

OFFSHORE

THE MAGAZINE OF THE CRUISING
YACHT CLUB OF AUSTRALIA

JUNE/JULY 2005

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WORLD CLASS

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ABOVE: *Ragamuffin* gets caught by a strong gust in the 1979 Admiral's Cup PHOTO: Adrian Herbert

COVER: Richard Perini's *Evolution* runs toward victory in the Rolex Farr 40 Worlds PHOTO: Carlo Borlenghi/Rolex

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FIRST THOUGHT

PHOTO: Andrea Francolini



A top performance and so very close, but who remembers who came second? That thought must have been running through the minds of the *Team Shockwave* crew after the completion of the Rolex Farr 40 Worlds in Sydney



AT THE HELM

Martin James, Commodore, Cruising Yacht Club of Australia

Achievement requires practise, planning and persistence, in sailing as much as in any other endeavour. Cruising Yacht Club of Australia Director Matt Allen's achievements over the recently completed 2004–2005 summer offshore season are an excellent example. A consistent eight-month campaign with his Farr 52 *Ichi Ban* was required for Matt to win the Club's Blue Water Championship, an eight-race series conducted on the IRC handicap system.

The series included the 60th Anniversary Rolex Sydney Hobart Yacht Race, in which *Ichi Ban* achieved an excellent third place overall in testing conditions, the Ingles Sydney Gold Coast Yacht Race and the recent Sydney Mooloolaba Yacht Race. Over the same eight-race series, *Ichi Ban* also took out the Tasman Performance Series, conducted on a performance handicap basis.

This double success was particularly notable as it was achieved through a period in which Matt Allen was also campaigning his Farr 40 through lead-up competitions and then the Rolex Farr 40 Worlds, conducted by the CYCA in March 2005, in which he achieved a very creditable seventh place. Matt noted this at the summer series prizegiving in his acceptance speech when he said, "it was a huge commitment to turn up for every Bluewater race in addition to our Rolex Farr 40 World Championship campaign."

Matt now has the rare distinction of simultaneously holding the Club's Ocean Racer of the Year Award and the Blue Water Championship, the two most significant achievements in blue water racing at the CYCA. The Club congratulates Matt Allen and his crew, ably led by sailing master and CYCA Vice Commodore Roger Hickman, for a superb 2004/2005 summer sailing season.

At the summer prizegiving the CYCA also recognised those who enjoyed success in other parts of the summer season. Notable among them were Dick Cawse and his fast and well-sailed new *Vanguard*, who triumphed in the Ocean Pointscore, Warwick Sherman with *Occasional Coarse Language*, who took out the Long Ocean Pointscore, the crew of *Marsim Weapon* who carried away a number of awards in the Short Ocean Pointscore and Cruising Captain John Keelty who achieved wins in the Short Haul Pointscore by the thinnest of margins. Overall, 39 different boats achieved a place in one or other of the pointscores conducted by

the Club. Our thanks go to all those who competed in the summer series for their participation. We hope to see you back for the 2005/2006 season.

Immediately prior to Easter the CYCA conducted the Sydney Mooloolaba Yacht Race. A full report appears elsewhere in this edition of *Offshore Yachting*. Congratulations to Anthony Paterson and the crew of *Tow Truck* for their excellent win on IRC in a challenging race, to Maurie Cameron and the rest of the *Rum Consortium* for their win on PHS and to Tony Levett and Horwath BRI for prevailing in the Sydney 38 division.

We have commented elsewhere on the challenges faced by Mooloolaba Yacht Club with lack of access to the Mooloolah River by the larger deep draft boats. This clearly works to the disadvantage of Mooloolaba Yacht Club as it prevents the larger boats berthing at the Club. In 2005 both race Line Honours winner *Wild Joe* and second on Line Honours *AAPT* had to back-track to Moreton Bay after finishing the race. Indeed, we understand that some potential competitors decided not to participate in the race due to the limits on safe entry to the Mooloolah River.

Mooloolaba Yacht Club Commodore Ken Down is well aware of the issue and the cooperative effort that will be needed to rectify it. The CYCA is working in close consultation with Mooloolaba Yacht Club on a number of possible solutions.

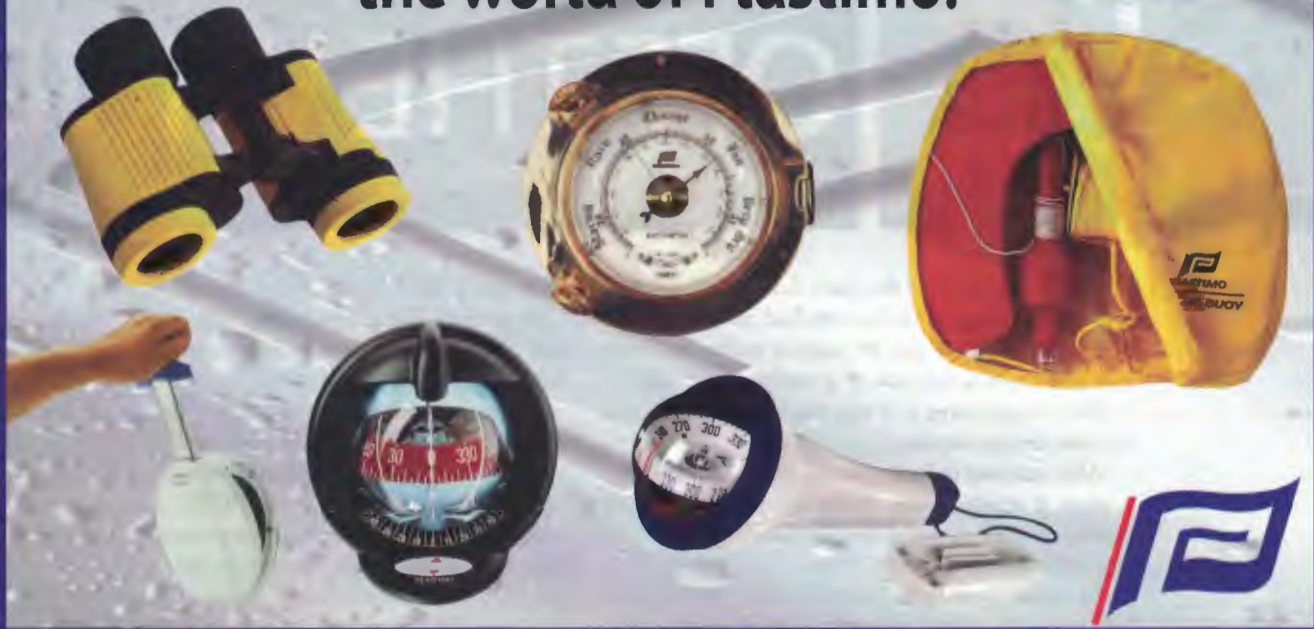
As we go to press we have completed the first three pointscore races of the BMW Sydney Winter Series. We are very pleased to have almost 200 block entered boats, with large fleets each week enjoying the so far benign and warm sailing conditions. We wish all competitors an enjoyable and relaxing winter series.

This year we reach the 20th anniversary of our most popular ocean race outside the Rolex Sydney Hobart Yacht Race, the Sydney Gold Coast Yacht Race. The race was originally introduced to the calendar in 1986 as a winter escape for racing crews, and now acts as a feeder for the regattas further North conducted during August. Since inception it has enjoyed large fleets and the CYCA hopes again for a large fleet this year, with a series of additional celebrations planned for this anniversary year. A preview on the race may be found elsewhere in this issue of *Offshore Yachting*.

In closing, may I wish our members and readers of *Offshore Yachting* safe and enjoyable racing and cruising over the coming months. ■

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OFF THE WIND

Adrian Herbert, editor, Offshore Yachting

The cancellation of this year's Admiral's Cup series was sad news for sailors who had competed in the event over the past 40 years as well as for those who had hoped to follow in that tradition this year.

But, disappointing as it was, the cancellation should not have been a surprise.

After reaching its high points in the 1970s and 1980s – when it regularly attracted as many as 19 national teams – the popularity of the series, declined from the late 1980s and through the 1990s.

In earlier years, the biennial event had become known as the 'world championship of teams ocean racing' despite the fact that much of each series was raced on inshore waters and on many occasions even the long offshore race – the Fastnet – proved to be a light air race.

