze settled into the south-east at 10–15 knots, with *Ichi Ban* leaving no doubt that she deserved the series by winning the final race. *Game Set*, the overnight leader on points, could manage only a seventh.

After one discard, *Ichi Ban* (Matt Allen) won with 21 points, the 2003 champion *Quest* (Bob Steel) placing second with 27 points and *Game Set* (Tony Kirby) hanging onto third place on 28 points after a countback from *Ticket of Leave* (Kevin Wood).

"What a relief," said Matt Allen back at the Royal Prince Alfred Yacht Club (RPAYC) "We thought we might have blown our chances when we did so badly in the long race, finishing ninth and being required to carry that place in the points tally. But today the crew responded to the pressure and we've come up a winner."

Insufficient interest resulted in there being no IMS Division in the Australian Offshore Championships, with the PHS Division going to Peter Hayes *High*

*Anxiety*, representing the host club, from Victorian entry *Veloce* (Phil Simonfondorfer) and *Gusto* (Colin Wells).

Conducted efficiently by the RPAYC, the Joico Regatta attracted more than 60 yachts, including the Sydney 38 One Design Championship, but a disappointment was the non-appearance of Admiral's Cup winning *Wild Oats*, Bob Oatley's radical 60-footer.

Oatley has sold *Wild Oats* to John David, and the boat was undertaking modifications to the hull before a handover at Hamilton Island in August when David and son Stephen plan to rename the boat *Joe*.

The modifications are being analysed for inclusion in the design of Oatley's new canting ballast/twin foil (CBTF) 66-footer, currently under construction at John McConaghy's facility at Newport.

Also designed by Reichel/Pugh, the new boat is due to be shipped to the Mediterranean in July for a series of major international regattas. ■

THE JOICO IRC OFFSHORE CHAMPIONSHIP REGATTA WAS KEENLY CONTESTED BY MORE THAN 60 BOATS  
PHOTOS: IAN MAINSBRIDGE

### FINAL PLACINGS

1. *Ichi Ban*, Farr 52 (Matt Allen, CYCA) 1-1-2-3-9-2-3-2-1, 21 points
2. *Quest*, Nelson/Marek 46 (Bob Steel, CYCA) 4-4-8-4-1-1-8-3-2, 27 points
3. *Game Set*, Bavaria Match 38 (Tony Kirby, RPAYC) 7-2-5-5-2-2-1-4-7, 28 points
4. *Ticket of Leave*, Beneteau 40.7 (Kevin Wood, SYC) OCS-3-4-2-4-4-4-1-5, 28 points
5. *Le Billet*, Beneteau 40.7 (Bill Ebsary, RPAYC) 8-5-6-1-6-4-5-5-4, 36 points

# SOMETHING ABOUT A SAILOR!

A lively exhibition at the National Maritime Museum throws the spotlight on the humble sailor suit and its enduring theme in fashion and artistic culture over the centuries. Peter Campbell reports



'Sailor Style – art fashion film', the Australian National Maritime Museum's latest exhibition at Sydney's Darling Harbour shows how the sailor's uniform originated, how girls took it over and how it became a star of stage and screen.

The fascinating exhibition of film clips, century-old uniforms, film costumes, photographs and paintings and posters traces the origins of the sailor's uniform at sea to the heights of fashion on the catwalks of Paris and New York.

## Uniform glory

According to the *Oxford Companion to Ships and Sea*, the earliest reference to any sort of uniform dress for seamen appears to date from a few years after the Roman invasion of Britain (55 BC) with an order that the sails of longboats in the Roman fleet were to be dyed blue to match the colour of the sea. Their crews were also ordered to wear clothing of the same colour to lessen the chance of the boats being seen by the enemy. Two thousand years later, the prevailing colour of all sea uniforms is still blue.

Full uniforms were not introduced into navies until about the mid-18th century for officers and the mid-19th century for ratings.

Looking back, the exhibition shows that the 18th century sailors were outfitted in 'slops' – working garments for messy tasks at sea. The exhibition includes a pair of these rudimentary 'sailor-style' striped tiffin' trousers that have survived 200 years.

The splendid costume that Russell Crowe wore as Captain Jack Aubrey in the blockbuster *Master and Commander – the Far Side of the World* is on show, along with the ship's carpenter costume from the same movie, which was set circa 1805. With its striped knitted shirt, this costume was to become the classic 'sailor suit' and was the precursor of the striped jumpers later to become a signature Coco Chanel design.

More historically significant, and a focal point of the exhibition, is the admiral's uniform belonging to Baron Henri de Saules de Freycinet (1777–1840), located by Museum curator Rosie Nice, fading away in a trunk owned by the Freycinet family in rural France.

There were two famous de Freycinets – Henri and Louis – both were ensigns on Nicholas Baudin's 1800–1804 exploration of the Australian coast.

The Royal Navy ordinary sailor's uniform (along with European navies) was finally established in 1897. A silver gelatine photograph in the exhibition shows not only the bell-bottom trousers and jauntily angled hat, but the confidence of a young man who was going places.

## Sailor haute couture

Most obviously, sailor style has influenced the way we dress. What is not so well known is that this first happened in children's clothing. According to Nice, in 1846 Queen Victoria, as a surprise for her beloved consort, had a sailor's suit specially made for the then four-year-old Prince of Wales. This is part of the

DONALD DUCK IN HIS SAILOR SUIT; 'LIZZIE' BY RAPHAEL KIRCHNER CIRCA 1910; U.S.A FLEET SOUVENIR COVER, 1925; PETER O'SULLIVAN DESIGNS, 1936. PHOTOS: COURTESY OF THE AUSTRALIAN NATIONAL MARITIME MUSEUM



exhibition at the National Maritime Museum, as is a reproduction of a painting of the young prince that hangs on the wall of Her Majesty Queen Elizabeth II's sitting room at Windsor Castle.

This portrait of the Prince of Wales made sailor's suits all the rage in the 1840s. Soon almost every child was wearing a middie suit, Jack Tar suit, a reefer jacket or man-of-war suit and these are still popular styles in children's wear.

Inevitably, sailor fashion extended to dolls, toys and books, including Popeye dolls and Donald Duck toys. Grown-up girls and boys also liked to dress in sailor style sometimes, with the main players in the adult fashion game being Chanel and Jean Paul Gaultier.

For yacht club flag officers throughout the world, the black reefer jacket, with club insignia buttons and gold embellished pockets, is formal club dress, while most yachties (and many landlubbers) own a simpler reefer jacket as part of their wardrobe.

Chanel was one of the first to bring wide-legged pants and striped sweaters to the catwalk. Paris garments loaned from Conservatoire Chanel, courturier Coco Chanel's Paris archive, for the 'Sailor Style' exhibition include a 1950's pair of sailor-style pants from Coco Chanel's own wardrobe.

There are also examples of contemporary fashion giant Jean Paul Gaultier's signature creations – including a striped dress, a Junior Gaultier denim jacket and his Le Male fragrance, which is marketed in a striped bottle sculpted to resemble a sailor's torso.

Garments on display represent Australian designers Easton Pearson and Purl Harbour, and there is a nautical fabric especially designed for 'Sailor Style' by Sara Thorn.

Photographs and paintings record Australian sailors in the uniform of the Royal Australian Navy, including Max Dupain's 'Sailors on leave, Argyle Cut, Sydney' (about 1940) showing sailors walking back to their ship through The Rocks after a night on the town.

#### From sea to cinema

The sailor's uniform has been the subject of saucy and serious interpretation in art and entertainment. The exhibition has loads of luscious images – among them Pierre & Gilles hand-painted photographs, stills from the quintessential sailors' movies like *Anchors Aweigh*, and a portrait of actress Greta Garbo looking sultry in a cap.

"Britannia once ruled the waves, but inevitably Hollywood appropriated our leading man," says curator Rosie Nice. "We searched archives for new and exciting ways to depict the sailor – from 'Sailor Moon' animation to Fred and Ginger gliding across the deck in *Follow the Fleet*; from *HMS Pinafore* to Kylie Minogue's 'Love Boat'. There were many detours on the way from rural France to Darling Harbour – from de Freycinet to Russell Crowe. In the end, there just seems to be 'something about a sailor,'" she says. ■

\* 'Sailor Style – art fashion film' exhibition, Australian National Maritime Museum, Darling Harbour, Sydney, 3 June–24 October.

# PERSONALITY PROFILING

## DO YOU FIT THE BILL?



Prominent owner/skippers shed light on crew selection, as yachting guru Bruce Morrow continues to delve into yachting recruitment in the conclusion of our two-part series

In the April/May issue of *Offshore Yachting*, we covered general considerations with respect to crew selection. In the concluding part of our series, we go straight to the horse's mouth (so to speak!) to uncover the deciding recruitment factors for yacht owners.

#### What is the primary consideration in crew selection?

**Matt Allen:** "We look for people who want to join a team. The teamwork element is so important, especially in the ocean races when there are a variety of people who are prepared to go. The biggest thing for us when you are bringing a new person on is to get someone who fits in with the rest of the team. Obviously they have to contribute with good trimming or good steering skills, but it is really about the teamwork element."

**David Pescud:** "At an initial stage, this is a business thing. In business, I have always hired attitude not skills. So the first thing that I look for is attitude. We focus on the three Cs: concentration, communication and commitment."

**George Snow:** "Occasionally it gets a bit tough out there, and we have all been afraid and then anxious about that, but we all get through it. I think that it is the ability to get through it together and share the experience that makes the difference. So I look for people who have that same attitude, a sense of adventure; they look after the other guys, they are concerned about the other crewmen, physically and emotionally."

#### What is the primary reason for crew being rejected?

**Martin James:** "Anybody for whom the word 'I' is more important than the word 'we'; anybody who is focused on personal outcomes rather than team outcomes. Anybody who is loud about their sailing won't get a start. They have to settle in and then see how it goes, particularly when they are new to the crew. Anybody who starts shouting and screaming will not be back a second time."

"At the end of the day, the entire crew ultimately is putting their lives in the hands of others, and certainly if I get to a point where I feel that I cannot rely on somebody or that the core part of the crew are having difficulty accepting that person is going to do the right thing in an emergency situation, or cannot be relied on in an emergency situation, they will have to go."

#### What are the ideal characteristics for key positions?

**Grant Wharington:** "We do not make a crew selection based on position. We make crew selection based on compatibility and multi-skilling."

"I don't want anyone in the hatch who has not done the bow, and I do not want anyone on the bow who has not trimmed."

"I want the bowman to be able to steer the boat. I want the mainsheet hand to be able to look at a chart and tell me exactly where we are within five seconds. Usually for a race we have specific people doing specific jobs because that is their forte. Unless everybody can do all jobs, to me, they are not rounded sailors."



**George Snow:** “You can just see it in the people – the way they talk to others. They treat them respectfully, they do not yell and shout. The really good people who fit in are not yellers and shouters.”

#### THE PANEL'S CONSENSUS

##### Forward Hands

The general consensus from the panel for a good forward hand is someone who is cool under pressure, agile, courageous, able to resolve problems quickly, able to recognise and action priorities, a good planner and implementer, someone who is able to lead a team and work autonomously.

**George Snow:** “When you see a good man you can see him at it. He is quiet. He is strong. He is just going about his craft. He knows what to do. He knows how to get people up to help him. He just absolutely has to know his craft, and he cannot be up there in the dark of night trying to put a light up the mast. He has to know his halyards. He has got to know his strings. A good man has to know how all that works and all the manoeuvres. He has to know how to hook it all up, and he has to know which groove he is in at any one time.”

##### Mid-yacht Team

Management and communications skills are highly important for people in the middle, as is good house-keeping both above and below decks. These crewmembers need to be generalists and experienced. They have to know

the correct tension on halyards and other lines. The role requires people who are organised and able to work under stress. They need to manage the precise relaying of information and ensure that appropriate actions are taken in a timely manner. They need to have a strong sense of what is happening in all sections of the boat and the needs of those with whom they work, and their priorities.

##### Trimmers

Trimmers have key roles in maintaining the speed and balance of the yacht. The characteristics that stand out for trimmers over and above pure technical skills are long attention spans, intense focus, agility, stamina, anticipation and clear, precise communication skills, an ability to know and create fast sail shapes and a desire to always improve.

##### Navigators

As one would expect, to be chosen as a navigator you will need to be highly skilled, accurate, precise, and clear in your communication of situations and the options available. Navigating requires constant focus, an ability to work long and irregular hours, not being prone to seasickness, and to have the ability to work with and guide the decision makers without the use of ‘a piece of two by four’. They need good IT and weather predicting skills. Navigators need to understand the difference between data and information. Tact and firmness are desirable attributes. A racing navigator has to be able to balance the competing needs of safety and the competitive environment of racing.

**LEFT TO RIGHT:**  
DAVID PESCU, MARTIN JAMES, MATT ALLEN AND WIFE LISA, GRANT WHARINGTON, GEORGE SNOW  
**PHOTOS:**  
DAVID MORROW



BRINDABELLA  
CREW ON  
MAINSAIL AT THE  
ROLEX SYDNEY  
HOBART YACHT  
RACE 2003  
PHOTO: FRANK  
GRUNDMAN

### Tactician

The tactician has a key role in bringing all the long-term and short-term information together and managing the decision-making process. Their ability to draw out valued contributions from various people and communicate clear goals, an understandable course of action and instructions is a key skill. As the saying goes, "experience and rat cunning will overcome youth and exuberance every time". A passion for peak performance and the ability to instil that in all the other crewmembers without becoming overbearing is a key attribute.

### Helmsmen

To be accepted as a helmsman requires experience, skill, focus and yet again good communication skills. Good helmsmen are generally quieter in their continuous communication with the trimmers, and precise and strong in their commands to all onboard during manoeuvres. Helmsmen need to be able rotate into other positions on the boat to deepen their understanding of the behaviour of the boat in the prevailing conditions.

### CREW SELECTION AND PERSONALITY

For a crew to be successful, there needs to be a blend of personality types, as different roles obviously require different strengths.

There are many psychological profiling approaches available to analyse the capabilities of prospective crew and to address key interpersonal issues, such as conflict. Some may consider business personality profiling tools for their crew, but many owners use informal methods based on life experience, referrals and references from trusted cohorts, and simply watching potential crew in action to make their choices.

Some understanding of personality types does make the job easier, so a simple approach has been included here

based on the model developed by Alessandra, O'Connor and Vandyke. As you move to examine potential crewmember's characteristics beyond their core sailing skills, you might like to use this approach as a guide in your decision-making.