The Admiral's Cup gained and maintained its world championship status largely because it had no real competition for many years.

Racing on the confined shallow waters of the Solent was accepted by most competitors as part of the quixotic appeal of the series. Even tangling with fleets of small boats – the series was initially developed around Cowes Week – was long accepted as just part of the series.

But when competitors started to become disillusioned with the International Offshore Rule, and the costs of shipping boats to the UK began to rise substantially, the faults of the Admiral's Cup began to loom larger. The Admiral's Cup had been held from Cowes in the Isle of Wight every second year since 1957. Diminishing interest finally resulted in no series being scheduled for 2001. By then, other areas of sailing were competing for investment and talent.

The America's Cup had been soaking up steadily increasing volumes of investment and talent since its new era big boat design formula was introduced in the 1990s. And by 2001, owners of big ocean racers – and significantly their professional crews – had gained a taste for racing each other in open water day races in the West Indies and the Mediterranean.

The organising authority, the Royal Ocean Racing Club, revived the Admiral's Cup in 2003 as a competition for club nominated teams of two boats.

That year's win by the Royal Prince Alfred Yacht Club team of Bob Oatley's *Wild Oats* (now *Wild Joe*) and Colin O'Neil's *Aftershock* kick-started interest in Australian participation for 2005.

Oatley was the first owner to nominate a boat (his current *Wild Oats*) for this year's series.

Encouraged by early interest from a number of the former competitor countries, the RORC decided to go with a format of three-boat teams nominated by national authorities, as had been the pattern before 2003. But the RORC did not reinstate the classic Fastnet race as the long offshore event despite the fact that the series had initially been designed to attract international competition to that race.

The shorter Wolf Rock race was named the long race as it had been in 2003.

And the RORC decided that teams should comprise one big IRC boat, one Swan 45 and one Mumm 30 (with the Mumm 30s to sail a shorter long race of their own rather than the Wolf Rock race).

This looked like a good compromise between getting the series back on track in something like its traditional form and making it easy for teams to enter. Nations that could enter a big IRC boat would surely have been able to charter boats in the two one-design classes to make up a team.

But the series still fell flat. In an article in this issue, page 40, Bob Fisher goes into precise details why. The reasons essentially boil down to a few simple facts: there is a limit to the number of events over which sailing investment and talent can be spread, there are only so many time slots on the world events calendar and events need to cater for types of boats popular with owners and their crews.

There are a number of messages in this for Australia. Probably the most important is that we need to work harder than ever to ensure we remain a popular destination for major events.

Unfortunately our major disadvantage, distance from Europe and America, has become become a bigger problem as time pressures have increased for boats and competitors. But we do have one special advantage, summer when the northern hemisphere is in winter. It is essential that we use this to attract more events of the status of the Rolex World Farr 40 Championship to back up our established attraction, the Rolex Sydney Hobart Yacht Race. ■

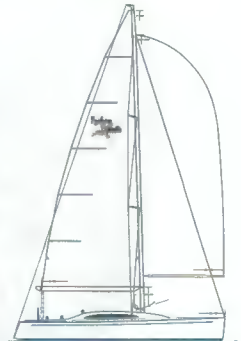
“We do have one advantage – summer when the northern hemisphere is in winter”

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WORLD CLASS CAMPAIGN

Richard Perini proved himself a world class campaigner with his win in the 2005 Rolex World Farr 40 series in Sydney, writes John Roberson



Evolution running perfectly balanced in a building breeze. PHOTO: Adrian Herbert

Richard Perini must have a sadistic streak – he seems to make a habit of putting his supporters through agonies of anxiety; he did it at the Rolex Farr 40 Worlds in Sydney, and admitted to having done the same thing at the Mumm 30 Worlds, in Canada, six months before.

After finishing the last race of the Farr 40s in March this year, Perini was unsure if he had won: “I think it was a good ten minutes after we finished; we wanted to get something official before we got excited. It bought back memories of Canada, when the same sort of thing happened; we’d lost count of the boats around us, and weren’t sure we’d won that one either.”

For someone who is quoted as saying of his early days in dinghies: “I was just a pretty average sailor, I didn’t do anything particularly special, but I grew up with a lot of very good people.”

Perini has come a long way, and could definitely now be classed as one of those, ‘very good people’.

It is likely that his dual victory in two ‘owner driver’ class world championships, within a year, is a first.

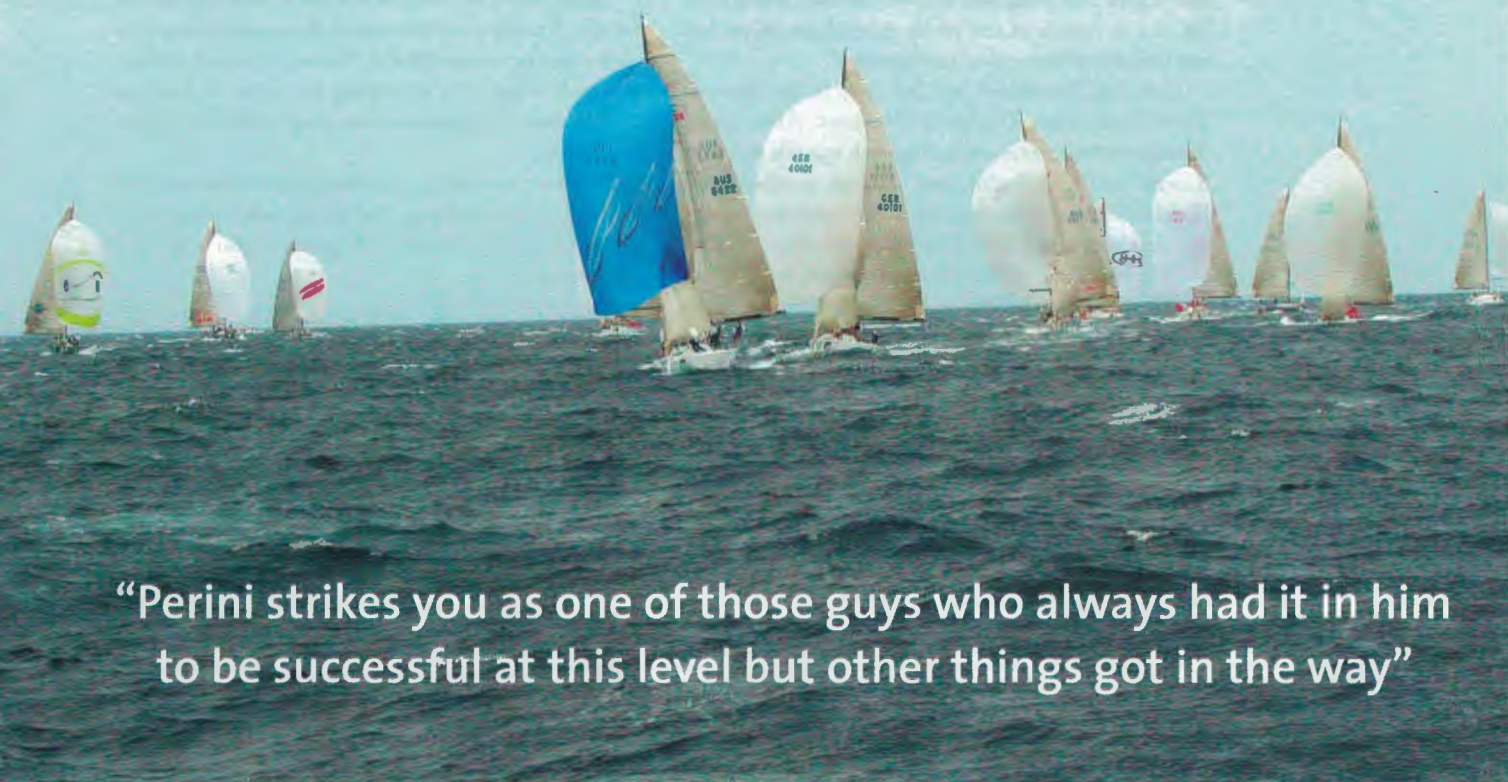
Seachange

Richard Perini strikes you as one of those guys who always had it in him to be successful at this level, but other things got in the way. In the past he has picked up a few trophies for offshore races up and down the NSW coast, mostly up the coast, actually, being a man who seems to prefer warmer water – he’s never done a Sydney Hobart Race.