In this model, people are classified under four types:

1. **Dominant Directors (DDs):** Look at my accomplishments!
2. **Interactive Socialisers (ISs):** Hey, Look at me!
3. **Steady Relaters (SRs):** Notice how well-liked I am!
4. **Cautious Thinkers (STs):** Have you noticed my efficiency?

### Dominant Directors

DDs are concerned with being number one, thinking logically, the facts, results, personal choice, change and delegation. They need to be in charge, want others to notice their accomplishments and have a tendency towards conflict. One could see these people as the skippers, helmsmen or sailing masters of a yacht. DDs provide much direction and certainty for those around them.

A prime skill that others need in working with DDs is an ability to show the DD how to win and explore new opportunities. Those dealing with DDs should display reasoning, provide concise data, agree on goals and boundaries, then support and get out of the way of the DD and let them do their thing. DDs need compliments for what they have done, to be given the lead within defined parameters, but above all you will need to be prepared to argue with conviction on the basis of facts.

### Interactive Socialisers

ISs are concerned with approval and appearance. They seek enthusiastic people and situations. They think emotionally and want to know the general expectations. They need involvement and people contact. They like change and innovation and want people to notice them. ISs often need help getting organised and they dislike conflict. They look for action and stimulation and surround themselves with optimism. They need feedback that they 'look good'.

These people often provide the social glue that binds a crew together as they tend to be extroverted and humorous. To interact with ISs, crewmembers need to show they admire them and behave optimistically towards them. People need to support the ISs' feelings when possible, avoid involved detail and focus on the big picture, interact and participate with them, vary the routine, compliment them personally and often, act non-aggressively and avoid arguing directly on a personal basis.

### Steady Relaters

SRs are concerned with stability, think logically, want documents and facts, like personal involvement and need



to know the step-by-step sequences. They want others to notice their patient perseverance. They avoid risk and dislike conflict, and will accommodate others. SRs look for calmness and peace and enjoy teamwork. They want sincere feedback that they are appreciated.

These are the quiet, competent crew organisers who are technically very capable and reliable. They shine the torch of reason on high-risk strategies and are willing supporters. To relate to them, crewmembers need to show how their ideas minimise risk, show reasoning, data and proof. People who deal with them need to outline instructions as they personally walk them through what is being considered.

SRs also need to be complimented for their steady follow through and given personal assurances. One has to act non-aggressively, focusing on common interest and allow them to provide service and support to others in a relaxed, friendly atmosphere. They need a cooperative group who acknowledges their easy-going manner and efforts.

### Cautious Thinkers

CTs are concerned with content rather than congratulations. They are concerned with aggressive approaches, thinking logically, seeking data. They need to know the processes and are accurate and utilise caution. They prefer to do things themselves and want others to notice their accuracy. They gravitate towards quality control (that is, they can drive others crazy while driving everyone to high levels of performance). They avoid conflict, need to be right and like to contemplate. These are the focused technocrats of the yacht; the ones who drive for perfection.

CTs can be intense but can provide valuable insights. One has to approach them in an indirect, non-threatening manner, showing them your reasoning. Material should be given to them in writing along with explanations and rationale. People need to let them think, inquire and check before they make decisions. When delegating to them, people need to let them check on other's progress and performance. Compliment them on their thoroughness and correctness. Let them assess and be involved in the quality control processes. Tactfully ask for clarification and the assistance you might need. Allow them to find the best or correct answer, within available limits. You need to tell them why and how.

### THE RIGHT BLEND

As identified earlier, crews need a mix of these personality types to be successful. The art of selection is in finding the right balance. A useful extension of this selection approach is to query potential crewmembers on their responses to various people and situations. A lack of reasonable response techniques will indicate potential conflict and low performance level.



Those who want to improve their relations with others should remember the old adage: "Do unto others as they want to be done unto". It means that one needs to understand the type of person with whom they are dealing and how they might fit in with the other members of the crew and the yacht's culture.

Choosing a crew is not easy. You need to be clear on your goals and the roles you want people to play in achieving those goals. Match your expectations with the most appropriate people. While strong personalities make for a high performance and a fun boat, crewmembers that are overbearing, disruptive, subversive, lazy, malicious or

"In business, I have always hired attitude not skills. So the first thing that I look for is attitude"

thoughtless can destroy teamwork and performance. Over-sized egos can result in emotional withdrawal, lack of participation and resentment in other crewmembers. Neither extreme contributes to peak performance.

Crew selection requires seeing people in action, assessing their interpersonal as well as their technical sailing skills, and testing their commitment over a longer period. Ultimately, the decision will be a judgment call. There aren't any certainties in life and no one gets perfect information with which to make a decision. If all else fails, the test will just have to be their ability to drink rum and cola or Mutton Bird Repellent at the Customs House! ■

\* Bruce Morrow is the Crew Manager on the Farr 65 Infinity III. He comments: "I am indebted to our panel of experts for their contributions. Unfortunately we could not publish all their comments. May I thank owner/skippers Grant Wharington, George Snow, Martin James, Matt Allen and David Pescud and other volunteers. The quotes here reflect the majority of responses from panel members.

CLOSE COMMUNICATION WITH CREWMEMBERS IS ESSENTIAL TO AVOID SITUATIONS LIKE THIS  
PHOTO: IAN MAINSBRIDGE



# HANSE 411

Barry Tranter enjoys the self-tacking headsail, among any other features, of the German designed and built Hanse 411

THE INTERIOR OF  
THE HANSE 411 IS  
HIGH GLOSS  
PHOTO:  
BARRY TRANTER

Hanse boats have plenty of interesting features, but the USP (a sales term for unique selling proposition or stand-out feature) is the self-tacking headsail. You can go on too much about the self-tacker, but it is a vital part of the Hanse identity. It makes sailing as easy as powerboating.

Hanse boss Michael Schmidt played a big role in the German Admiral's Cup campaigns. Those teams (four-time winners between 1973 and 1993) included Judel and Vrolijk designs, and Schmidt remained faithful to the designers when he set up his company 12 years ago. And it cannot hurt business that in 2002 Rolf Vrolijk won the America's Cup.

The Hanse 411 has quite a tall rig (P is 16m) so that even without resorting to overlapping headsails the sail area/displacement ratio is respectable. Importer, Peter Hrones, says that for racing he would order overlapping headsails of 110 per cent and 140 per cent. Rob Lane, who works for Peter, and keenly races and cruises his own Hanse 371, reckons that the crossover to the self-tacker (on the 371) is at about 12 knots of breeze, so he has only one overlapping headsail, a lightish #1.

## Classy appeal

The test 411 was finished in a cream gelcoat, which looked classic and classy. The interior is a mix of white mouldings and ultra-high gloss timber. The rattan cupboard doors create an Asian effect, which is original and very appealing. The owner of this boat had opted for the two

cabin/one bathroom layout, which leaves room aft on the starboard side aft for a bigger galley and walk-in lazarette, also accessible from the cockpit. Other options include three cabins and/or two bathrooms.

If you opt for the second bathroom, it goes in the owner's cabin forward. Without it you have an unusually big bow cabin with room for a vanity-cum-desk and a seat. Hrones is a fan and plans to include one when he places an order for his own 411.

The saloon has the dinette to starboard. To port are two swivelling chairs. Between them is the nav table, which features excellent chart stowage. This area can also be a single settee. The standard dinette table is fixed, although it can be changed locally by lowering to form a double.

## The fine detail

The electronics panel – alongside the navigator hinges – has access to the wiring at its base. The boat is pre-wired for all options. Add-ons and the headliner mouldings are removable for access to the underside of the coachroof.

The hulls are solid fibreglass to the waterline and end-grain balsa cored above the water and in the deck. The hull/deck joint is through-bolted and glassed; bulkheads are glassed to hull and deck. The teak deck is standard.

The mast has two spreaders and continuous diagonals. The backstay adjuster is a threaded manual arrangement on one leg of the bridle. The mainsheet traveller is on the coach roof, as are the control lines, clutches and winches.



## “Ease of handling is not sacrificed when you add the race options”

You can specify a conversion to lead the mainsheet aft to the secondary winch position, which the skipper can reach. Another option is to mount the traveller aft, spanning the cockpit in front of the binnacle.

The steering position is good, as you stand between seat mouldings and can brace the leeward foot against them. The wheel is huge and the Whitlock rack and pinion steering is amazingly light but positive. Lane reckons that without the autopilot ram (connected on our boat) you can feel the rudder loads, as with a tiller.

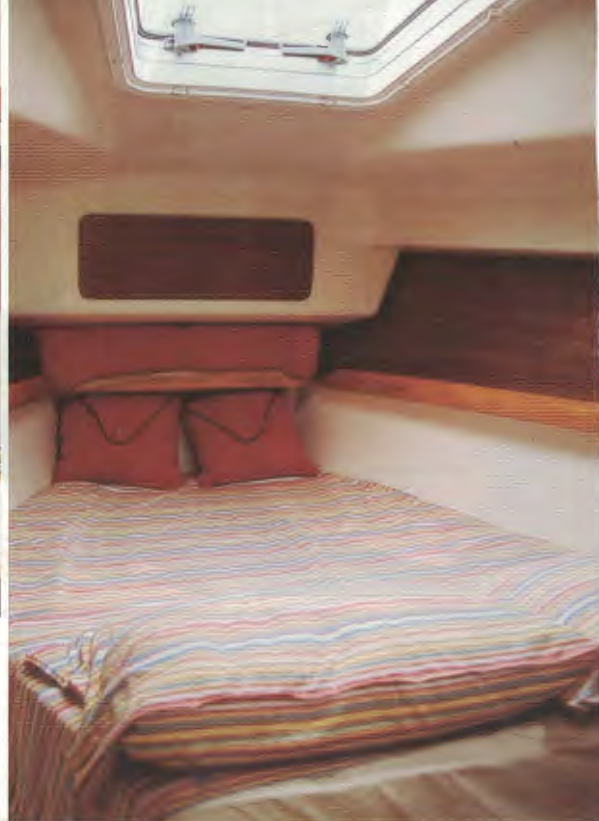
We had a light day for our sail. Gust of the day was 11.5 knots, the average much less. But the 411, almost medium displacement by modern standards, accelerated quickly. Our best upwind speed was mid-sixes in 11.5 knots at 30 degrees, a figure confirmed by the polars.

The equipment on the standard 411 tends towards the cruising end of the cruiser/racer spectrum, but that can be offset by Windcraft's comprehensive optional racing package. They also offer a cruising pack.

The self-tacker makes cruising this boat wonderfully relaxing. You get the thrill of sailing a responsive hull, but without the work. Ease of handling is not sacrificed when you add the race options. Sunday's cruise will be as rewarding, in its way, as Saturday's race. ■

### HANSE 411

LOA	12.35m
LWL	10.90m
Beam	4.05m
Draught	1.98m
Shallow option	1.55
Displacement	9,700kg
Ballast	3,250kg
With shallow keel	3,460kg
Mainsail	50.60 sq m
Self-tacker	31.50 sq m
Spinnaker (optional)	125 sq m
Water	220 litres
Fuel	100 litres
Auxiliary	56hp Yanmar with 2- or 3-blade prop. Gori folding prop is in Race Pack.
Price	\$339,000
Contact	Windcraft, Suite 7, 1714 Pittwater Road, Bayview, NSW 2104 Phone (02) 9979 1709 or visit <a href="http://www.windcraft.com.au">www.windcraft.com.au</a>



# NO NONSENSE CRUISER

This imported Catalina 387 is essentially a cruising boat, says Barry Tranter

The Catalina website does not mince words, listing the Catalina 387 under 'cruising'. The builder's intent for the 387's role is also clear.

Tom Clynes, from Victorian Catalina dealer Pier 35, bought the test boat for his own use on Port Phillip and offshore. As Clynes and Catalina importer Norm Ambrose emphasises, Catalina develops its yachts in response to comments from owners.

## The details

Ask Clynes to give you a guided tour of the 387 and he will impress upon you the detailed development of both design and engineering. But you can work out for yourself that Catalina has worked hard at eliminating anything that can be criticised.

the transverse arrangement confers full sitting headroom. Similarly, the boat's physical features are conventional with the exception of another Catalina trademark – you can have a conventional fin keel (which draws 2.18m) or the shallow-draught wing keel, which draws 1.47m. The delta-shaped fin spans a metre, wingtip to wingtip. The wing keel is heavier, to maintain the righting moment.

At 8,845kg (8,618kg with the fin keel) this is not a light boat, but in a cruiser weight is an advantage.

"This is a deep-bilged boat," says Clynes, "and it sits in the water, not on top. You get a comfortable ride, with little slamming."

The other benefit of a deep-bilged boat is – er – the deep bilge. The sump is a good 18 inches deep so water should not slop out when the boat heels. Underfloor

"Big enough to go almost anywhere, small enough to sail by myself"

On most boats it is not hard to pin point small shortcomings; here it is unusually difficult.

The 387's hull length is 11.81m or 38ft 9in: "Big enough to go almost anywhere, small enough to sail by myself," says Clynes.

The Catalina's accommodation layout is conventional – double-bed cabins in bow and stern, single bathroom en suite with the stern cabin. But there is a unique feature. The stern cabin spans the boat, from side to side, and you can have a transverse double berth or a longitudinal double on the centreline. Clynes chose the former because

stowage is extensive. The batteries are down there, all the plumbing (clearly labelled) and the engine has its own sump to catch spilled oil or fuel. On Clynes's boat the inverter is under the floor, too.

## Easy accessibility

If you want to get at the engine, the one-piece companionway moulding hinges back to expose the front of the 40hp Yanmar. Aft of the main bulkhead, the vanity table moulding hinges back to reveal the back half of the engine. The dinette table lowers to form a double berth; on the



starboard side a smaller table lowers to form a single. This seems like a good arrangement, preferable to a three-cabin setup which provides private accommodation you may never use.

There is terrific stowage in the cockpit as well, with full-depth lockers each side of the steering position.

#### How does she sail?

Clynes's boat has the optional three-blade fixed prop (a two-blader is standard) and, although the displacement/length ratio is quite high, the sail area/displacement is good for a cruiser. Perhaps as a result of her unusual keel the 387 did not appreciate being pinched up to windward, but why pinch a cruiser?

At 35–40 degrees – as high as you can go without fretting over the tufts anyway – she did very nicely, and at that angle we saw a best of 5.5 knots over the ground in 9 knots true breeze, and that was a not-very-solid southerly. On a 90-degree reach in the same breeze she did 6.3 knots and felt both lively and easy to steer.

The 387's party trick is its manoeuvrability. Under power the 387 spins in her own length and, in reverse, tracks straight and true with a little prop walk to port. It's the same story under sail. The base price for the Catalina is \$275,000. Clynes's boat, with locally-made dodger, instruments and other options was \$295,000. The Catalina 387 is highly-developed and there's a lot of boat for the money. It is also a good-looking boat that is comfortable to sail and should be extremely comfortable to live aboard. ■

### CATALINA 387

LOA	12.14m
Hull length	11.81m
LWL	9.88m
Beam	3.76m
Draught:	
Fin Keel	2.18m
Wing Keel	1.47m
Displacement:	
Fin	8,618kg
Wing	8,845kg
Ballast	
Fin	3,084kg
Wing	3,311kg
Sail Area:	
Mainsail rated	32.14 sq m
Water	310 litres
Fuel	139 litres
Auxiliary	40hp Yanmar 3-cylinder
Price	From \$275,000
Contact	Pier 35 Boat Sales, Port Melbourne. Tel: (03) 9645 1100. Catalina Anchorage, The Spit, Sydney. Tel: (02) 9960 5511. <a href="http://www.catalinayachts.com">www.catalinayachts.com</a>

THE CATALINA IS NOT A LIGHT BOAT, BUT THAT IS AN ADVANTAGE WITH A CRUISING CRAFT  
PHOTOS:  
BARRY TRANTER

# KEEPING UP WITH THE JONESES



Initially, Don Jones took up designing ocean racing yachts as a retirement hobby. He ended up as part of the team that put together Australia's biggest maxi yacht, the Rolex Sydney Hobart line honours winner, *Skandia Wild Thing*. He talks with Kevan Wolfe

SKANDIA OFF  
MOOLOOLABA  
PHOTO:  
PETER DUNCAN

Don and Judy Jones stood on Constitution Dock in Hobart in late December. Despite the pre-dawn chill in the air, they both had broad grins on their faces. Earlier they had received the news that their son, Nigel, had skippered *Cadibarra* to a record-breaking victory in the Melbourne to Launceston race. Now they were waiting for another of Jones' designs, Grant Wharington's *Skandia Wild Thing*, to take line honours in the 2003 Rolex Sydney Hobart Yacht Race.

For the former managing director of a major engineering company, who took up designing ocean racing yachts as a retirement hobby, it was a great achievement.

After much research and discussion with yacht designers from the US, New Zealand and in Australia, Grant Wharington had decided that Don Jones was the man to do the job.

"Grant certainly knew what he wanted," says Jones. "He wanted the longest boat we could build under the handicap rule, and he wanted to get to Hobart first."

Jones started virtually from a clean sheet although, as he points out, it could not be a completely clean sheet as there

were a number of limitations that have to be taken into account to design a 30-metre long boat (the maximum size allowed in the race). The main problem was to design a hull shape of that length that would be allowed to carry enough sail area for light weather, yet be stable enough for heavy weather. That was the starting point.

"I started the same way as I would normally start a boat design. I looked around at relevant boats with [rating] certificates and computed the information in them to produce performance curves to get an idea of what we had to achieve," Jones says.

In the early stages of the design, the team did not consider a canting keel, but as they started to produce different computer models it became clear that they were going to be struggling for sail area.

## Design tech

Computer modelling showed that the hull would need a very low-wetted surface. It was decided to go for a narrow shape, with a beam of 4.98 metres. Of course, as the overall weight goes up the International Rating Club (IRC)

handicap reduces, but there were limitations going down that path. Limits also had to be put on experimentation. Under the IRC rule, designers are allowed only six test ratings on a design, supposedly to stop them working out how the rule works.

The decision was made to go with a canting keel. In the early stages of the design process, however, there was reluctance to accept that a canting keel would adequately minimise leeway. But, because the hull was to be so long and narrow, it was clear that the boat would be able to get up to a higher than usual speed before wave-making resistance became significant. The predominant drag would be from the wetted surface area and the problem would be to reduce that going to windward while maintaining adequate ballast.

Just under 50 per cent of the weight of the boat was to be in the keel ballast and when that was canted through 15 degrees, it was clear it would have a very substantial effect. Things were starting to look better but the design still seemed underpowered in light weather.

A two-spreader mast provided the answer. The mast was built with the upper and lower spreaders the same length. In fact, the lower spreaders actually project out over the side of the hull. But, by using the long spreaders, the rig was able to be designed with lighter rod rigging up top lowering the centre of gravity and reducing the overall weight of the rig. The completed rig weighed only approximately 100kg more than *Alfa Romeo's* rig.

Much has been said about the use of hanks on the forestay instead of a double sail track. One very good reason not to use a sail track was the narrow foredeck, which makes it virtually impossible to manage two sails at once in a sail change.

"The mast was one hell of a job. From memory, technically it was almost the biggest deal of the whole lot," Jones admits. "We had to generate the shapes in the computer ourselves and design it layer by layer."

### Sceptics

There were a few cynics who reckoned the mast would not stay up in Bass Strait – but it did. Barney Walker, a mast builder of some repute who put it together, was a little tentative about it at first.

Readers may remember that soon after clearing Sydney Heads in last year's Rolex Sydney Hobart Yacht Race, the crew of *Skandia Wild Thing* put in a bad sail change and let their New Zealand rival *Zana* through to take the lead for a while. The sail changing problem was soon fixed by hoisting a staysail on the inner forestay to keep the boat driving instead of sailing bare headed.

In the latter stages of the race this rig worked well with a reefed main. Wharington found that his crew could hold off *Zana* quite well when changing sails – and complete a



change faster than the crew on *Zana* with their forestay track system.

"Some of the things we have done, like the lazy jacks on the boom, may seem conservative but we have thought about it a great deal," Jones says.

After the success of the Rolex Sydney Hobart last year, the *Wild Thing* yachting team is not standing still. Major programs are already planned for this year and next year.

For 2005, with the upper speed limit increased from 1.61 to 1.615, an optimisation program is already underway. "Basically we are looking at a lighter keel that cants further," says Jones.

In the meantime, the hydraulics and the electrics have been redesigned. "Not that there is anything wrong with them; they work perfectly," Jones is quick to point out, but he adds: "With some of the alterations we can do, we can get half-a-ton of weight out of the boat."

### In hindsight

And what would Don Jones do differently if he were to design another similar boat? "I would probably do the canting keel differently. It works fine at the moment, but I can see better ways of doing it. Canting keels are all effectively first generation; once you have done one and seen the others, you can see how to do it better next time. Where I think the use of canting keels is unsatisfactory at the moment is that, apart from stability rules, there are no scantling rules and the loads generated bumping over some of those hills in Bass Strait are tremendous.

"In the Volvo Round the World race, the design load on keels is 19,000 pounds per square inch. Some of the overseas boats with canting keels have loads of around 100,000 pounds per square inch," says Jones. "This is where I am not sure what is going to happen with the stability rule."

*Skandia Wild Thing* is the biggest of the 15 boats Jones has designed, but it certainly has not been the biggest design project he has been involved in. During the 25 years before he retired, he was the MD of a large engineering company with international affiliations, which carried out many large industrial design projects. ■

SMILES ALL AROUND: GRANT WHARINGTON, LEFT, WITH DON JONES  
PHOTO: DANIEL FORSTER/ROLEX

ELLEN MACARTHUR'S  
BOAT CASTORAMA B&Q  
PHOTO:  
ANDREA FRANCOLINI

# LIVING THEIR DREAMS



Two high profile female sailors are making waves around the world, Australian Adrienne Cahalan aboard the record-breaking *Cheyenne* and Englishwoman Ellen MacArthur sailing solo in her Australian-built trimaran, *Castorama B&Q*. Rob Mundle and Peter Campbell report



### Meet Adrienne Cahalan ...

In early April this year, Adrienne Cahalan made yachting history when she navigated the giant catamaran *Cheyenne* to the fastest non-stop passage round the world. *Cheyenne* slashed almost six days from the Jules Verne Trophy record to climax a remarkable career for the 39-year-old Australian who, among many other achievements, has sailed in 13 Sydney Hobart races.

Just 58 days 9 hours 32 minutes 45 seconds after crossing the start on 7 February 2004, American skipper Steve Fossett and his international crew of 12 aboard the 125-foot maxi-catamaran *Cheyenne*, crossed the official WSSRC start-finish line at Le Stiff lighthouse on the French island of Ouessant (Ushant). In doing so, they demolished the two-year-old Round The World Sailing record by almost six days (an improvement of 5 days 23 hours 4 minutes 39 seconds). Their time toppled the May 2002 record of Bruno Peyron's *Orange F*.

### High achievers

During its record voyage, *Cheyenne* covered more than 25,000 miles along this course at a blistering pace, through every sort of weather, accompanied by a fistful of new RTW segment records – averting numerous

“It’s the ultimate experience, charging around the world on one of those big multi-hulls, pushing it to the limit and racing against the clock”  
– Adrienne Cahalan

potential technical disasters, including a separated forestay, shorted out instrumentation, broken mast track and a disintegrating forward beam connection at the starboard hull – all resolved in a series of astonishing ‘running repairs’ by *Cheyenne*’s brilliant crew.

Navigating the boat around the globe was the lone Australian (and only woman) onboard, Adrienne Cahalan, considered one of the world’s leading navigators. At the end of the voyage, the crew credited Cahalan’s navigating and meteorological skills with finding the wind pressure in the North Atlantic needed to maintain the record time to the finish.

“It’s over. What a relief,” an exhausted Cahalan said after *Cheyenne* crossed the finish line. “The past 24 hours have been incredibly tough ... trying to pick our way through light winds and get to the finish.”



The invitation to join the crew of *Cheyenne* capped off an incredible year of international sailing for Cahalan.

ADRIENNE  
CAHALAN,  
NAVIGATOR  
EXTRAORDINAIRE

### The high points

Cahalan’s many highlights of 2003 included navigating *Aftershock*, the smaller of the two yachts in the Australian team that won the Admiral’s Cup in Cowes, United Kingdom. Then she took on a more sedate level of competition and navigated the 37.5metre Australian entry *Cambria* to overall victory in the Prada Series for Classic Yachts in the Mediterranean.

Cahalan also navigated Australian yacht *Bumblebee 5* to third place in the Maxi World Championships in Sardinia, and followed that with a record-breaking run from Monaco to Porto Cervo in Sardinia on the 32-metre ketch *Nariida*. That record was nothing compared to what was achieved with the 33-metre *Maiden 2* some 12 months earlier, when Cahalan was navigator and co-skipper with Britain’s Tracy Edwards. Riding an



MEET ELLEN  
MACARTHUR, UK'S  
MOST FAMOUS  
YACHTSWOMAN  
PHOTO:  
ANDREA  
FRANCOLINI

Atlantic Ocean weather front and the Gulf Stream in perfect symmetry, the big catamaran set a world record of 695 nautical miles for a 24-hour run under sail. That's better than a Sydney Hobart Yacht race in a day!

Cahalan has received many accolades following her remarkable achievements during the past year. Last year she was named Australia's Yachtswoman of the Year and for the third time was one of the nominees for the title of Rolex ISAF World Yachtswoman of the Year.

While sailing takes up much of her time, the quietly spoken sailor has achieved quite a deal more in her life. She is a maritime lawyer, taught herself navigation, and recently completed studies for an MSc in Applied Meteorology at the University of Reading in England, achieving new skills she was able to hone during the Jules Verne Trophy challenge.

#### Meet Ellen MacArthur ...

Australians had a rare opportunity to see Britain's most famous yachtswoman, Ellen MacArthur, when she launched her new Australian-built 75-foot trimaran at the Australian National Maritime Museum in February this year, before setting sail on a voyage back to England, via New Zealand, Cape Horn, the Falklands Islands and the Atlantic.

The \$2.3m, 22.85-metre, Nigel Arens-designed trimaran *Castorama B&Q*, (named after its sponsors – two major DIY retailers), was built by Boatspeed near Gosford, NSW.

According to MacArthur, the new craft represents the best in "state-of-the-art, solo yacht-racing technology" for the formula-one speed sailing in which she specialises.

MacArthur with two crew successfully sailed the trimaran across the Tasman, then onto the Falklands Islands. She left Port Stanley on 26 March for her first solo voyage in the new boat, sailing into the USA Atlantic and then England, where she was due in early May.

This young sailor from Derbyshire started sailing as a four-year-old with an aunt and by the age of eight she had saved her pocket money to buy her own boat.

In 1995, she sailed her yacht *Iduna* single-handed around Great Britain and the following year, aged 20, she competed in and finished third in the Transatlantic Race from Quebec, Canada, to St Malo, France. Over the next six years she continued to compete in solo and short-handed races, building up her experience and confidence, that has seen her described as a woman who brings a unique intensity, both physical and emotional, into her campaigns.

MacArthur burst into the big time of global racing three years ago, when as the only female competitor, she finished second in the rugged Vendee Globe single-handed non-stop race around the world.

She has competed in many long-distance races since then, including winning the EDS Atlantic Challenge as co-skipper of *Kingfisher* with Australian Nick Maloney in 2001 and winning the Route de Rhumn IMOCA Open 60 Class 1 in record time.

Her most publicised recent project was the Round the World Jules Verne Trophy record attempt on board the giant 110-foot catamaran *Kingfisher2*. It was their aim to break the existing Jules Verne record of 64 days 8 hours 37 minutes and 24 seconds set by the Frenchman Bruno Peyron on board *Orange* in May 2002. *Kingfisher2*'s record attempt ended when the boat was dismantled deep in the Southern Ocean and 2,000 nautical miles from the coast of Australia.

Undeterred, MacArthur announced plans to build this new 75-footer trimaran to race in the colours of B&Q and Castorama with the sole object being to attempt to break solo speed sailing records. Now aged 27, solo sailing is the environment in which she has always performed best, pushing herself and her boat to the limit, yet sharing her excitement with the world through internet and satellite communications.

Ahead of her is a program of personal attempts on the many world sailing records such as the 24-hour speed record, the Transatlantic crossing (west-east, Ambrose Point to Lizard point), the Transatlantic crossing (east-west, Plymouth to Newport, Rhode Island), Round the World, Yokohama to San Francisco and Round Britain and Ireland, just to name a few. ■

PHOTO: DE BUYER  
SAUCEPANS ARE  
CONSIDERED SOME  
OF THE BEST IN  
THE WORLD



# A ONE POT DISH DELISH

The one-pot dish – it's simple and will have your crew begging for more, writes Hugh Fitzhardinge

In *Offshore Yachting's* April/May issue, I talked about just how easy it can be to whip up fantastic, palatable meals that are cheap and made with ingredients you can store on board. For this edition we are heading into 'one-pot meals' territory.