After some years of pouring money into offshore boats that sailed to a rating, Perini had an attack of commonsense and realised that he didn’t like offshore racing, and that he wanted to measure his ability boat-for-boat in a one design class.

There wasn’t a vast amount of choice in one design keel boats, so he went where the competition was hottest – the Etchells class. It certainly seems he has never shied away from strong competition.

Perini didn’t really like the Etchells as a boat so, in another attack of commonsense, when the Mumm 30



“Perini strikes you as one of those guys who always had it in him to be successful at this level but other things got in the way”

After picking the correct side of the course, Perini leads as the fleet converges on the bottom mark PHOTO: Adrian Herbert

was introduced to Australia, Perini thought it was the sort of boat that would suit him. Unfortunately there weren't many other Australians who thought the same, and the class didn't take off initially.

Perini was a little more cautious when the next one design class was spruiked. He agreed to buy the sixth boat brought into Australia. Quicker than he had anticipated, he found himself the owner of a Farr 40. That was 1999, which was also a year in which his business life changed when he sold the family company – Corinthian Doors – to US interests. Since then his campaigns in the Mumm 30 and Farr 40 have become more and more intertwined and beneficial to each other, with the core crew now common to both boats.

How did the international campaigning evolve? Perini explained: “We actually chartered a boat for the 2000 Farr 40 Worlds in Newport, and that was our first taste of international competition. That sort of led into the Mumm 30. One of the guys that sailed with us in America suggested the idea. Then we did about three years fairly intensive overseas campaigning in the Mumm 30 class, with quite a lot of success, then that led back into the Farr 40s I guess.”

Before winning the Mumm 30 Worlds in Canada last year, Perini and his crew had won Key West Week a couple of times, and contested previous world championships with moderate success. Although Perini still owns the first Farr 40 he bought, it has never been outside Australia and does the domestic circuit such as Hamilton Island Race Week, and other mainly inshore events.

No accident

If you listen to Richard Perini's self-effacing account of his progress through the ranks of both the Mumm 30 and Farr 40 classes, you could be forgiven for believing it was all an accident, that the double victories were a happy coincidence.

You don't have to be particularly talented at mind reading, however, to work out that nothing was left to chance in the campaign to win the Rolex World Farr 40 championships in Sydney.

A talk with Perini's on-the-water coach, Andrew Palfrey, confirms this. He says the title assault was really re-born at the previous worlds in San Francisco. Palfrey, who had done two Olympic campaigns, in the Soling

for 2000, and the Star for 2004, joined the team after the 2003 Mumm 30 Worlds in Elba.

"I spent the entire Australian season, last season [2003–2004], with them in the Farr 40, helping train them, and looking at their performances, and assessing the strengths and weaknesses," Palfrey said. "We were getting better and better, then we went to the Worlds last year in San Francisco, and that in itself was a little bit of a re-launch of the whole thing, because we lost our tactician at the end of last summer."

Kiwi Stu Bannatyne had left to join the Spanish Volvo Race team Telefonica Movistar. After going through various names including such legends as Grant Simmer and Dee Smith, they took on another Kiwi, Hamish Pepper, who had been the tactician on the winning boat at the 2003 Mumm 30 Worlds.

"We tossed around for who we could get, and Hamish actually won those Worlds in Elba, in the Mumm 30, so he was forefront of our minds. We wanted someone we could train with, and spend a lot of time with, to work on the communication and the team building aspects through all the lead up regattas." That was how Palfrey summed up the choice.

"I think fundamentally in the end that paid dividends, getting Hamish.

"Since October he did probably 40 days with us in Australia including the Worlds. When he joined us he was actually on the way home from Athens, where he sailed in the Laser. The San Francisco Worlds was basically the launch of this campaign, for the 2005 Worlds."

The boat was brand new for that series on the famous bay, and the team finished 15th in a fleet of over 30 boats, proportionally about the same as they'd done in Newport at the 2000 Worlds.

Since then both the boat and the crew have come on a long way.

Had he concentrated on anything in particular with the crew since San Francisco?

Palfrey said: "The whole range. There's different types of coaches, some are purely there for the support, some like Fletch

[Mike Fletcher] or Dave Howlett from Pommyland, are very, very technical. I think I was balanced; I did some technical stuff, but the guys themselves are extremely good technically on the boat, like Darren Jones and Hamish himself, and our other trimmer Jason, very technically minded, so I spent a lot of my time just trying to improve them as a team, and as people.

"There was a lot of communication stuff we worked on, and I really tried to support them psychologically in the lead up to the Worlds. The way I would explain to people what I do is helping the team to perform to their best in a quicker time than would otherwise be possible.

"They are very, very good sailors, so you're not actually teaching them anything, but you're reinforcing what looks good, what doesn't look good ... just a general supporting role."

Pre-series preparation

Talking about the improvements they have made to the boat, Palfrey said: "The mast was a shocker really – it's not a good section, and it still isn't.

It's got a twist in it, and also the spreaders were put on wrongly, so the work that we did on it was really remedial work, to try and make it as good as the mast in the old boat, and I don't think we ever got there really.

"The boat was fully faired, and the foils. It's a great program in that there was a lot of money spent, there's no doubt, but no more money than any of the other top players. Just the level of detail was fantastic. At the Rolex regatta, which was the only regatta that boat did prior to Christmas, the boys said: 'The non-skid surface on the deck is a bit slippery'. So the first thing that happened, all the deck fittings came off, the whole deck was sanded back, and re-coated, it was just the level of detail that went into the whole program, it was fantastic."

Perini and his team won the Rolex Regatta just before Christmas in convincing style, finishing 23 points ahead of the second boat, and against many of the top international boats that would contest the Worlds.

Although this was a good confidence booster, the team members were aware that most of the other boats would step up their performance a level for the Worlds,

"We had a great start and everything was looking rosy and we just didn't have any bite with the boat ..."



Perini after receiving his award at the end of the series
PHOTO: Carlo Borlenghi/Rolex



Neville Crichton's *Team Shockwave* got level on points on the last day only to lose to *Evolution* on a count back PHOTO: Carlo Borlenghi /Rolex

so they had a double challenge, to step up their own performance, and make sure they didn't get stale in the long break between the two regattas.

Through the season until this stage they had had a training partnership with Lang Walker's *Kokomo*, but they felt they needed more than this for their final preparations. "We discussed what we were better off doing," explained Palfrey, "and there was actually a gap in the program from the Rolex regatta in December, through to the first regatta after Christmas.

That seven-week break was too long, he said.

"We really wanted to peak for Rolex, just to give ourselves a simulation of the pressure we'd feel at the Worlds, and I really wanted to assess how they'd react to that, and make changes if necessary. They did an awesome job at Rolex; they won it easily against most of the good boats they'd eventually face in the Worlds.

"We ticked that box – they could perform under the pressure. But there was the problem of the big gap between the events, and what we elected to do was put Richard's two boats in the water, and put a crew on the second boat, and trial against the B boat.

"We felt that we would achieve more out of that because the agenda is totally owned by us, as opposed to training with a competitor where there are just a lot of unanswered questions.

"In the Olympic circles, you can train with a training partner, and you establish a relationship over a long, long period of time, and there is a great amount of trust there. But we didn't have that sort of relationship with

anyone, and to just expect that you would develop the level of trust and understanding over a four or five day period was unrealistic, so we thought we'd get more out of it by controlling our own agenda, and sticking to our own aims, with the sail testing and rig testing."

They managed to put a pretty hot crew on their tune-up boat, with Rob Brown steering and David Adams on tactics. The crew also included Nicki Bethwaite and Led Pritchard, plus various other top big and small boat sailors. This effort certainly paid dividends, with a performance in the Worlds that saw Perini's *Evolution* crew head the leaderboard from race three onwards.

However, just when his family and supporters thought it was a 'done deal', Perini managed to put some tension back into the game. Starting the last race he had a 12-point margin over second placed Neville Crichton and *Team Shockwave*, which could have been considered pretty comfortable.

Wheels fell off

Hamish Pepper tells the story of the last race from his perspective: "We had a great start and everything was looking rosy off the start line, and we just didn't have any bite with the boat. It was strange.