Now when I say one-pot meals, I don't mean boring, bland stodge reminiscent of Mel Brook's campfire classic *Blazing Saddles*, where the men eat cooked beans straight out of the pot. Oh, no – I mean something warm, hearty and nutritious, like a classic minestrone soup full of beans and pasta or a rich casserole with slivers of tender beef falling off the bone shank. Particularly satisfying when the weather is cooler and you have a nice red wine on board to accompany it.

One-pot meals are easy and satisfying to cook. Simplicity is the key. You also have the added joy of being able to stand back and wait as your meal simmers away. The wafting aromas will remind you to venture back every now and again, to taste and add some salt and pepper if required.

If you're only going to have one cooking pot on board – make it a good one. De Buyer is the pot of choice by most culinary experts. Developed in France, it is lighter than its Le Creuset counterpart and is able to distribute heat perfectly – essential for bringing out the best in your food. Buying good kitchen equipment is essential. One good quality knife is always a better investment than four of lesser quality. The same goes for pans, pots and all other equipment.

My following recipe for Squid Stew is incredibly simple and requires that docile sea creature – the humble squid. My fisherman mate Alex reckons the best way to catch squid is to throw your squid jig out, cast and retrieve

“I mean something warm, hearty and nutritious, like a classic minestrone soup full of beans and pasta or a rich casserole with slivers of tender beef falling off the bone shank”

slowly in a sideways to sideways motion. This mimics the swimming motion of the squid itself.

The best time to catch squid is at night and around structures such as jetties and rocks. It is ideal if there is man-made light, as this attracts the squid to the surface. Apparently you will find this surprisingly easy.

If not, there's always the fish shop, and squid isn't too expensive. Enjoy! ■

## SQUID STEW

1. Heat olive oil in a smallish sized pot over medium heat. Add one garlic clove (crushed) and 10 finely chopped tinned anchovies (drained) and cook for one minute.
2. Add one can of whole peeled tomatoes (410g) and break them up with a sharp knife.
3. Add half a cup of white wine or water and cook over medium heat for 12 minutes, until some of liquid has reduced.
4. While this is cooking away nicely, clean squid hoods and slice into three rings.
5. Add squid and one cup frozen peas to tomato mixture and cook for another 7 minutes or until cooked through.
6. Taste dish, add salt and pepper if desired, and serve with crusty bread.

# LAGER THAN LIFE

With winter upon us, time to indulge in two brewing wonders – rambunctious rum and stellar stout. Ben Canaider has the low-down



Sailors know that while alcohol can give a frozen seaman a temporary impression of warmth, it actually quickens the loss of heat in the body. In truly cold conditions, the worst thing you can do is to overdo the Dutch courage. What luck then that so many of Australia's cruising waters are in more temperate climate zones.

For these colder months of the year, however, let's consider a couple of drinks that play very different warming-up roles: one uplifts and one sustains. Rum and stout. Yes, it's winter, so you are allowed to put away the chardonnay for a few weeks.

Rum's seagoing traditions are well documented. When rum first came on the scene in the mid-17th century, it was dark, scary stuff, or "crazy sugar cane juice" as the visitors to the West Indies called it. And at a basic level that is what rum still is. It's distilled more cleanly and purely nowadays, but if you put enough rum into someone, well, crazy sugarcane juice ... say no more!

Dark rum takes its colour from the ageing it receives in barrels, or from the addition of caramel. The latter treatment is quicker and cheaper, at least for the producers. Dark rum is sometimes called Navy Rum for obvious reasons. In Australia we call this 'Bundy', short for Bundaberg Rum.

World rum critics don't rate Bundy that highly. I'm with them. For a taste of serious dark rum, try Havana Club Anejo Reserva from Cuba. It's fruity, chocolaty and voluptuous. Or try Lamb's Navy Rum (a blend of West Indian rums), which is more treacly, but still very clean.

Inner Circle rum is another Australian alternative. It has recently returned to the Australian market after a 20-year holiday. (This rum was born in the 1950s.)

The thing about Inner Circle is its production method: it's a pot still rum, as opposed to a continuous still product. Pot stills double-distil the rum. This traditional way gives the distiller a more hands-on approach. It's also the process used most for premium golden and dark rums, adding a bit more weight to the spirit.

Once you've had your short shot of rum to get the blood and brain cells moving, it is time for sustenance. Stout. Stout is to lager what dark rum is to Bacardi. It's chewy, textural, life-giving food. While Australian dark rums might not be the best in the world, our stout ranks respectably alongside the dark beers of Ireland and Scotland.

Stout is made like ale. That is, it's top-fermented. (Lager is bottom-fermented.) This fermentation process, combined with the extra bang that comes from dark-roasted malts, gives stout its impenetrable masculinity.

Two local varieties worth sampling are Coopers Special Old Stout and Southwark Old Stout. Both have strong, concentrated coffee and bitter chocolate smells and flavours, and both are around 7 per cent alcohol by volume, so watch out. The great thing about these beers is their ability to help you chomp your way through rich stewed meat dishes. It's the extra bitterness from the stout's hops that does it. Serve them both with just the tiniest touch of refrigeration. ■

# ON THE HORIZON

New products and developments in Australia's yachting world



## Navionics in Australia

Navionics, with headquarters in Viareggio, Italy, now has representation in Australia with the formation of Navionics Australia, based in Sydney. Well-known industry identity Garry Linacre is the Australian GM.

World leaders in the field of electronic cartridge cartography, Navionics digitise, then integrate official charts. This allows boats to zoom-in, revealing a greater level of detail when it comes to clutter or holes in the coverage. Manufacturers such as Eagle, Furuno, Geonav, Lowrance, Northstar and Raymarine choose the Navionics charting system.

Navionics charts have been available in Australia for many years, but in recognising the growing importance of the Australia market, they've decided to provide a dedicated service to the region. Programming will be carried out in the Sydney premises at Balmain, and charts can be dispatched on the same day.

Contact Garry Linacre, Navionics Australia, (02) 9555 2522, sales@navionics.com.au.

## Unbreakable glassware

Al fresco disasters can be avoided with Palm Products' colourful, unbreakable and stylish new glassware range. Designed for outdoor living, the polycarbonate range of contemporary champagne, wine and high-ball glasses is as fashionable as it is practical. Heavy non-slip bases mean they won't tip over in a swell.



Priced at \$9, the glasses are complemented by a range of plates and bowls.

For information on the product range and stockists, contact Palm Products on (03) 7555 7144.

## Burke branches out

Burke, the Sydney-based importer of yacht clothing and Challenge sailcloth, has branched out. They are now supplying performance sailing hardware from several of Europe's leading manufacturers.

One example is the German-made Servo cleats, known throughout Europe and the United States for their strength, gripping power, durable stainless steel teeth and ease of use. The patented spiral-shaped entry at the top allows easy cleating, with only downward pressure required.

Servo cleats are available in four sizes, from 3-7mm rope up to 10-14mm rope and a large range of fairleads and bases, from \$22.79 RRP. Burke also imports Italian Viadana bearing blocks, cleats, travellers, and the RWO range from the UK.

For further information, phone (02) 9638 4333.

## A grape idea

Australian ingenuity is alive and well. Gary Stokes, managing director of Barokes Premium Wine had a Eureka moment when relaxing in a spa one day. He was drinking a glass of wine while watching the cricket on TV when the bottle fell into the tub, almost breaking.

That was 1996. Since then, he and his business partner, Steve Barics, have devoted themselves to the development of Barokes Wine in a Can.

Created with the help of Master of Wine, Peter Scudmore-Smith, it is a classic wine that will enhance an elegant meal as much as an alfresco picnic. Priced at \$3.99, the cans contains two standard drinks.

Visit [www.wineinacan.com](http://www.wineinacan.com) for more information.

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### Latest in plotting

The Raymarine RC435 chartplotter is an economical colour unit that can be viewed in bright light, is water-proof and easy to install. Designed for recreational and light commercial use, the RC435 includes a six-inch, 1/4 VGA 16 colour TFT display that is easy to view in all light conditions.

With 12 channels, WAAS capability, GPS boaters can expect the highest degree of accuracy. Gold charters give users access to a wealth of information, including depth contours, spot soundings, tides, currents and sunrise and sunset times. For navigation and route planning, there's a simple user interface and enough memory to store 500 waypoints and 20 routes – and an internal memory that stores up to 50 waypoints per route.



The 2004 Raymarine electronic catalogue has all the latest equipment as well as most informative suggested systems for all types of pleasure craft. For more information contact Oceantalk. Phone (02) 9981 9500, email, sales@oceantalk.com.au, or visit the website at www.oceantalk.com.au.

### Antifouling leader

International Yacht Paint has launched Micron Optima, an exceptionally strong and clean, water-based, self-polishing antifouling.

The first antifouling in the world to feature a two-pack activated package, the separate base and activator allows for much stronger ingredients to be effectively combined at the time of application. Boats painted with Micron Optima can be hauled and relaunched without loss of antifouling effectiveness.

Available from leading ship-chandlers throughout Australia.



### Search of perfect sound

VDO has taken its expertise in audio systems to create purpose-built marine audio accessories to make life on the ocean waves or quayside even sweeter. VDO and

VDO Dayton now offer basic CD and AM/FM radio through to sophisticated units that support MP3 format CDs, subwoofer control and auxiliary inputs for playing multimedia, such as DVD or video, through the boat's sound system.

The UV-resistant plastic housing can be integrated into the cockpit, and has an elegant scratch-resistant smoked glass cover. Light pressure on the panel causes the silicon-dampened flap to rise up allowing access to the VDO cassette or CD tuner unit.

To ensure the system produces the perfect sound on the high seas, VDO also offers marine speakers, with plastic housing, corrosion-proof cable and a membrane that ensures the units are watertight.

For further information, contact Siemens VDO Australia, 1800 335 282.

### No cold starts with RapidFix

The RapidFix 406 EPIRB from ACR Electronics now includes an interface confirming the data is flowing from onboard GPS. RapidFix 406 provides an accurate element to the satellite-aided search and rescue system by using a GPS NMEA 0183 interface to add latitude/longitude coordinates to the emergency signal transmitted by the unit.

A significant advantage of the RapidFix 406 over combination EPIRB/GPS units is that it doesn't require a cold start initialisation. This is the time it takes a GPS receiver to 'find' itself without the benefit of being 'set-up' prior to its first use, a process that can be time-consuming.

The RapidFix 406 GPS Interface EPIRB is installed with a direct connect to a live NMEA 0183 data course from a GPS receiver, with position information continually updated and stored every 20 minutes.

For further information on this product, contact RFD Australia, 1800 646 086. ■



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# NEWS FROM ALL PORTS



TOO BIG FOR LORD HOWE ISLAND, SKANDIA AND ZANA WILL BE IN ACTION AGAIN AT THE HAHN PREMIUM RACE WEEK AT HAMILTON ISLAND IN AUGUST PHOTO: FRANK GRUNDMAN

After 30 years, the course for the annual Gosford to Lord Howe Island Yacht Race has been altered. After the fleet crosses the starting line at Broken Bay on 30 October, the yachts will first head north to round a special mark laid close off Terrigal Beach, before heading out into the Tasman Sea.

Race Director David Slingsby believes the new course will help build public involvement in the event.

"The Gosford-Lord Howe has always had a strong connection with the Central Coast community, but local people have never been given a real chance to see the yachts racing at close quarters," he says. "The new rounding mark will be only a mile offshore. All the action of yachts crossing tacks and hoisting spinnakers should be easy to see from the beach or nearby headlands."

The new rounding mark stretches the race distance to 414 nautical miles, ensuring that any yacht that wins line honours this

year will also set the new race record.

Entrants will be competing in just two handicap divisions this year: the IRC and PHS. The old IMS rating group will not continue, a move that brings the Lord Howe into line with changes announced for this year's 60th Rolex Sydney to Hobart Yacht Race.

Race organisers are particularly keen to encourage smaller, seaworthy yachts to make the Category One passage. "There are still only five deep draft moorings available in the lagoon," Slingsby explains. "That means that some of the bigger boats may have to do a quick turnaround, but there's plenty of room for yachts that draw seven feet or less to stay with safety."

Expressions of interest from yacht owners can be registered with the Gosford Sailing Club, PO Box 187, Gosford, NSW, 2250 or faxed to (02) 4323 4488.

## VJ CO-DESIGNER PASSES AWAY

Charles Sparrow, the man who took the original VJ (Vaucluse Junior) and re-designed and built it, passed away on the NSW Central Coast on 17 April. He was 97 years old.

According to friends who attended the Vaucluse Yacht Club Old Buffers Night last year, Sparrow was one of the most innovative men of his time, invaluable to the VJ class, its promotion and upgrade. Sparrow was unable to attend the night because of ill health, but sent his warm regards to everyone there and asked about his various old mates.

During the war years, due to long wharves being built and netting put up to stop submarines entering Sydney Harbour, sailing races on the harbour were difficult, but it never stopped Sparrow and others from doing what they loved best.

Despite the harshness of wartime, Vaucluse Yacht Club kept going and Sparrow was a much-loved member, helping many understand the intricacies of VJ sailing and always looking for ways to make the boat faster.

— Di Pearson

## A LIFE LOST IN ASSOCIATION CUP

Victoria's annual interclub event, the 2004 Association Challenge Cup, ended in tragedy after prominent club member and successful racing yachtsman Graeme Paul died after falling overboard from his yacht on Port Phillip.

"It is a tragic accident and the loss of a yachtsman who always gave 110 per cent to the sport he enjoyed so much," Commodore Colin Johnston said when confirming Paul's death. "I have personally conveyed the sincere condolences of the club and his fellow sailors to Graeme's wife, Anna, and their family."

As a mark of respect, the Royal Yacht Club of Victoria (RYCV) cancelled the remaining two heats of the Association Challenge Cup, in which teams of three boats from seven clubs were contesting the various handicap divisions.

Paul, representing the RYCV, the holders of the Cup, had skippered his Adams 10, *Adams Den*, into first place in heat one of the series on 1 May, with the 70-boat fleet racing in a gusty south-westerly wind, varying from 10 to 30 knots.

In the second heat, *Adams Den* was well placed, running under spinnaker when a sharp wind gust caused the boat to broach. The tiller broke and Paul fell overboard.

Another crew member also went overboard, but was pulled back onto the yacht which, without steering, was out of control and sailing well away from Paul.

Two times Sydney Hobart race winner Lou Abrahams, sailing for Sandringham Yacht Club in his ocean racer *Another Challenge*, spotted Paul floating in the water and immediately went into MOB (man overboard) mode, dropping sails and starting the engine. The crew recovered Paul and applied CPR as *Another Challenge* headed to Brighton Pier and a waiting ambulance.