"We were in good shape half-way up the beat; we were probably top five, then the wheels fell off a little bit – pretty scary really. In this sort of fleet you can go backwards pretty quickly; it just shows the depth of the fleet really, because half way up the first beat we're top five, and at the end of the race we're 21st."

He continued, talking about the last leg of the race: "It was pretty tough, a pretty tricky race and the *Evolution* didn't spark up like it usually does in the previous races or regattas. The levels of stress on board were high; we were just trying to figure out exactly where we were, and how many we had to pick off, and it wasn't until Twirler piped up and said we have to gain 100 metres and about three boats that we thought 'Jeez, what have we done here?'."

We managed to grab a couple of boats 100 metres from the finish, and just pulled it off."

"It's very much a team event, every person on the boat contributed"

Evolution ended the series level on points with *Team Shockwave*, and won the championship on a countback.

In Canada at the Mumm 30 Worlds it had been just as tense by a rather different situation. As Andrew Palfrey relates: "It was quite similar in that they didn't know ... it wasn't confirmed that they'd won until quite late at night, because there were some protests.

"They went into the last day with a slim chance of winning if it fell their way, and they won it on the water, but there were some protests pending, so that was a bit of a nail-biter. It was the other way round, in that they

won the last race, and the guy that was winning the regatta up to that point had a bad race."

But the last word on the campaign must go to the guy who signs the cheques.

How did Perini pick his crew? He was full of praise for them but said: "It's hard to give an answer to that; every guy has a different story.

"To sum it up, to do well in this style of boat, which has a limit on pros, it's really important to, firstly, obviously get amateur sailors that are that good, are able to commit to a huge amount of time, and are prepared to stick with the program, because probably the key ingredient is keeping the team together. It's obviously an extremely important factor.

"How do you pick them? I don't know how you pick them, but they've got to fulfill all those requirements I guess, and I suppose I've got to like them as well, because we spend a lot of time together.

"If I could just add something, a lot of this stuff comes out being pretty orientated towards the owner or the skipper, but I'd just like to point out it's very much a team event, and every single person on the boat totally contributed to this result.

"It certainly wasn't just me, I'd love to get that message through.

"The thing sails with ten people on the water, and then there's shore management people, and coaches and the whole thing is a package." ■

Competition was so close Italy's TWT crew were also close to winning the series PHOTO: Carlo Borlenghi/Rolex



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HISTORY REPEATS

The Brisbane Gladstone race once again proved to be a test of tactics and sailing skill rather than boatspeed, writes Ian Grant

History repeated itself in this year's Brisbane Gladstone race with Sean Langman's *AAPT* taking its fourth Line Honours win in five years and *Saltash II* outclassing a strong fleet to claim a seventh corrected time win.

AAPT is now just one win away from claiming a special place in the history of the race after scoring a runaway Line Honours win over *Heaven Can Wait* (Peter Hollis) and the giant killing Reichel Pugh Super 30 *The Cone of Silence* (James Neill).

AAPT was narrowly beaten by Grant Wharington's super-maxi *Skandia* in 2004 but has now drawn level with *Apollo* for the number of wins. *Apollo* took Line Honours in 1973, 1974, 1978 and 1979 and was charging to another victory in 1980 when she was wrecked after 'clipping' the fringing reef off Lady Elliot Island.

AAPT now has an impressive 1-1-1-2-1 Line Honours record and Langman needs only one more first place to equal the five-time Line Honours title winners *Alvis* 1952, 1953, 1954, 1956 and 1957 and *Solo* 1958, 1959, 1960, 1962 and 1963.

Once again *Saltash II*, a modified Jack Holt designed *Yachting World* Diamond power sailed to a corrected time victory in favourable spinnaker sailing conditions.

Saltash II stands alone in the history of Australian blue water yacht racing as the only yacht to win seven Gladstone races, to win them over 19 years and to win them under three very different rules, IOR, IMS and IRC. This little ocean racer has beaten some big names in the course of her tally of *Courier-Mail* Cup wins, and did so again this year.

The 30 foot *Saltash II* is no super-racer in terms of design with her multi-chine hull shape and relatively

Left: *Corum* tacks along the beach line

PHOTO: Mike Cleveland

Right: Competitors' view of a waterspout

PHOTO: Courtesy Lyle Stanaway

small rig which limits her speed on certain sailing angles. But whenever a south-east breeze is forecast she becomes a safe bet to be among the top handicap contenders in the Gladstone race.

In these conditions, *Saltash II* can plane and give her talented crew a chance of victory. These victories have included the record fastest corrected time average speed of 14.48 knots set in the windy 1993 race.

Like all champions, *Saltash II* and her crew have their 'knockers', and rivals in previous races have protested the validity of her measurement certificate. The protests have all been dismissed.

This year, for once the *Saltash II* crew of Ian and Bill Wright, navigator Peter Cavill, Tony Reik and Trent Rowell were able to enjoy victory drinks without having to refer to the YA Blue Book to prepare a defence.

Their boat management and race strategies have enabled their offshore racing 'dinghy' to claim the title of the undisputed Gladstone race handicap champion. Their tactical skills were evident in the tricky weather system that prevailed over the Easter weekend.

They sailed a close inshore course when the breeze went soft and bent to the land during the pre-dawn hours on Easter Saturday morning.

Changed complexion

Saltash II was then provisionally placed mid fleet with 2003 Rolex Sydney Hobart Yacht Race winner Michael Spies (*First National Real Estate*) plotted as the leader over Bob Robertson's Bavaria 42 *Monkey Magic* and the Mooloolaba Yacht Club Mumm 36 *Corum* (Michael Balkin).

But the complexion of the race had changed with the leaders parked in light winds, while the building breeze carried the smaller yachts including *Saltash II*, the 1964 race winner *Pagan* (Peter Kerr) and four times race winner *Wistari* (Scott Patrick) into handicap contention.

The storm cells that had lashed the Gold Coast with torrential rain were spiced with wild 40 knot squalls and water spouts as they moved north along the Sunshine Coast.

There were reports of several wild uncontrolled broaches and blown spinnakers while a number of crews dumped their chutes on the deck as they waited for a new true breeze to settle.

Meanwhile *AAPT*, capable of sprinting to speeds above 25 knots, was almost glued to the water south of the Breaksea Spit Light with another 114 nautical miles to sail when her 2004 race time of 20 hours 36 minutes 48 seconds expired.

Finally, the *AAPT* crew had something to smile about when the fresh south-east breeze allowed them to enjoy a fast ride across the top of Hervey Bay to draw



"Storm cells that had lashed the Gold Coast were spiced with wild 40 knot squalls and water spouts as they moved north"

away and record a commanding 4 hour 5 minute 20 second Line Honours win over *Heaven Can Wait* with the fast finishing *The Cone of Silence* another 1 hour 43 minutes 41 seconds behind in third place.

Sydney Mooloolaba race winner the Mumm 30 *Tow Truck* (Anthony Paterson) was the boat to beat when she crossed the line with an elapsed time of 42 hours 12 minutes, 54 seconds but that was not enough to beat the lower handicap small boats still surfing home in a building southerly. *Saltash II* powered home covering the final 85 nautical miles with a 7.8 knot average speed to claim another deserved win.

Saltash II completed the course in 45 hours, 53 minutes, 28 seconds, almost 11 hours behind *AAPT* but

RESULTS

Line Honours:

- 1 *AAPT* (Sean Langman, NSW) 35-08-53,
- 2 *Heaven Can Wait* (Peter Hollis, Qld) 39-14-13,
- 3 *The Cone of Silence* (James Neill, NSW) 40-57-54.

IRC:

- 1 *Saltash II* (Ian Wright, Qld) 43-00-00,
- 2 *Pagan* (Peter Kerr, Qld) 44-38-04,
- 3 *Wistari* (Scott Patrick, Qld) 44-52-13,
- 4 *Scampi A* (Jim O'Hare, Qld) 45-46-32,
- 5 *Tow Truck* (Anthony Paterson, NSW) 46-00-52,
- 6 *Corum* (Michael Balkin, Qld) 46-57-38,
- 7 *J-Walkin* (Lewis Perrin, Qld) 47-06-54,
- 8 *First National Real Estate* (Michael Spies, NSW) 47-23-40,
- 9 *Monkey Magic* (Bob Robertson, Qld) 47-24-58,
- 10 *Amity* (Ian Griffiths, Qld) 47-28-15.

Performance Handicap:

- 1 *Lady Katherine* (Ben Stark, Qld) 36-18-46,
- 2 *Kickatinalong* (Phil Darling, NSW) 36-56-56,
- 3 *Scampi A* 36-59-54,
- 4 *Classic Blue* (Robert Hugall, Qld) 37-09-27,
- 5 *On Tap* (Marc Stuart, Qld) 37-22-40,
- 6 *Thylacine* (Mike Phillips, Qld) 38-10-10.

fast enough for her to ultimately record a commanding 1 hour 38 minute 4 second corrected time handicap win over the Alan Payne designed Tasman Sea Bird *Pagan* (Peter Kerr) with another 40 minutes 9 seconds to the 40-year-old bondwood sloop *Wistari* (Scott Patrick).

The former Swedish IOR Half Tonner *Scampi A* (Jim O'Hare) completed the clean sweep by old former race champions which clearly showed that, despite their average age of 39 years, they still had the pace to outsail modern designs in what proved to be a tactically demanding race.

As a happy Ian Wright said: "It was an unusual set of weather conditions which forced us to stick with the basic experience of heading in to the beach away from the set.

"We knew this had worked for us in the past and it worked again when we sailed into a favourable land breeze along the Cooloola coast to be in a very favourable

position at first light on Saturday. Then it became a case of continuing to sail smart and enjoy the ride."

Wright dismissed rumours that *Saltash II* was for sale.

"There have been some offers, but all they want to do is buy it and burn it!" he said.

Offshore sailing instructor Ben Stark valued his long term Gladstone race experience when he and his crew claimed the Performance Handicap title with the ageing IOR Two Tonner *Lady Katherine*.

Stark made all the right tactical choices to maintain a very competitive speed even in the light wind mid section of the race.

He claimed a 38 minute 10 second corrected time win over the defending champion the Phil Darling skippered Adams 13 *Kickatinalong* while *Scampi A* was another 2 minutes 58 seconds behind to take third place. ■

TRUCK TREKKING

Sydney to Mooloolaba and Brisbane to Gladstone, that's 780 nautical miles but, as Brett Filby explains in this on board report, he couldn't resist the chance to spend two weeks cramped up aboard a thirty-footer

With the Mooloolaba fleet enjoying the first evening in a freshening southerly air flow, aboard the Mumm 30 *Tow Truck* (Brett Filby photo right) we tend offshore, just trying to sail north as fast as we can.

This looks to have paid off when the morning sked shows us up with bigger boats and having passed many boats that were in front of us the previous evening. Our crew find very amusing the mid-morning sight of *The Cone of Silence* – which the previous night had been many miles in front – sailing out from the shore and passing about a mile behind our stern.

The day is spent with some hideous storm fronts all around bringing massive variations in wind speed, lots of lightning and absolute buckets of rain. Miserable conditions on this little boat! All the crew are forced to spend most of this time on deck as all our sails are now soaking wet and stowed unfolded below.

The continuation of our previous night's successful strategy fails spectacularly for us over night as we go from the top of the IRC calculations to the bottom. The Queensland Mumm 30 *Immigrant* – several miles behind last night – is now several in front. Luckily, our crew seem to think that this just adds to the appeal of our wet and

uncomfortable challenge.

The southerly flow of breeze is always present for us and it appears from position reports that it is generally holding better strength for us than for the bigger boats further up the course which seem to be sailing out ahead of the front to struggle in light and unreliable breezes. Fortunately, these conditions are always going to assist smaller boats.

Morning glory

We cross the line in the early hours of the morning in a nice 20 knot southerly and learn that the beautiful 1960s vintage *Koomooloo* is the only boat that can better our corrected time. We sit out the sunrise and eat breakfast. Then, in mid morning word comes through that *Tow Truck* has won its second Sydney Mooloolaba in three years (*Tow Truck* also won in 2003). The other Mumm 30, *Immigrant*, takes second place with *Koomooloo* third.

The next few days are spent enjoying the Queensland sun and getting ready for the Brisbane Gladstone race.

This race has an intriguing initial 40 nautical miles with a challenging run down the shipping channel along the inside of Moreton Island made even more difficult by a never-ending



series of channel markers that, to most, eventually all look the same. The race is classically a downwind event and this year, after a slow start, it finally gets going with a building south-easter.

We again experience some very freaky weather conditions. A massive black cloud produces a terrifying water spout very close just as *The Cone* is alongside us. The breeze spilling out has both boats, with full size spinnakers up, soon at almost max speed. We are doing 18 knots plus but very soon *The Cone* pulls away like we are a displacement boat! The race course takes us along the beautiful sandy beaches of Fraser Island and then around Lady Elliot Island to a final turn west towards Gladstone.

We finish in Gladstone Harbour 6th across the line only to be beaten on corrected time by four well sailed veteran boats further back in the fleet.

At last we get to enjoy the only luxury of long ocean racing aboard our small boat. A crane arrives to lift *Tow Truck* out onto its truck and we all head straight for the airport! ■

Fun is an important part of Geographe Bay Race week
PHOTOS: Sebastien Destremau

“Predictable morning easterlies off the land and reliable afternoon sea breezes ensured great racing conditions for all”



GEOGRAPHE BAY RACE WEEK

Geographe Bay Race Week once again saw the crystal clear waters around Busselton, Western Australia, come alive with excellent yacht racing, writes Sebastien Destremau

In 2003 when the inaugural Geographe Bay Race Week was held, it attracted 26 boats. In 2004, the entries more than doubled and this year the event attracted 107 entries.

“My vision is for 130 boats on this bay for next year’s event and with some more planning we could achieve our long-term goal of 200 yachts by 2007,” said event originator David Buzzard. Buzzard had long been in love with the Hamilton Island Race Week concept and, a couple of years ago, saw an opportunity to organise a similar event in Western Australia. He put up some of the finance and raised further funds to run that first event in 2003.

As in previous years, the majority of the competitors in Busselton for the 2005 Race Week had one major objective, to have fun as well as enjoy their sailing. And

as the week drew to a close, 107 competitors showed every sign of wanting to keep sailing. Enjoying light winds and beautiful scenery, some competitors were spotted racing with cold beers in hand. Some even raced with sausages cooking on portable barbeques off the stern rails of their boats!

The waters of Geographe Bay provide an ideal location for a social sailing event. The predictable morning easterlies off the land and reliable afternoon sea breezes ensure great racing conditions for all. The fleet of 107 competitors was divided into seven divisions. Multihulls, sports boats and smaller trailer sailors as well as cruising and big yacht classes. With the exception of an exciting night race, during which winds reached over 30 knots, breezes were generally light, placing the emphasis on tactics and sail trim for



Generally light breezes placed the emphasis on tactics and sail trim

RESULTS

Class A

Place	Boat	Type	Skipper
1	<i>Whispering Jack</i>	Titan 36	David Walling
2	<i>Balance</i>	Lidgard	Rolf Heidecker
3	<i>Steel de Breeze</i>	Brian de Vries	

Class B

1	<i>Surprise Party</i>	Swarbrick 8.5	Gary Rodoreda
2	<i>Bad habits</i>	Whitting 32	Ian Holder
3	<i>Without Fear</i>	Swarbrick	John Moore

Class C

1	<i>Sonic Boom</i>	Eliot 770	Heath Townsend
2	<i>It's Magic</i>	Vanderstadt	Graeme Young
3	<i>Space Oddity</i>	Fremantle 8	Ken Waller

Class D

1	<i>Triumph</i>	Farrier	Roger Harrison
2	<i>Catalina</i>	Seawind	Murray Rowe
3	<i>Time Raider</i>	Raider Cat	Toby Clarke

Class E

1	<i>Desire</i>	Cruiser	Kevin Coote
2	<i>Stress Management</i>	Swarbrick 97	Martin Chilton
3	<i>La Agresion</i>	Dubois 34	David Eyres

Class F

1	<i>Vaninna</i>	Beneteau	Brendon Hubble
2	<i>Lady Ann II</i>	S&S34	Russell Catta
3	<i>Quasar</i>	Swarbrick 30	Bruce Keys

Class G

1	<i>Secureassured</i>	Thompson 7	Ashley Gabrielson
2	<i>Fei Yu</i>	Thompson 7	Cameron Percival
3	<i>Excel</i>	Thompson 7	Steve Battley

the racing divisions and ensuring a great time for the cruising divisions.