"Unfortunately, Graeme did not respond to the efforts of the crew of *Another Challenge*," Commodore Johnston added.

Paul, a businessman in his 50s, lived at North Balwyn and had been an active member of the RYCV at Williamstown which he had joined after a extensive period of membership of the Royal Melbourne Yacht Squadron, where he was a member of the syndicate that owned the yacht *Sportscar*. In January, Paul and his yacht, *Adams Den*, had been members of the winning RYCV team at the Skandia Geelong Week. — Peter Campbell

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

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## US MORATORIUM ON INTERNATIONAL GRAND PRIX RULE

US Sailing has decided to place a moratorium on its participation with the International Grand Prix Working Party (RWP) to allow time for wider review of national opinion among US offshore racing interests. In the meantime, the Offshore Racing Congress (ORC) and the Royal Ocean Racing Club (RORC) will continue working to develop a new international handicap rule for Grand Prix racing boats.

The RWP was created to develop a new set of rules that would promote international competition at Grand Prix level through encouragement of fast, fun and seaworthy offshore boats racing within narrow rating bands.

"Launching a Grand Prix alternative rule represents a major investment in resources and to ensure success we need to make the best assessment possible of the community it is meant to serve," says US Sailing President Janet Baxter. "An appropriate mechanism for inviting, organising and distilling Grand Prix opinion will help to define the development of a Grand Prix program that will suit US sailors."

RORC Commodore Chris Little says: "We have received strong support from a number of countries and potential owners to develop a rule that will allow us to recreate the international yacht racing circuit and we shall continue to work towards this goal.

"We welcome the outcome of US Sailing's consultation and look forward to continuing working together towards the rule's creation."

The RWP is in the process of appointing a manager to coordinate the development of the rule, encourage potential owners to build boats to the new rule and create an international circuit of events.

A Technical Group under the independent chairmanship of Andy Cloughton, of the Wolfson Unit, was assessing various technical options and was due report in early May. The draft rule will be presented to interested parties for comment before it is finalised for publication before the end of the year.

For more information contact Dan Nowlan, US Sailing Offshore Director via email at [offshore@ussailing.org](mailto:offshore@ussailing.org).

## TRAINING CHANGES ON HOLD

The Board of Yachting Australia has confirmed that Yachting Australia Training (YATL) has been asked to put on hold the further revision of all courses and support materials, pending additional market research and consultation with stakeholders.

All training centres that wish to continue to offer Powerboat, GISBS and other TL Courses may do so by signing and returning the Services Agreement for Training if they have not already done so.

The National Powerboat Scheme is the only recently revised scheme that will be available until there has been full consultation with current training centres regarding their detailed requirements. As has always been envisaged, the Get into Small Boat Sailing (GISBS) and other TL schemes will remain in place until such time as the revised schemes are available.

Yachting Australia says that current instructors will continue to be recognised as they have been in the past and may continue to deliver the same GISBS and TL courses. At this stage no instructor will be required to hold any element of Certificate IV in Workplace Training and Assessment in order to train or assess students for any Yachting Australia course.

Yachting Australia's full statement on this matter can be viewed at [www.yachting.org.au](http://www.yachting.org.au).



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## NEW FACES FOR TOP MARINA



Two of Australia's leading female mariners, Kay Cottee and Sarina Bratton, have combined to take over Yamba Boat Harbour Marina on the NSW North Coast.

The business already boasts 90 wet berths, fully-sealed hardstand, café, marina and commercial offices, convenience store, boat storage area, mechanical, shipwright and sail loft services and 6m wide all-tide launching ramp.

The floating berths are in a protected boat harbour and are accessed by a security walkway from the car park for 120 cars. On-land facilities include a 35 tonne travel lift, 40 tonne shoplift, 10 tonne marine forklift, eight workshops, hire boat facility, fuel and marine accessories outlet. Approval is in place for an additional 40 berths and plans

have been drawn up for significant development of the land-based activities.

Yamba Boat Harbour Marina is just one kilometre from the entrance of the mighty Clarence River, which has one of the best all-weather bar crossings on Australia's east coast. The new owners intend to improve the facility.

Cottee, well-known for her historic solo around the world voyage, is the former chairwoman of the Australian National Maritime Museum. Bratton is chairwoman of Capricorn Cruiseline and Deputy Chair of the Australian Maritime Safety Authority.

In a first step toward expanding the marina, Cottee has moved in her boat building and shipwright business.

## WA'S MARY SURVEYOR DIES

The death of prominent sailing identity Dr Mary Surveyor has saddened Perth's yachting community. Dr Surveyor was renowned for her sailing prowess as well as her unrelenting efforts as an administrator.

She was appointed the first female president of the Western Australian Yachting Association in 1986, after representing the state on the national governing body from 1985-89.

Dr Surveyor was commissioned by the Western Australian State Government in 1988 to serve on a committee that prepared a report on the future of sailing in WA – a sequel to the America's Cup defence off Fremantle in 1987.

Dr Surveyor's appointment led to the inauguration of the Lexcen Cup, an interstate match racing competition

that embraced cricket's Sheffield Shield as a model.

Dr Surveyor started sailing in her childhood; her baptism of fire being a sailing course in an Uffa Fox-designed Redwing, in Britain. She later transferred to Dragons, which became her main interest despite a short spell with her husband Ivor in a Spacesailer 22 in river and ocean racing when they first arrived in WA from Britain.

In 1981 she was runner-up in the Australian Women's Keelboat Championship, conducted in Perth. Then she was the winner at the next regatta, held in Sydney in 1983. Dr Surveyor was a stalwart of the Royal Freshwater Bay Yacht Club, and used her administrative skills across the board, for the good of all, transcending club loyalties. – *Neil Smith*

## NEW YORK'S 150TH

The New York Yacht Club will hold its 150th annual regatta from 11-13 June, expanding the traditional two-day event to three days in honour of its sesquicentennial. The first day will feature an around-the-island race at Newport, Rhode Island, to honour those yacht

clubs that supported on-water activities of the New York YC before its acquisition of Harbour Court at Newport. Course races will follow over the next two days with racing for a wide array of classes, including the former America's Cup boats, International Rule 12 metres.



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# OFFSHORE RACING CALENDAR

MAJOR OFFSHORE AND INSHORE EVENTS IN AUSTRALIA AND INTERNATIONAL 2004-2005

## AUSTRALIAN

2004  
JUNE

BMW Sydney Winter Series, pointscore every Sunday,  
Cruising Yacht Club of Australia

JULY

- 4 BMW Sydney Winter Series pointscore, CYCA
- 11 BMW Sydney Winter Series, final pointscore, CYCA
- 18 BMW Sydney Winter Series, trophy day, CYCA
- 25 BMW Sydney Winter Series, Chris Lee Trophy,  
Closing Ladies Day Race
- 31 Sydney Gold Coast Race, IRC, IMS, PHS,  
384 nautical miles, CYCA

AUGUST

- 14-19 Hogs Breath Race Week, Airlie Beach, Qld,  
Whitsunday Sailing Club
- 21-28 Hamilton Island Week, Hamilton Island, Qld,  
Hamilton Island Yacht Club
- 30-4 Hayman Regatta, Hamilton Island, Hayman Island YC

OCTOBER

- 15-17 Farr 40 One Design Regatta, Peppers Anchorage, Port  
Stephens, NSW

NOVEMBER

- 27-28 Short Ocean Racing Championship, IRC, IMS, PHS, JOG,  
Sydney 38, Farr 40, Middle Harbour Yacht Club

DECEMBER

- 10 Canon Big Boat Challenge, CYCA
- 11-13 Rolex One Design Regatta, Farr 40, Sydney 38, Sydney 32,  
Mumm 30 OD classes, Sydney Harbour and offshore, CYCA
- 16-19 Rolex Cup Regatta, IRC, IMS, PHS, Sydney Harbour and  
offshore, CYCA
- 26 Rolex 60th Sydney Hobart Yacht Race, IRC, IMS, PHS, 628  
nautical miles in Tasman Sea, CYCA
- 27 Melbourne Hobart West Coast Race, Ocean Racing Club  
of Victoria
- 28 Melbourne Launceston Bass Strait Race, ORCV

2005

JANUARY

- 2 Pittwater Coffs Harbour Race, IRC, PHS, RPAYC
- 2 King of the Derwent, Hobart, Derwent SC
- 2-5 Boags Sailing South Race Week, RYCT
- 23-26 Skandia Geelong Week, Royal Geelong YC
- 26 169th Australia Day Regatta, Sydney Harbour

FEBRUARY

- 18-20 Farr 40 One Design Australian Championship, Sydney  
Harbour & Offshore, CYCA
- 24-26 Farr 40 One Design Pre-Worlds Regatta, Sydney, CYCA

MARCH

- 1-4 Rolex Farr 40 One Design World Championship, Sydney, CYCA

## INTERNATIONAL

2004  
JUNE

- 11-13 New York Yacht Club 150th Annual Regatta, presented by  
Rolex, Newport, Rhode Island, US
- 11-14 International Etchells Midwinter Championship, Mooloolaba,  
Qld, Mooloolaba YC
- 12-19 Giraglia Rolex Cup, St Tropez, France/Genoa, Italy
- 19-26 Sardinia Rolex Cup, Porto Cervo, Italy

JULY

- 15-16 New York Yacht Club Sailing Week, Newport,  
Rhode Island, US
- 25-3 Rolex Commodore's Cup, Cowes, Isle of Wight,  
United Kingdom
- 28-8 Etchells World Championship, Mooloolaba, Qld

AUGUST

- 8-15 Rolex Baltic Week, Neustadt, Germany
- 14-28 Olympic Regatta, Athens, Greece

SEPTEMBER

- 8-11 Rolex Farr 40 Worlds, San Francisco, California, US
- 4-19 St Francis Big Boat Series, San Francisco, California, US
- 4-11 Maxi Yacht Rolex Cup, Porto Cervo, Italy
- 12-19 Rolex Swan Cup, Porto Cervo, Sardinia, Italy

OCTOBER

- 25 Rolex Middle Sea Race, Malta

NOVEMBER

- 9 Rolex World Sailor of the Year Awards,  
Copenhagen, Denmark

DECEMBER

- 11-14 Rolex Trophy Series, Sydney, Australia
- 26 Rolex 60th Sydney Hobart Yacht Race, Sydney, Australia

2005

MARCH

- 1-5 Rolex Farr 40 One Design World Championship, Sydney, CYCA

206 | 307 | 406 | 607

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## SAILORS IN OVERDRIVE

SKIPPERS AND CREWS OF MANY OF THE 160 YACHTS ENTERED FOR THE 2004 BMW SYDNEY WINTER SERIES, ALONG WITH CYCA OFFICIALS, ATTENDED THE LAUNCH COCKTAIL PARTY AT BMW SYDNEY'S NEW CAR SHOWROOM AT RUSHCUTTERS BAY. THEY HAD A CHANCE TO LOOK AT THE LATEST CARS AND MOTORCYCLES FROM BMW AS WELL AS TOAST AUSTRALIA'S MOST POPULAR WINTER RACING EVENT. GUESTS INCLUDED CYCA COMMODORE JOHN MESSENGER, ANDREW SHORT, LISA RATCLIFF, PETER AND RUTH HILL, GEOFF LAVIS, MATT AND LISA ALLEN, PETER HOWES AND DAUGHTER, SALLY, AND DEXTER COUNSELL

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## DOWN THE RHUMBLINE

Members of most yacht and sailing clubs owe a debt of gratitude to their far-sighted and dedicated fellow sailors, who have given so much of their time to improving and expanding club facilities, as well as organising the best possible racing events for their fellow members.

Even with the professional management enjoyed by the larger yacht clubs, the business management input by flag officers and directors is a vital part of every active club. In addition, most are experienced in the practical aspects of the sport – important in a club that regularly conducts offshore racing, such as the Cruising Yacht Club of Australia.

The CYCA is one of the world's most active ocean racing clubs and, significantly, most of the Flag Officers and Directors have been or still are, active owner/skippers and/or senior crew members of ocean racing boats. Their experience plays a key role in the policy of the Club.



THE OCEAN RACING EXPERIENCE OF THE CYCA DIRECTORS IS INVALUABLE TO THE CLUB'S ONGOING POLICY DEVELOPMENT AND MANAGEMENT  
PHOTO: IAN MAINSBRIDGE

### The Main Man

Commodore John Messenger is the 30th Commodore in the 59-year history of the CYCA. Prior to being elected Commodore two years ago, he played a major role in the planning and construction of the state-of-the-art floating marina that now provides berthing for 230 Club Members' boats and visiting yachts. His major focus as Commodore has been on active participation in the Club's comprehensive sailing calendar and, skippering his Sydney 38, *Utopia*, he has given the lead.

Unfortunately, CYCA Commodores seldom have time to compete in the Club's flag event, the Rolex Sydney Hobart Yacht Race, but 'Messo' has competed in 16, including three aboard line-honours winners.

### Vice Commodore

Vice Commodore Geoff Lavis is another active sailor, as owner of the Inglis/Murray 50, *UBS Wild Thing*, and has been a driving force behind the Ocean Pointscore Series and all Performance Handicap divisions run by the club. A just reward for his efforts was to win the PHS Division of the OPS for the 2003–2004 season.

### Rear Commodores

Rear Commodore Martin James is Chairman of the Audit, Planning and Risk Management Committee and the Rolex Sydney Hobart Yacht Race Planning Committee. He has been the driving force behind the award winning races' websites and their key features, the Yacht Tracker and automatic real time line honours and handicap standings updates.

James still finds time to enjoy ocean racing with his Farr 65, *Infinity III*, winning the IRC Handicap category of the Ocean Pointscore Series last summer.

Rear Commodore Roger Hickman has a vast history of maritime experience, having spent 20 years as a Deck Officer in the Merchant Navy, attaining the rank of Captain. Hickman has competed in 27 Sydney to Hobart races, winning the Tattersalls Cup twice, as skipper of *Wild Oats* in 1993 and *Ausmaid* in 2000. He is currently Chairman of the CYCA Sailing Committee and on the Board of Yachting New South Wales.

### Director

Along with Rear Commodore Hickman, Director Matt Allen is one of the most active offshore racing members of

Offshore Yachting's editor, Peter Campbell, finds there is plenty of sailing talent at the top as the Cruising Yacht Club of Australia in Sydney's Rushcutters Bay nears its 60th anniversary

the CYCA Board. Over the past summer, his Farr 52, *Ichi Ban*, has won Sailing South Race Week, the Skandia Geelong Week and the Australian IRC Offshore Championship. Allen has great input into the CYCA as Chairman of the Youth Sailing Academy and a member of the Audit, Planning and Risk Committee and the Rolex Sydney Hobart Yacht Race Planning Committee.