The two most impressive classes during the week were the large yachts of Class A – the class with the most competitors – and the multihull class which dominated Line Honours wins.

David Walling and his team on *Whispering Jack* finished on top of a strong fleet of 26 boats in the Premier Offshore Division (Class A).

The crew of *Whispering Jack*, achieved a first, a second, a fourth, a fifth and a fourteenth place. Late in the regatta they did not think their results would guarantee them the Class A trophy. Their consistency, however, paid off and *Whispering Jack* snatched victory in the last race with the top four boats each finishing up within four points.

A delighted Walling said: "We had a fantastic battle among the four of us and winning the event is a dream result. Racing was so close with *Balance*, *Steel de Breeze* and *Varying Depth*. It was unbelievable. Geographe Bay offers some amazing sailing conditions with completely flat water even when the sea-breeze is blowing at 25-plus knots."

Toby Clark's catamaran *Time Raider* stunned observers with its superior boat speed in all wind conditions. *Time Raider* finished more than an hour ahead of its nearest rival

in most of the races. The handicap winner in the multi-hull class was, however, *Triumph*, owned by Roger Harrison.

The week provided great comradeship, good fun and great memories as well as good sailing. A number of sailors showed signs of the social program taking its toll during the week but protested their sore heads had nothing to do with the festivities of the night before!

The non-stop social program included an opening ceremony conducted by the race week patron, former Premier Richard Court; a 1970s 'Love Boat' party held on the Saturday night attended by more than 250 guests; a 'Sunday Session' held at the marina tavern featuring local band Reef Raff; a food and wine tasting exposition provided on the Tuesday for the crews while the skippers attended an official dinner with the event sponsors; an hilarious 'Geographe Bay Idol' competition and karaoke contest at the tavern; the traditional Family Picnic Race on the Thursday and a huge barbeque organised to feed the hungry masses at the closing awards ceremony held on the Friday night.

All in all, the 2005 Geographe Bay Race Week was once again an overwhelming success. The organisers are already gearing up for the 2006 edition and lovers of sailing and socialising are tipping this next series to establish the event firmly as the West Coast's equivalent to Queensland's premier yacht racing week. ■

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STILL SAILING

John Fitzhardinge of Fremantle is testimony to the theory that there is a link between sailing and longevity, writes Neil Smith

Probably the nation's oldest regular sailing competitor, 94-year-old John Fitzhardinge walks from his North Fremantle home to Royal Perth Yacht Club each Wednesday to race on the Swan River aboard his 36-foot Charles Peel designed gaff-rigged sloop, *Thera*, also 'born' in 1911.

And if he's not sailing the old gaffer, re-launched on his 92nd birthday after being restored by son John jnr with his help, Fitzhardinge – affectionately known as 'JB' – is often out on the river at the crack of dawn "for a spot of fishing".

JB is a doyen of the WA yachting community as a Past Commodore of Royal Perth Yacht Club, a key figure in Alan Bond's capture of the America's Cup in 1983 and as the patriarch of three existing generations of sailors. That's three existing generations because JB's father – Berkeley Ross 'Dawdie' Fitzhardinge – was also a sailor during John's childhood in Manly, Sydney.

JB started sailing on Sydney Harbour as a six-year-old in a sailing canoe off the netted harbour swimming pool at Manly. He was encouraged in the sport by his father, a prominent skiff sailor.

As soon as he was old enough, JB joined his father in skiff sailing, starting as a bailer-boy and progressing to winning the 1928–1929 Committee Gold Cup at Manly Sailing Club. That trophy has been recycled by JB's son John jnr as the Club Championship Trophy for WA's Port Denison Yacht Club.

When his father was transferred to head the Bank of NSW in WA in 1930, JB transferred his life on the water to the Swan River and around Rottnest Island. His stories of a lifetime of inshore and offshore racing can keep an audience entertained for hours.

With lifelong friend Ian Bessell-Browne, JB sailed aboard the only yacht in an exploratory cruise to Bunbury in 1947. Bessell-Browne's *Galatea*, built in 1936, was probably the first Dragon in Australia. On that voyage *Galatea* sailed in company with some motor launches from Royal Fremantle Bay YC.



It is unlikely that a Dragon with its low freeboard and no self-draining cockpit could fit into any ocean racing category today. It is a credit to the seamanship of these early yachties that ocean races on the windy west coast were sailed without loss of life in this and similar small boats such as Tumlarens, 22 square metres and H28s, all without self-draining cockpits lifelines, liferafts and radios.

Lightweight pioneer

Away from sailing, with his late brother Bill – a top Thunderbird helmsman – JB was a partner in Forbes and Fitzhardinge, one of Perth's leading architectural firms, and responsible for many of the city's office towers.

In 1960, JB was possibly the first Australian to build a light displacement ocean racer. *Thea* was a 42-foot ultra light displacement boat that he designed with input from naval architect Len Randall, and which JR, John jnr, Rod Wild and Bob Hillier built in six weeks on JR's front lawn. The hull was $\frac{5}{16}$ -inch ply with an 8oz fibreglass skin, pretty revolutionary at the time.

JB also made the sails himself, on his lounge room floor, out of the just introduced Terylene. *Thea* had a distinguished career, winning all the major ocean races in the West on corrected time, performing particularly well in any races with plenty of offwind legs, on which she skated away from her heavier rivals.

JB also collaborated with Randall in designing the nine-foot Pelican trainer, and was instrumental in its

“Stopping an America’s Cup race is JB’s favourite story”

Yacht Club’s committee boat, the 85-foot *Black Knight*. “I raised the point that the wind was unsuitable, and called on them to stop the race – and they did,” he says. “As it turned out, it suited the defender more than it did us, but we weren’t to know that at the time.”

But JB recalls feeling very alone aboard *Black Knight* as *Australia II* won the seventh race to take the Cup. He was relieved when an inflatable arrived to pick him up to join the celebrations with the Australian crew.

Continuing tradition

JB’s son John jnr and his nephew Mark Fitzhardinge have continued the family’s sailing tradition and compete regularly on the Swan River.

Like his father, John jnr grew up on the river, sailing VJs and represented the state in the Stonehaven Cup in Cadet dinghies. He and his son Tim now operate crayboats from Port Denison.

John jnr has designed many of the west coast crayboats, and his Southerly Designs business has also designed high speed ocean going patrol and workboats in use all over the world.

Mark Fitzhardinge, the current Rear Commodore of RPYC, skippers *Thera* in Wednesday races with JB’s stepson Bill Steele. Bill Steele, who represented Hong Kong sailing a Flying Dutchman in the 1972 Munich Olympics, has sailed in a number of Hobart Races. JB’s grand-daughter Jennie, daughter of John jnr, is among the top crews in women’s match and fleet racing in Perth’s Foundation yachts, and a more than reasonable skipper of her own Dragon *Aeolus*, a 1964 Barnett-built mahogany boat.

JB remains devoted to *Thera* after being involved with the boat for 60 years. He bought the 36ft 6in gaff-rigger in December 1952 but had previously sailed *Thera* for its first Perth owner, Peter Plowman, who took the boat west from Melbourne in 1935.

Thera was sold to Bill Lucas in 1938. She was ‘Queen of the Swan’ until Lucas bought the 48 foot *Panamuna* from Melbourne in 1952. JB then bought *Thera*, removed the centreboard, added a cabin and Marconi rig (as the sloop rig was then known) and raced her in Western Australia’s fledgling ocean racing fleet.

Built in 1911, *Thera* was designed by Charles Peel of West Melbourne and built by Peel and his brothers. She was believed to be the oldest boat regularly sailing in WA until the restoration of the 1898-built *Aorere*.

Classed as a ‘live ballast sloop’ *Thera* was described by historian Bert Ferris as one of the most outstanding yachts ever to race on Port Phillip.

Thera’s light construction, with 5/8-inch NZ kauri hull planking, was state of the art in the early 20th century and she was successful from launching. ■



Main picture: *Thera* on the Swan PHOTO: Kevin Lucas
Inset: JB Fitzhardinge at RPYC PHOTO: Neil Smith

introduction to the Swan River in 1957. The Pelican is still the training boat used by many WA clubs.

Racing hasn’t all been plain sailing for JB. He was in the crew of *Thera* when she was dismasted at Bell Buoy just before the finish in the 1954 Bunbury race. *Thera* completed the race under jury rig. Later, during a Cape Naturaliste race at night in a strong breeze *Thea* sprung a butt strap in her ply hull sheeting.

In the 1970s, JB set a record of 36 hours in the 360 nautical mile Fremantle Albany race in a westerly gale aboard his 48ft self-designed and built lightweight ketch *Thaana*, a record which lasted until recently. With only a storm jib set, *Thaana* was running down the Southern Ocean waves at up to 20 knots before squalls of 50 knots. On the return trip, *Thaana* was driven onto a beach seeking shelter from a gale in Windy Harbour near Point D’Entrecasteaux on the WA south coast. The yacht was recovered and trucked to Perth for repairs and relaunched. *Theanna* was recently reported sailing in Maine on the north-east coast of the US.

JB can also relate a series of thrills and spills in Fremantle Geraldton events – probably the WA offshore race with the worst attrition rate. But stopping an America’s Cup race in Newport in 1983 is JB’s favourite story.

Alan Bond’s Australia II challenge syndicate had appointed him as their representative on the New York



RACING TO THE SUN

On 30 July a large fleet of yachts is expected to head north to warmer waters in the 20th annual Sydney Gold Coast Yacht Race, writes Lisa Ratcliff of the CYCA

To escape Sydney's biting winter cold, each year hundreds of sailors make a pilgrimage north to their own sailing Mecca – Queensland.

They sail in company over a well-travelled course up the coast from Sydney to the Gold Coast and the event that takes them there is the Sydney Gold Coast Yacht Race, the feeder race to events in the warmer Queensland waters further north at locations such as Airlie Beach and Hamilton Island.

Having just celebrated the 60th Rolex Sydney Hobart Yacht Race, the Cruising Yacht Club of Australia will start its 20th Sydney Gold Coast Yacht Race on 30 July 2005.

The CYCA introduced the Sydney Gold Coast Yacht Race in 1986 as 'the great winter escape', taking advantage of the completion of the Gold Coast Seaway. Extensive harbour works funded by the Queensland

Left: Crews bring their boats onto the wind for the start of the 1994 race. Right: Into clear air along the North Shore PHOTOS: David Clare

Government had opened up an all-weather entrance at the Southport bar to deep keel yachts, large pleasure craft and fishing boats.

The late Peter Rysdyk, a CYCA member, was progenitor, fellow club member Peter Campbell worked on promotions and, appropriately, the Official Starter of the inaugural Jupiters Gold Coast Yacht Race was the then premier of Queensland, the late Sir Joh Bjelke-Petersen. He fired the starting cannon to send a fleet of 83 boats north.

An equally colourful character, the late Jack Rooklyn, gained a double victory in the first race, taking Line Honours and first place on corrected time with his second *Apollo*.

Since then, the 384 nautical mile race has attracted fleets of between 60 and 80 yachts each year, with entries coming mainly from NSW and Queensland, but

“The CYCA introduced the Sydney Gold Coast Yacht Race in 1986 as ‘the great winter escape’ ”

also from Victoria, Tasmania, South Australia and New Zealand. In 1997, a record fleet of 86 boats took part.

The Gold Coast Race (sometimes called the ‘Southport Race’ by yachties) is a prestigious event in its own right but adding to its status is the fact it is the opening event in the CYCA’s ocean racing season for the Bluewater Pointscore and Long Ocean Pointscore.

Most of Australia’s best-known ocean racing yachts have competed at some stage with names like *Apollo*, *Hammer of Queensland*, *Sovereign*, *Brindabella*, *Condor of Currabubula*, *Sydney*, *Wild Thing* and *Grundig* on the honour roll of Line Honours winners.

Handicap winners, Overall and in Divisions, have included Rolex Sydney Hobart Yacht Race winners *Indian Pacific*, *Wild Oats*, *Ragamuffin* and *Sting*, along with other well-known boats such as *Witchcraft II*, *PC&O Nedlloyd*, the veteran *Southerly* and *Chutzpah*.

The 1994 race, the qualifier for the 50th anniversary Sydney Hobart Race, is one of the best remembered with the crew of *Aspect Computing* making history as the first disabled sailing team in the world to complete an ocean race. A newspaper clipping on their win states: “Their next hurdle is to convince the Sydney Hobart organisers, the Cruising Yacht Club of Australia, that they are capable of sailing in the prestige event.”

“Grown men were crying when we crossed the finish line,” said Sailors with disABILITIES joint-founder David Pescud. “The CYCA Sailing Committee at the time pushed back the barriers. Their attitude was very



progressive,” he added.

Not only was the crew of *Aspect Computing* capable, but in 1998 they won the stormy Sydney Hobart Race on PHS and in 2003 completed a successful non-stop record-breaking circumnavigation of Australia.

Volunteers’ role

The 1994 Sydney Gold Coast Race was also significant for classic boats with Don Mickleborough sailing the 1939-built *Southerly* into a divisional win and, later that year, he claimed victory in the 30 Year Veterans Division of the 50th Anniversary Sydney Hobart Yacht Race.

“A baptism of fire” is how Pescud describes the heavy weather that tested the fleet in 1994 with Peter Walker’s *Amazon* dismasted in a 50 knot westerly squall and Arthur Bloore’s *Hammer of Queensland* forced out with a broken boom.

But the wildest weather recorded was in the 1988 race when *Hammer of Queensland* crossed the finish line with 45 knots behind her.

In 1999, George Snow’s *Brindabella*, a three-time Line Honours winner in this race, set the current race



Top: Regular competitor Gold Coast Express PHOTO: Peter Campbell
Above: The second Apollo is one of many well-known yachts to have taken Line Honours PHOTO: Adrian Herbert

record of 27 hours 35 minutes 03 seconds. That was also in a howling southerly.

The CYCA conducts the finish of the Sydney Gold Coast Yacht Race with the cooperation of Southport Yacht Club, Coast Guard Southport, Volunteer Marine Rescue and the Royal Volunteer Coastal Patrol.

The event is also heavily reliant on a solid volunteer base, none more so than the three volunteers who provide radio back-up to Penta Comstat and finish the race from the 10th floor of the De Ville Apartments at Main Beach.

Doug Lee and Gail Garrard, who will also celebrate a 20-year association with the race this year, haven't always had the luxury of an apartment with bathroom, sleeping and cooking facilities during their five-day 'camp out'. For the first four years, they operated with a team of 42 volunteers from 'the mushroom', the old Life Saving Tower next to the Surf Club which was also used as the marker for the finish line. 'The mushroom' was demolished some years back.

"We had 42 volunteers rostered for the inaugural race because we didn't know what to expect," laughs Lee. Sometimes we'd have up to 12 people crammed into 'the mushroom' which had no facilities or beds so people would catch some sleep in their cars. Many of them were claustrophobic so in the end we broke it down to just the three of us.

"Because we weren't sure of the reliability of the electricity supply to 'the mushroom', we utilised a three tonne closed furniture van with the floor covered with 12 volt batteries that were linked together to provide power to make sure we were always on the air for skeds and search and rescue," Lee recalls.

Lee, who travels by car from Cairns to Southport each year for the race, was not only a member of the Sailing Committee and publicity officer for the first race in 1986, he was also responsible for introducing the vertically oscillating ruby laser to finish the fleet. His invention, a world first, means that a finish boat isn't required to sit on the line all night recording times and it guarantees that each yacht travels the same distance.

Gail Garrard is a Gold Coast resident and also a volunteer with Volunteer Marine Rescue while Helen Stanfield, the 'junior' of the radio control team with four years experience, has actually been associated with the race for 12 years as a Coast Guard volunteer.

They all have funny stories to relate. One of Helen's is: "I was so tired one night that I thought the red moon was a trawler on fire."

For about five days, these three bleary-eyed volunteers don't leave their De Ville apartment, working 24 hours a day until the last yacht to finish hears: "Welcome to Queensland. We'll see you at the Club for a drink."

The only thing is, hardly anyone would recognise any of the trio at Southport Yacht Club. And they prefer it that way.