#### Chair of Members and Services Committee

Michael Crannitch is Chairman of the Members and Services Committee, which ensures that clubhouse facilities are the best, as well as a member of the Audit, Planning and Risk Committee. As co-owner and skipper of the Open 60, *Broomstick*, he is also an active competitor, both in harbour and long ocean races.

#### Treasurer

Alan Green has been the Club's Treasurer for eight years. He has also contributed positively to the CYCA in the area of youth training and safety and has a personal interest in radio communications for long ocean races. Alan and his wife, Ivy, own an Olsen 40, *Tonic* and are actively involved in the expanding activities of CYCA Cruising, where he is the Board's representative.

#### Members of the Board

Garry Linacre has brought vast experience of the marine industry to the CYCA Board, as well as extensive sailing experience, ranging from Lasers and Etchells through to ocean racing. He has sailed on such well-known boats as *Bumblebee III*, *Apollo*, *Shockwave*, *Amazon*, *Windward Passage* and *Wild Thing*. Garry serves on the Marine and Site Committee and the Youth Training and Development Committee.

The newest members of the Board are Les Goodridge and Graham Swan, who both have a long involvement in racing from the club. They are actively involved in club policy making and administration. Les Goodridge is a member of the Marina and Site Committee and the Rolex Sydney Hobart Planning Committee. He skippers his classic boat, *Erica J*, in harbour races and has competed in major ocean races along the Australian East Coast.

Graham Swan has been a hands-on volunteer with the Breakfast Committee, which serves more than 1,000 breakfasts during the BMW Sydney Winter Series. As a Director, he serves on the Member Services Committee.

#### Archives Committee Chair

Rod Skellet chairs the Archives Committee and is the small boat representative on the Sailing Committee. His passion is racing small ocean racers and he has won the Super 30 Australian Championship three times. Last year he sailed his Young 31, *Krakatoa*, in the 2,225 nautical mile Transpac Race from Los Angeles to Honolulu.


#### CYCA Cruising and Associates Committee

CYCA Cruising, with former Director John Keely as Cruising Captain, and the members of the Associates Committee are both active – but more about them in another Rhumbline.

The CYCA is fortunate to have members with such experience and dedication who give so much of their time to make their club one of the best in the world. ■



REAR COMMODORE ROGER HICKMAN CONGRATULATES DIRECTOR MATT ALLEN'S SKANDIA GEELONG WEEK WIN  
PHOTO: KEVAN WOLFE

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# LAST THOUGHT

A whale surfaces in the Whitsunday Islands Group, a spectacular sight that sailors can expect to see during the major August regattas at Airlie Beach, Hamilton Island and Hayman Island

PHOTO: ANDREA FRANCOLINI

# ONSHORE



## MEMBERS NEWSLETTER

THE NEWSLETTER OF THE CRUISING YACHT CLUB OF AUSTRALIA

JUNE 2004

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THE HON. JOHN GAZZOLA, MEMBER OF THE SOUTH AUSTRALIAN LEGISLATIVE ASSEMBLY, PRESENTS JOAN STANTON, COMMODORE OF THE SOUTH AUSTRALIAN SEA RESCUE SQUADRON, WITH A CHEQUE FOR \$10,000 COURTESY OF THE SOLAS TRUSTS. PHOTO: DAVID BENHAM.

## LEGACY OF LOST SYDNEY HOBART YACHT RACE SAILORS LIVES ON

The South Australian Sea Rescue Squadron currently relies on its members to provide the vessels needed to perform search and rescues at its Wirrina flotilla, but thanks to a sizeable donation from the CYCA's Safety of Life at Sea Trusts it is closer to purchasing its own craft for the job.

South Australia is the last remaining Australian state to receive a donation from the SOLAS Trusts, which were established following the tragic 1998 Sydney Hobart Yacht Race when six lives were lost at sea.

In accordance with one of the Trusts' aims to provide assistance to search and rescue organisations, the money will be put towards the purchase of a new vessel.

"At present we don't have a Squadron owned boat at Wirrina, which means our Operational members bear the cost of maintenance and wear and tear to their own boats while on a call out," said Commodore Joan Stanton.

"This donation will greatly assist our fundraising efforts for a new vessel," she said.

The donation was made last month at the opening of the SASRS' new flotilla, radio base and commissioning of a craft at Wallaroo,

150 kilometres north west of Adelaide.

The Hon John Gazzola, Member of the Legislative Council of South Australia and a SASRS member, agreed to present the cheque for \$10,000 to the Commodore of SASRS on behalf of the SOLAS Trusts.

While unable to attend the cheque presentation, SOLAS and CYCA director Alan Green said: "The Trustee is pleased to make this contribution to support the SASRS, as we are aware of all the good work that the Squadron is doing in the area around Adelaide.

"The Trustee was aware of the recent efforts of the Members of the Squadron and many volunteers to raise funds to build a boat shed and was also aware that they needed a new boat to cover more remote regions.

"The activity of the SASRS in rescuing a significant number of persons and boats in difficult circumstances speaks highly of the commitment of the volunteer Members of that Association. The SOLAS Trustee believes that helping groups and people such as these is an important task of the Trusts," he added.

The South Australian Sea Rescue Squadron was formed 42 years ago by a

small group of amateur fishermen who fished the Gulf St. Vincent, over an area from Glenelg to Cape Jervis. These fishermen were concerned by a lack of resources available to the police to mount a proper search when boats reported overdue.

This small group offered their services to the police 365 days a year and from this modest start, SASRS was formed.

The SOLAS Trusts Funds were established following the loss of six lives in the 1998 Sydney Hobart Yacht Race and aim to:

- assist the immediate needy family of those lost at sea during Australian Yachting Federation sanctioned races
- provide assistance to search and rescue organisations
- foster research and training to improve procedures and equipment for use at sea.

To date more than \$170,000 has been donated to search and rescue organisations Australia wide and the Trustee is continuing the search for giftable organisations to support.

*Lisa Ratcliff*

## CYCA SHOWS ITS COMMUNITY COLOURS

While the CYCA is foremost a member's club and a prominent sporting club, it has always been mindful of its place in and obligations to the broader community.

The Board of Directors, management and staff each year voluntarily assist numerous organisations, with the help of Club members in most cases. This tradition of assisting the more needy is one that has been embraced by the Club for many years.

The CYCA offers the use of its facilities and complimentary race management to a number of charities that host corporate regattas at the Club to help raise funds.

The Cure Cancer Australia Foundation each year runs the Liquor Stores Association Regatta at the CYCA, with money raised going towards important cancer research.

Sydney Cove Rotary hosts a similar regatta to raise money for both the Sydney Children's Hospital at Randwick and NRMA CareFlight. The Starlight Foundation also hosts a regatta to raise money for the Make a Wish Foundation that brightens the lives of terminally ill children.

The CYCA also supports Sunshine Home, through its Patron Sir James Hardy, a CYCA Member. Sunshine Home assists intellectually disabled people find accommodation in community homes.

All of these charities rely on members donating their boats and time on a free-of-charge basis to make these regattas a success. The Club thanks members for their generosity in making their boats and time available many times each year.

The Club also supports other community organisations including the Double Bay Probus Club, which receives complimentary room hire once a month.

The Club supports Sailors with disabilities through Club member David Pescud. This is a

unique relationship because SWD has taken up corporate sponsorship of one of the Youth Sailing Academy's Elliott 6s. In this way, SWD helps young people completing Academy courses to become future sailors. The Club has actively supported SWD by assisting in other ways when required, and recognises its achievements, such as the welcome home for their record-breaking circumnavigation of Australia last year.

The Youth Sailing Academy provides the vehicle for the Freedman Foundation's School Programme that invites school students, including hearing impaired and indigenous students, from across Sydney to participate in a 'Learn to Sail' course at no cost.

Last year was the scheme's inaugural programme, and it saw the Academy host close to 50 students from 12 different schools. Through the generosity of Club Member Laurence Freedman, another large group will be hosted prior to the 60th anniversary Rolex Sydney Hobart Yacht Race.

Of course, the Club's own charitable Trusts, the CYCA Safety of Life at Sea Trusts, are also beneficiaries of the Club and its members. Each year the Club makes a donation to the Trusts and, in addition, the Trusts benefit from the annual fundraiser held in the final stages of the BMW Sydney Winter Series.

This year's fundraiser will be held on 18 July, and once again it is hoped that volunteers will come forward to sell raffle tickets for the fantastic prizes on offer. We hope that Members will dig even deeper this year to crack the \$2,000 mark set last year.

To date, the SOLAS Trusts have distributed more than \$170,000 to search and rescue organisations Australia-wide, the most recent being a \$10,000 donation to the South Australian Sea Rescue Squadron.

*Lisa Ratcliff*

## EARLY START FOR SAILING SOUTH RACE WEEK 2005

The Royal Yacht Club of Tasmania is confident that many more visiting yachts will contest the Boags Sailing South Race Week 2005 following the decision to start and finish the regatta a day earlier next January, with the first race being part of the King of the Derwent Race on 2 January.

This and other changes, plus the large fleet expected for the Rolex 60th Sydney Hobart Yacht Race, should see a record line-up for Race Week.

In fact, Michael Spies, who skippered the Overall Winner of last year's Rolex Sydney Hobart, *First National Real Estate*, has already confirmed he will enter a new, yet to be named Beneteau First 44.7, in Sailing South Race Week. He has also agreed to officially launch Race Week in November.

The prizegiving for the Rolex Sydney Hobart at the Royal Yacht Club of Tasmania will be brought forward from the morning of 2 January to the late morning of 1 January, giving yachts entered in the Sailing South Race Week ample time to prepare for the opening race on 2 January.

Racing will then continue each day through to 5 January, with no lay day and only one long race, a format that is likely to see more interstate boats stay on in Hobart for Race Week. The likelihood of a Cruising Division in the Rolex Sydney Hobart Race is expected to boost the two Cruising Divisions of Race Week.

*Continued on page 77*

## SYDNEY GOLD COAST RACE MARKS THE START OF A NEW ERA

This year's Sydney Gold Coast Race marks the start of the CYCA's coveted Bluewater Pointscore and the first time in a decade the Bluewater Champion will be named from an alternate Handicap Division.

In line with the Club's move to IRC as the handicap from which the overall winner of this year's Rolex Sydney Hobart Yacht Race will be announced, the prestigious eight-race Bluewater Pointscore, which began in 1958, will also be awarded to the best performing IRC boat.

CYCA Sailing Committee Chairman Roger Hickman believes the decision embraces the wishes of the bulk of competitors and he is confident it won't affect fleet numbers. "The Club, and many competitors, strongly believe that having one major

handicap system rather than two makes for more interesting racing, more cohesion and is more easily understood by the public," he says.

"While the IMS Rule is still a good rating system, we feel that at the present time we should listen to our constituents and go with an international rule that is managed by the highly regarded Royal Ocean Racing Club, a similar organisation to our own.

"We have in fact formed a close alliance with the RORC, in particular the Commodore Chris Little, who competed in last year's Rolex Sydney Hobart, and Vice Commodore Chris Bull, and we have chosen to embrace their system, as has the International Sailing Federation," Hickman added.

The Tasman Performance Trophy for the PHS boat with the highest points at the end of the series that concludes with the 2005 Sydney Mooloolaba Yacht Race will be maintained, while the former IRC trophy, the Cape Byron Trophy, will be held over until a decision is made on its rededication.

This year's Sydney Gold Coast Race could see a rematch of last year's Rolex Sydney Hobart with a rumour that New Zealand businessman Stewart Thwaites is bringing *Zana* back to Sydney for a replay of his titanic struggle for line honours against Grant Wharington's victorious *Skandia*, also a 98-foot super maxi.

*Lisa Ratcliff*

# CYCA CRUISING

## PACIFIC ISLAND CRUISING NIGHT

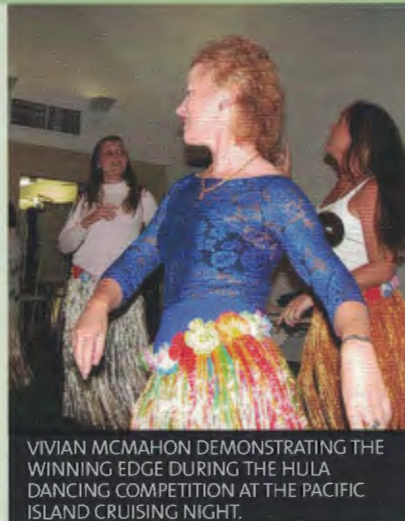
The Pacific Island Cruising Night was an informative and entertaining evening with over 140 cruising enthusiasts in attendance, all with the chance of winning the lucky door prize generously donated by World Charter Yachting Holidays and Aircalin.

The evening got underway with a detailed overview of the *Relish IV* South Pacific Cruise last year. Owen Thomas briefly talked a bit about enticing people to participate; Bill Bailey, owner of *Relish IV*,

then discussed the organisation, crew choice, navigation, the yacht and its needs and international protocols; Brenton Booth spoke of the touch of bad weather experienced on the first leg (yet he was smiling in all the pictures); Virginia Furner gave an overview of her wonderful experiences on the second leg voyage – Noumea to Port Vila and then Alex Gelbart spoke about his “first ocean cruise experience” – and the third leg – Port Vila via the islands to Bundaberg. It was a very thorough presentation with some great pictures of the cruise.

Commodore John Messenger then addressed the meeting and highlighted that cruising has always been an integral part of the CYCA. To support this he displayed the Log of the Kathleen Gillett completed by Jack Earl, the first CYCA member to circumnavigate the world. This masterpiece was donated by the Associates and will be on display in the Clubhouse in the near future. Also on display was the CYCA Cruising Trophy, which was first awarded in 1948 and, appropriately for the topic of the night, included an award to Solo for a cruise to Noumea.

So back to the Pacific we went with Brook Felsenthal from Charter World Yachting Holidays giving a great informative presentation on chartering and holidaying in Noumea. As managing director of Australia's largest yacht charter organisation, Brook was a great source of information. Sue Jogever from New Caledonia Tourism was also there “waving the beret” and provided lots of great information on the area.



VIVIAN MCMAHON DEMONSTRATING THE WINNING EDGE DURING THE HULA DANCING COMPETITION AT THE PACIFIC ISLAND CRUISING NIGHT.

Alex Gelbart then made another appearance on stage as the winner of the lucky door prize of two return airline tickets to Noumea. Alex is a regular crewmember aboard *Kaiyu* and plans to return to Noumea with his wife. The meeting then ended with a bit of fun and entertainment in the form of our Hula Dancing competition. While all performers were spectacular with grass skirts and swaying hips, the judges declared Vivian McMahon a clear winner.

The evening finished with great Island food from the Club's caterers L Eat, who do a wonderful job of delivering quick and delicious meals on the cruising evenings. Thanks to all involved, especially Charter World for the donation of the lucky door prize. If you ever consider a visit to Noumea in the future, whether it be a sailing holiday or just a visit, I would recommend you contact Brook (1800 335 039) first as the prices he produced were outstanding.

## TRELEAVENS GO BACK TO CRUISING THE MED

Having spent the summer in Australia, well known members Andrea and Ian Treleven have returned to Italy to continue their cruise of the Med and beyond.

The Trelevens had their Beneteau yacht *Cadiz* on the hard stand in Fiumicino for the five months they were home. Prior to departure they had removed all the halyards, sails and covers and said this was “... an excellent move when we saw all the oil and dirt on yachts that stayed in the marina.” They also reported: “In the Port, life has gone on for lots of live-aboards. The winter has been especially cold with snow on the decks .... the up side was their camaraderie and the high standard of the facilities ashore – marble washrooms and laundry”.

*Continued from page 76*

Other changes include the introduction of a Non Spinnaker Division and a Trailable Yacht Division.

The RYCT has completed a satisfactory arrangement with the Derwent Sailing Club to include the first event of the Boags Sailing South Race Week as part of the traditional King of the Derwent Race. The race prizegiving for Sailing South competitors will be held on the evening of 2 January at Wrest Point, along with the trophy presentation for the King of the Derwent. Subsequent daily prize presentations and the prizegiving dinner at the end of Race Week will be held at the RYCT.

Boags Sailing South Race Week 2005 will include divisions for IRC, IMS, PHS 1 and 2, Sports Boats, Cruising 1 and 2, and the new Trailable Yacht and Non-Spinnaker divisions. Yachts will be able to enter two racing divisions, eg. IRC and IMS or IRC and PHS.

The program for the Boags Sailing South Race Week 2005 is:

- 2 January** Race 1, King of the Derwent Race. Separate start for Cruising Divisions.
- 3 January** Two harbour races for IRC, IMS, PHS, Sports Boats and Trailable Yacht divisions. Distance race for Cruising and Non-Spinnaker Divisions.
- 4 January** Distance Race to Storm Bay mark(s) and return. Two harbour races for Cruising Divisions, Non-Spinnaker Division.
- 5 January** Two harbour races for IRC, IMS, PHS, Sports Boats and Trailable Yacht divisions. Distance Race for Cruising Divisions, Non Spinnaker Divisions.

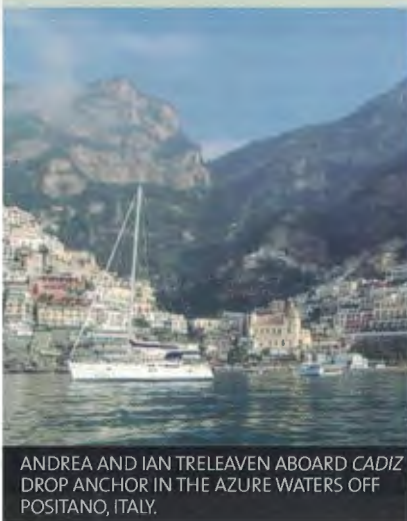
*Peter Campbell*



(LEFT TO RIGHT) CYCA COMMODORE JOHN MESSENGER, CYCA CRUISING CAPTAIN JOHN KEELTY WITH BROOK FELSENTHAL, MANAGING DIRECTOR OF CHARTER WORLD YACHTING HOLIDAYS AT THE PACIFIC ISLAND CRUISING NIGHT.

After a bit of work putting the boat back together and painting the hull, they relaunched *Cadiz* in the Fiumicino Canal and as soon the drawbridges opened, motored 3 miles down the coast to Porto Turistico Di Roma – Ostia. After the warmth of Sydney they arrived to rather chilly weather, so Andrea donned her Musto bear suit (fleecy lined one piece suit) as they sailed south in search of better weather. Their next report reads:

“... we sailed to Capri and out came the sun. We were in Capri 4 years ago and it is still magic. A place everyone should visit not as a day-tripper but to stay and enjoy. With Ian’s negotiating skills we are given a fresh tuna from the fisherman next to us, we circumnavigated the island and motored over to the Amalfi Coast. Positano is magnificent as we approach and is very exposed to the sea but as it’s flat calm, we



ANDREA AND IAN TRELEAVEN ABOARD *CADIZ* DROP ANCHOR IN THE AZURE WATERS OFF POSITANO, ITALY.

chance the night here on a mooring. Ashore, we climb the numerous stairs and enjoy the feel of Positano.”

The Treleavens’ plans for the next seven months are to cruise the West coast of Italy, Sicily, Tunisia, Crete, Greek Islands, Turkey and Croatia. They have many friends joining them on their cruise and are kindly sharing their adventures with us all via email, which we are printing out and posting on the Cruising Notice Board for all to read and enjoy.

## Cruising Activities Forthcoming Events

### HEAVY WEATHER SAILING II EDUCATIONAL SEMINAR

Our next Educational Seminar will be a follow-up on last year’s Heavy Weather Sailing Seminar. Over 200 people attended last year, indicating the importance that offshore sailors put on this topic.

This year’s presenters will once again provide valuable information that will enable you to prepare for and cope with extreme conditions if ever encountered.

### JULY TUESDAY 6TH – CRUISING ANNUAL GENERAL MEETING

This is not as formal as it sounds but rather an opportunity to come along and have some input into the planning of cruising activities at the CYCA.

It is also your opportunity to join the Committee if you would like to be more actively involved in the planning and organisation or have a particular cruising

activity you would like to see developed.

Over the last year or so, the organisation of cruising activities has changed a little in that the planning and organisation has been done at the Committee meetings so there has not been the opportunity to discuss this at general meetings.

We would like to encourage as many to attend as possible to have some input, to hear what is planned and to join us on the deck for dinner afterwards.

### SATURDAY 17 JULY FORT DENISON TOUR AND BRUNCH

CYCA Cruising has organised visits to Fort Denison before but this time it is with a difference. We are offering you a civilised way to start the day – at a site with a rather uncivilised past! You can watch Sydney wake up while enjoying brunch on magnificent Fort Denison. Join a NPWS guide for a tour of the Martello Tower and wander through the displays at your leisure.

Brunch is included and consists of orange juice, sliced fresh seasonal fruit, scrambled eggs, sourdough toast, oven dried tomatoes, crispy bacon, and coffee and tea.

**Duration** 3 hours – 9am till 11.40am

**Cost** \$47 adults, \$43 children

For further details, please see the CYCA Cruising Notice Board or weekly email news and please contact the CYCA Reception for bookings. Early bookings appreciated.

*John Keilty  
Cruising Captain*

## SUMMER PRIZEGIVING

Sailing Chairman Roger Hickman was pleased to be part of a well-orchestrated season of summer sailing that was capped off with a successful prizegiving on the deck. Roger commented later that the full attendance on the night, and the fact that so many competitors wanted to congratulate the Club as they collected their trophy, was

testament to the popularity of the Summer Series and the efforts of the Sailing Office team.

A four-time winner himself, Roger was delighted to present Howard de Torres with his first Bluewater Champion Trophy and in responding, Howard was effusive in his praise for his crew.



CYCA RACE COMMITTEE WERE JOINED BY BLUEWATER CHAMPIONSHIP WINNER HOWARD DE TORRES SKIPPER OF *NIPS 'N' TUX* (BOTTOM RIGHT).



THE SUMMER SERIES PRIZEGIVING MEANT TIME TO HAVE FUN FOLLOWING THE SERIOUS COMPETITION EXPERIENCED ON THE RACE COURSE.



LEFT TO RIGHT: CYCA SAILING COMMITTEE CHAIRMAN ROGER HICKMAN WITH LISA AND MATT ALLEN AT THE SUMMER PRIZEGIVING PRESENTATION HELD ON THE CYCA DECK.

## 20 YEAR MEMBERS' DINNER

Ludde Ingvall, skipper of *Nicorette*, was the guest speaker at this year's 20+ Year Members' Dinner. Ludde spoke on a range of topics from the business of yachting to the Twister that ended his 2001 Sydney Hobart Race campaign and in all areas, he proved

himself a most interesting and topical speaker. Commodore John Messenger and almost 100 other longstanding club members took the opportunity to enjoy Ludde's presentation, catch up on news and spend an evening with good friends.



JOHN CHRISTIE WITH SUE AND BILL BAILEY AT THE 20 YEARS MEMBERS' DINNER.

TRYGVE HALVORSEN, MICHAEL AND JEANNETTE YORK DISCUSSING ALL THINGS NAUTICAL AT THE 20 YEAR MEMBERS' DINNER.



CYCA COMMODORE JOHN MESSENGER (LEFT) WITH LUDDE INGVALL SKIPPER OF *NICORETTE* FOLLOWING HIS INFORMATIVE TALK ON SPONSORSHIP AND DODGING TWISTERS.

## TOUR OF SPECTACLE ISLAND AND RAN HERITAGE MUSEUM



SPECTACLE ISLAND – A MUST-SEE FOR SHAARON WALSH, ALAN MATHER, PAM NEATE, BRIAN EMERSON, PAM EMERSON, PAM BRINSMEAD, RUSSELL CAMPBELL AND PETER BEARMAN.

It was a beautiful sunny morning when CYCA members motored from the Club marina to Spectacle Island. Commander Shane Moore RAN welcomed the group for a personally guided tour of the RAN Heritage Museum.

The tour, organised by the Associates Committee, was both enjoyable and informative. It was hard to absorb the huge volume of information and the amount of items that are on display. The tour included a walk around the island and its historic buildings, including the sandstone 'powder magazine', completed in 1865.



A GUIDED TOUR OF THE RAN HERITAGE MUSEUM WAS ENJOYED BY PAM BRINSMEAD, OWEN HASEMER, PETER BEARMAN, KEN DAVIS, RICHARD BEARMAN, DIANA HAWLEY AND JIM CARPENTER.

## PACIFIC SAILING SCHOOL

### THEORY COURSES 2004

#### C5 – AYF SMALL CRAFT SAFETY

Essential knowledge for small boat sailors and a pre-requisite for further AYF certification. Held over two consecutive Saturdays or Sundays (9:30am–4pm), it includes a three-hour practical session on our offshore yacht. On satisfactory completion and payment, Waterways can issue your Boat Drivers License.

3/2004 Saturday 3 and 10 July 2004

#### C9 – AYF COASTAL NAVIGATION

Presented by ex-Navy Navigation Instructor/yachtsmen and AYF examiner Greg Stewart over eight Monday evenings, 6pm–9pm, and a three-hour practical session.

3/2004 Thursday 3 June 2004

#### C12 – MARINE RADIO

Update your knowledge of Digital Select calling and all the recent changes over three Thursday evenings (6pm–9pm).

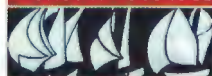
3/2004 Thursdays 12 August 2004

#### C14 – AYF SAFETY & SEA SURVIVAL COURSE

Be ready to join the Rolex Sydney Hobart Yacht Race crews by getting your AYF SSS Certification now. Course is over 2 days and includes the flare drill and the wet drill at Qantas pool. Fee \$490 includes comprehensive course notes, theory, flares, and wet drill.

4/2004 Saturday 17 & 24 July 2004

#### PACIFIC SAILING SCHOOL



SYDNEY HARBOUR

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

# FROM THE YOUTH SAILING ACADEMY



SMILES ABOUND FROM THE STUDENTS ATTENDING THE APRIL SCHOOL HOLIDAY COURSE.

## YOUTH SAILING ACADEMY SCHOOL HOLIDAY COURSE – FUN AND FULL

The April School Holiday Course provided a large group of 12–18 year olds with the opportunity to make friends and learn to sail in our wonderful Club. Glorious warm weather, perfect wind conditions, which strengthened a little each day to peak on the final day with an 18-knot N-E breeze, enabled sailors to build their confidence and improve skill levels. They were able to demonstrate brilliant boat handling under flying spinnaker as they returned from Balmoral with a tail wind on the final day.

### So where to now?

Many of the sailors have been able to move into the winter season's Intermediate Sunday course. However, for those who missed out (and those who just love sailing) the next course is for Intermediates only. Past experience has shown us that only experienced sailors will face the cold breezes of July.

Enrolments are presently being taken for this four-day Intermediate course being conducted in the school holidays on 5, 6, 7 and 8 July. Bookings can be made through Reception now. Don't leave it too late as the Youth programs are exceptionally popular!

## YOUTH SAILING ACADEMY'S ADVANCED SQUAD LAUNCH

Warm weather and a warm atmosphere provided a friendly environment for sailors, parents and Committee members to mix and enjoy a light breakfast before the squad got straight onto the water for their first drill and crew work session aboard the YSA's Elliott 6's.

A short formal part of the morning provided an opportunity for CYCA sponsor and Club member, Jeremy Lawrence, to meet with six sailors in their first year at the YSA.

Jeremy is kindly supporting Alex Ward, Will Ryan, Andrew Williams, Rebecca Dunn, Nick Dallen and Coryn Mara via scholarships.

Commodore John Messenger then welcomed parents and sailors to the CYCA. In his talk John reinforced how much the CYCA was looking forward to the involvement of this extremely talented group of sailors and their parents in the activities of the Club.

The Commodore's speech was followed with each of the 34 squad members being introduced to the YSA Chairman and CYCA Director Matt Allen. Both Matt and John commented on the incredible depth and breadth of these young sailors. The Youth Sailing Academy will, over the winter months, endeavour to provide the environment and resources to take these sailors further down their sailing path. Through access to great facilities, some of the best yachts in the country and experienced coaches and seminars, the YSA will facilitate their further development.

The squad also provides a unique opportunity for the students to share their skills and drive each other forward to achieve better and higher performances – they are without doubt an exceptional group.



CYCA MEMBER JEREMY LAWRENCE (SECOND FROM LEFT), MAKES ADVANCED SQUAD TRAINING A REALITY FOR (LEFT TO RIGHT) ANDREW WILLIAMS, NICK DALLEN, ALEX WARD, WILL RYAN, REBECCA DUNN, CORYN MARA.

## SEVE JARVIN RETURNS TO ADVANCED SQUAD AFTER EUROPEAN MATCH RACING TOUR

Seve Jarvin returns to the CYCA Youth Sailing Academy this month after completing a European match racing tour as tactician for RSYS skipper Michael Dunstan.

Seve's tour started with a Grade 3 Youth Match Racing event in Italy where the team finished a credible fourth. Winning most of the starts and usually first to round the top mark, the crew lost their advantage on the downwind legs.

The second regatta was a Grade 1 regatta on Lake Garda, Trentino. This was the first time a CYCA sailor has moved into Grade 1 Match Racing on the International circuit. The team had a good result, finishing in eighth place having entered the regatta as the lowest ranked crew.

Seve, who had been staying with CYCA YSA member Scott Babbage (who is in Europe for the 29er Europeans and summer season) wrote: "I have learnt a lot from these guys.



SEVE JARVIN PRIOR TO HIS PRE MATCH RACING DAYS IN EUROPE.

"Eighth is not too bad as we were ahead in nearly every race and got overtaken on the runs. Our pre-starts were really good, I think we only lost one."

Following this regatta he and Michael picked up more of their Australian crew and headed to Toscan Elba Cup at Porto Azzuro. This Grade 1 Match Racing regatta, sailed on IMX 20 racer/cruisers, included number one and two of the world-ranking line up. Russell Coutts, current titleholder and three-time winner of the America's Cup and Swedish Match Tour champion, and Jesper Radich sailing for Denmark. Swedes Magnus Holmberg, winner of the 2001 event and Bertrand Pace from France, tour winner in 2000 and skipper of the new Team France, were also present along with Australian Peter Gilmour, skipper of One World with five editions of the America's Cup competition under his belt. Prize money of over Euro 100,000 made the Italian date one of the most interesting on the professional circuit for 2004.





We look forward to Seve's return, as he is keen to put back into the YSA the skills he has developed while competing in Grade 1 events against some of the world's best.

#### SHARING SKILLS TO STRENGTHENING THE CYCA

The Youth Sailing Academy conducted a course in Power Boat Rescue during May. Starting in the cool early hours of Sunday mornings, the course provided an opportunity for staff and youth sailors to become accredited as Power Boat Rescue Drivers, which will enable safer operations of all our power craft. The qualifications also allow 10 young sailors the opportunity to contribute to the sport as coaches. The course is part of their requirements for the National Accreditation Scheme as Level 1 Coaches (in conjunction with other qualifications).

Marina Operations Supervisor Andy Payne assisted with the section on launching retrieval with a careful explanation of crane lifting requirements and safety. Yachting Australia's Technical Officer Col Chidgey also volunteered his expertise for the training.



CYCA DOCKMASTER SCOTT FINSTEN AND CYCA OPERATIONS SUPERVISOR ANDY PAYNE UNDERGO TRAINING IN ORDER TO ACHIEVE THEIR POWER BOAT RESCUE CERTIFICATION.

#### CAN RULES TALKS BE INTERESTING? DEFINITELY YES!

With Mark Pryke at the helm, a group of 40 Advanced and Intermediate Squad youth sailors sat captivated for two hours while he shared his knowledge of fleet racing rules.

Mark's broad international experience and depth of knowledge gained from his position as both an International Judge and Race Officer and his ability to engage and entertain the group, had all that attended on the day totally enthralled. Providing numerous scenarios and tactical situations, he managed to captivate the interest of all the young sailors. His presentation will assist them to learn, understand and use the Racing Rules of Sailing more competently. Many, many thanks to Mark for volunteering his Saturday afternoon.

#### EUAN McNICOL – YSA COACH

Euan has been involved with the Youth Sailing Academy since 1994. He was a member of the 1994 and 1995 Advanced Squads and represented the CYCA as a



INTERNATIONAL UMPIRE MARK PRYKE ENTHRALS THE STUDENTS ENROLLED IN THE ADVANCED AND INTERMEDIATE YOUTH SAILING ACADEMY SQUADS WITH THE FINER POINTS OF RACING RULES.

member of the successful Youth team in 1995. He then became an employee of the Academy coaching under Dayne Sharp until 1998.

Recently, sailing has become a major career focus for Euan. Since 1998 he has been involved in two Olympic Games campaigns in the 49er class, spending considerable time travelling and competing both domestically and internationally. He has also sailed in the local 18-footer fleet, winning a Grand prix title in 1999 and a JJ Giltinan Championship in 2000, as well as being a State, National and European Champion in the 18 footer class over the last six years. In 2001 Euan became the 29er World Champion sailing on his home waters of Sydney Harbour.

Euan coached the New Zealand 49er team for their Sydney 2000 campaign, and in 1999 he worked with the Spanish 49er team for the Pre-Olympics.



EUAN McNICOL, ASSISTANT COACH

Since 1995, Euan has competed in numerous races north to Mooloolaba and Southport, and three races to Hobart, including the last two aboard George Snow's *Brindabella*.

More recently, Euan has been working with the Advanced Match Racing teams at the Youth Sailing Academy coaching the 2003 team to several regatta wins. His new role here as assistant coach is to maintain the high level of performance in the advanced program, as well as introducing the sport to a wider range of younger sailors throughout the community. Euan will work in conjunction with Jenni Bonnitcho to maintain and repair the fleet of Elliott 6 class yachts and the Academy's three RIB coach boats, as well as assisting in the administration, development and promotion of the Youth Sailing Academy overall.

**For more information about the CYCA Youth Sailing Academy and upcoming courses, contact Jenni Bonnitcho on 0418214830 or visit [www.cyca.com.au](http://www.cyca.com.au).**

# ASSOCIATES ANNUAL PARADE OF SALE

## Sunday 1 August 2004

#### For Classic Yachts built or designed, prior 1975

Classic yacht owners and enthusiasts, the time has arrived for you to prepare your craft for this enjoyable day on beautiful Sydney Harbour for the annual 'Blessing of the Fleet' & 'Parade Of Sail'.

*Boomerang*, the Australian Heritage Fleet's elegant 100-year-old Edwardian Schooner, will again officiate as the Start Vessel. Aboard will be a Royal Australian Navy Chaplain, who will bless the fleet as they sail past, after the firing of the cannon.

The judges will be aboard the Review Vessel, *Seraphim*, Belinda & Hugh Webster's Lycrest Fly-bridge cruiser. This year there will be two divisions,  
**1** Sail and  
**2** Power (for those who do not wish to hoist sail)

Ten yachts will be judged on the water during the parade for the 'Ship Shape & Bristol Fashion Award'. Final adjudication will take place back at the CYCA marina.

A hearty lunch will be served at the Clubhouse during which the prizes will be presented. Don't miss this great day. Start sprucing up your beautiful yacht now!

**For all enquiries, Entry Forms & Bookings contact:**  
**Jeannette York (Convenor)**  
**Phone: (02) 9181 3541,**  
**Mobile: 0414 920 975**  
**Email: [mjyork@bigpond.com](mailto:mjyork@bigpond.com)**



DAVID MATHLIN'S SANA DURING LAST YEAR'S PARADE OF SAIL.

# 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.

## JUNE 2004

<b>TUESDAY 1</b>	7:00pm	CYCA Cruising Heavy Weather Sailing Education Seminar
<b>THURSDAY 3</b>	6:30pm	Members' Badge Draw Pacific Sailing School AYF Coastal Navigation Course
<b>SUNDAY 6</b>		BMW Sydney Winter Series
<b>THURSDAY 10</b>	6:30pm	Members' Badge Draw
<b>SUNDAY 13</b>		BMW Sydney Winter Series
<b>THURSDAY 17</b>	6:30pm	Members' Badge Draw
<b>SUNDAY 20</b>		BMW Sydney Winter Series
<b>THURSDAY 24</b>	6:30pm	Members' Badge Draw
<b>SUNDAY 27</b>		BMW Sydney Winter Series

## JULY 2004

<b>THURSDAY 1</b>	6:30pm	Members' Badge Draw
<b>SATURDAY 3</b>	-	Pacific Sailing School AYF Small Craft Safety Course
<b>SUNDAY 4</b>		BMW Sydney Winter Series
<b>TUESDAY 6</b>		CYCA Cruising Annual General Meeting
<b>THURSDAY 8</b>	6:30pm	Members' Badge Draw
<b>SATURDAY 10</b>		Pacific Sailing School AYF Small Craft Safety Course
<b>SUNDAY 11</b>		BMW Sydney Winter Series
<b>MONDAY 12</b>	6:30pm	CYCA Annual General Meeting
<b>TUESDAY 13</b>	6:00pm	Associates Annual General Meeting
<b>THURSDAY 15</b>	6:30pm	Members' Badge Draw
<b>SATURDAY 17</b>		CYCA Cruising Fort Denison Tour and Brunch
<b>SUNDAY 18</b>		BMW Sydney Winter Series
<b>THURSDAY 22</b>	6:30pm	Members' Badge Draw
<b>SUNDAY 23</b>		BMW Sydney Winter Series Prizegiving
<b>SUNDAY 25</b>		Chris Lee Trophy Closing Ladies Day
<b>THURSDAY 29</b>	6:30pm	Members' Badge Draw
<b>SATURDAY 31</b>	1:00pm	Sydney Gold Coast Yacht Race

## THIS MONTH ON FOX SPORT

### RUGBY

Australia v Scotland Telstra Dome Melbourne  
Australian v Scotland Stadium Australia Sydney

### TENNIS

French open  
Wimbledon

### BASEBALL

Major League regular season

### CRICKET

Tri nation series between England,  
New Zealand and the West Indies

### GOLF

USPGA tour  
US Open

### RUGBY LEAGUE

Rugby League State of Origin - Game 2

## MEMBERS' BADGE DRAW

(TPL 03/11287)

There is no better way than to spend a Thursday evening than with the rest of your Club mates for a relaxing drink after a hard day's work. Don't forget 6:30pm in the Coaster's Retreat followed

by a meal in the Blue Water Grille. 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



**MANAGEMENT**  
Accountant  
Sailing Manager

Nina McKinnon  
Justine Kirkjian

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

Jenni Bonnitcha  
Andrew Payne  
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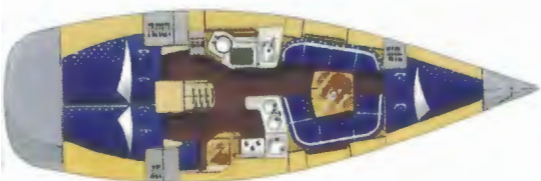
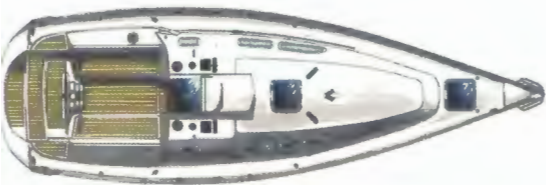
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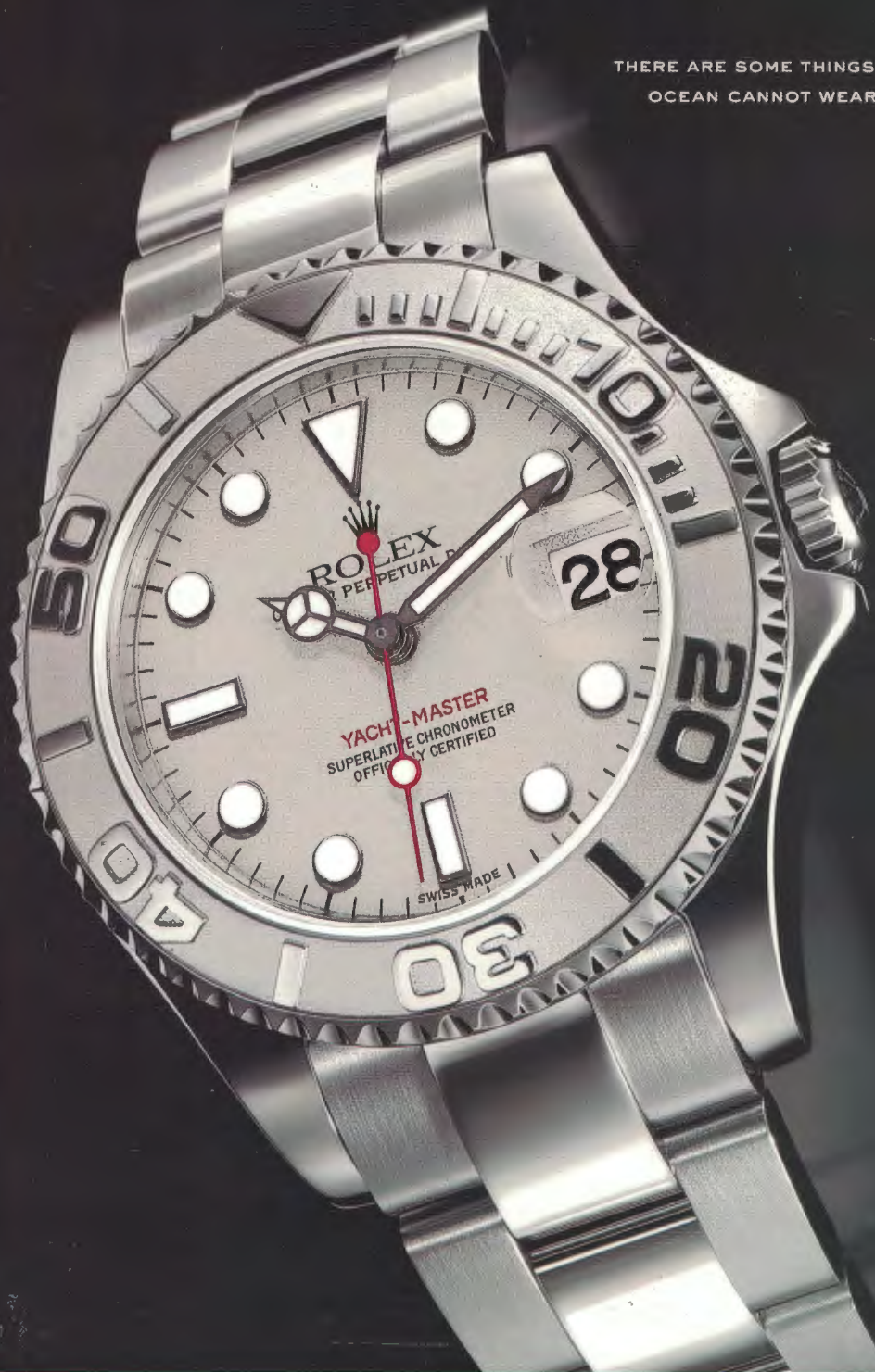
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