The Sydney Gold Coast Yacht Race has become an event that is second in status only to the Rolex Sydney Hobart Yacht Race among long ocean races conducted by the CYCA and the Club hopes to send a record fleet north on 30 July to mark the anniversary. ■

Note: Historical details in this article were provided by Peter Campbell.

GOING TROPPO

Peter Campbell suggests an ill wind for the Admiral's Cup might blow some good in the Whitsundays ... and Ian Grant ponders just where southern sailors get their lurid tropical shirts

Hahn Premium Hamilton Island Race Week has joined the Rolex Sydney Hobart Yacht Race as a 'must do' on the racing (and social sailing) calendar for Australian and New Zealand sailors, and for many sailors from other countries as well. This year, the dates for the Australian Tourism Award-winning event in far north Queensland will be 20-27 August.

The event is already maintaining its long-established popularity among yacht owners and crews, but resort bookings indicate it is also becoming increasingly popular with families and friends as well.

The cancellation of this year's Admiral's Cup in England could prove an extra boost. Hamilton Island owners Bob Oatley and his son Sandy may now consider keeping their latest Reichel-Pugh 66, *Wild Oats*, in Australia to contest their own regatta.

Bob Oatley, who led the Australian team from the Royal Prince Alfred Yacht Club to victory in the 2003

Admiral's Cup, may even have suggested to the Royal Ocean Racing Club that Australia should defend the trophy in the Whitsundays.

If *Wild Oats* remains in Australia and contests the 2005 Hahn Premium Race Week, it will give the event extra competitive stimulus. *Wild Oats* will provide keen competition for Neville Crichton's new, yet-to-be-launched and named super-maxi and Stewart Thwaites' New Zealand 98-footer *Konika Minolta*.

Apart from the battle for Line Honours, the IRC Class promises to be another great series between many of Australia's best offshore racing yachts. By early April, more than 40 boats had been nominated and race director Warwick Hoban was confident of another bumper fleet of 170 yachts.

Early nominations for the IRC Class included two recently imported DK46s, *Dekadence*, skippered by Sandringham Yacht Club Commodore Philip Coomb, and



Left and above: Sunshine and good breezes are the key PHOTOS: Andrea Francolini

Hollywood Boulevard, owned by Ray Roberts of Sydney.

Dick Cawse of Sydney had entered his fast 60-footer, *Vanguard*, designed by Cawse and naval architect David Lyons. Veteran Lou Abrahams was planning to return with his new Sydney 38 *Challenge*, while another early Sydney 38 entry was *Shining Sea*, skippered by Pittwater yachtsman Stephen Kulmar.

Hoban said international interest in Race Week was strong and he was confident that there would again be overseas competition. The reward to overseas yacht owners and crews who make the big undertaking to bring boats to Hamilton Island is participation in one of the most competitive racing programs in the Southern Hemisphere.

“Bob Oatley and son Sandy may now consider keeping their latest Reichel-Pugh 66, *Wild Oats*, in Australia to contest their own regatta”

Short format

The short format racing means that if a yacht has a bad race this does not mean its regatta is over; there is always a chance in the next race, be it in the afternoon or the next morning. The Coral Sea Race, the longest race of the series, will be shortened this year from 83 nautical miles to 60 miles to give smaller and slower boats the chance to finish before the breeze dies away at night.

Hamilton Island Yacht Club has the choice of several different courses around the beautiful islands discovered and named by Lt. James Cook RN as he sailed *Endeavour* through the area in 1770.

One of the special attractions of Race Week has been the mid-afternoon finish of most races, enabling boats to return to Hamilton Island harbour and the crews to socialise, either around the dockside or over the hill at the main resort area where there are poolside bars,

restaurants and hotel rooms with balconies providing magnificent views of the Whitsunday Islands.

More and more owners are bringing families to Hamilton Island, as are crewmembers. While many partners take part in the racing, those who don't want to are able to enjoy the onshore delights of the resort.

Over the years, Hamilton Island Race Week has proven a pointer to new trends in yachting in Australia. Almost every year has seen new offshore racers make their debuts in Race Week, including some of Australia's biggest and fastest craft. This year will be no exception.

Right from the very first Race Week, the regatta has been highly competitive. The most significant change, however, has been the huge growth of cruising classes and the expansion of the social program.

Of 170 entries last year, 135 boats contested the cruising classes – 91 in the Cruising Class, 22 in the Premier IRC Cruising Class for larger cruiser-racers and the same number in the IRC Cruising Class for boats under 40-foot LOA.

There has, however, been no lessening of interest among racing boats heading north for Race Week. Last year the Big Boat Class (50-footers and over) elected to race with the smaller IRC racing boats in one fleet and, as a result, the Big Boat Class has been dropped from the 2005 format in favour of one very strong IRC Racing Class. This year could see as many as 40 boats contesting the IRC Class, a fleet of world class in quality and quantity.

Then there will be the Sydney 38s. Indications suggest this will be another strong fleet.

The huge popularity of imported production yachts in Australia is reflected in early entries for the Premier Cruising, IRC Cruising and Cruising Yachts classes with Bavaria, Beneteau, Dufour and Jeanneau craft already strongly represented. Several new locally built cruiser-racers will also be there.

Race management at Race Week has always been of the highest order, with officials drawn from the best clubs in the nation and the racing format always innovative and tuned to the wishes of the competitors. The organisation and race management are pluses, but the

underlining attraction of Hahn Premium Race Week is spelt out in the welcoming invitation on the opening page of the Hamilton Island Yacht Club's website:

"Come to the Whitsundays this winter for a week of great racing (in your shorts and t-shirt). The parties are legendary, and a good time is assured."

'UGLY' SHIRT WEEK

Just where do all those lurid tropical shirts come from? That is the great mystery of the Airlie Beach Hog's Breath Race Week which will precede racing at Hamilton Island. In Airlie Beach in August, you can pick out southern sailors by their tropical shirts. But where do they get them? Surely they aren't in stock anywhere south of the Tropic of Capricorn in the months leading up to the event?

Love them or loathe them, the shirts help set the scene. Hog's Breath Race Week has become known internationally as Queensland's 'tropical shirt regatta' and a winter escape for the best sailors from around the nation and across 'the ditch' in New Zealand.

Of course, the word winter is never mentioned in this part of the world; the seasons are instead classified as dry and wet or warm and warmer.

The locals can't undersell the delights of their endless summer conditions because Airlie Beach, the mainland gateway to the Whitsunday Islands, is one of the most picturesque destinations on the Australian coast and is growing in stature as a major international tourist destination.

Sailors return each year to get a top up of sunshine and enjoy the unique hospitality of Airlie ... oh yes, and to compete in Hog's Breath Race Week.

The origins of the event are now a sailing legend. Described by his best mates as a human dynamo, Don Algie was living in Jindabyne in the Snowy Mountains when he got serious about providing himself with a life of sailing and sun. No doubt the chill air helped the thought process.

Algie thought up the concept of the Hog's Breath Café chain which has since spread through Australia and New Zealand. The success of the cafes enabled him to devote much of his time to introducing others to his favourite Airlie Beach – Pioneer Bay area. And by the time Algie became involved in organising Airlie Beach Sailing Week he didn't have to look for a sponsor.

With the equally fanatical ex-pat Californian Miles Wood, Algie launched Hog's Breath Cruising Race Week, under the burgee of the Whitsunday Sailing Club, in 1989.

Word soon spread that Hog's Breath Race Week, although launched as a cruising event, offered serious but enjoyable racing plus serious hospitality.

The event quickly grew from being a local community event to an international tourism drawcard.

Record numbers are expected for this year's 16th event but the founders, local volunteers and the

race management team will work to ensure the fun atmosphere is retained.

Hog's Breath Race Week was initially held after Hahn Premium Hamilton Island Race Week but Algie and the event committee sensibly decided to move their dates forward to make Hog's Breath Race Week a warm-up series for Australia's premier winter regatta.

This year, the event runs 11–18 August. Early entries include a large number of repeat entries plus a group of interesting new starters.

Dr Ian Nicholson plans to return with his recently launched Dubois 80 *Intrigue* while, in the very competitive IRC class, Stephen Ainsworth expects to compete after taking delivery of his new Reichel-Pugh 60.

Local competition

Another of the larger craft will be Algie's immaculately prepared Warwick 66 *Storm 2*, which he will race with his wife Ginger and friends.

The Sydney 38 One Design class, which has held three Australian titles off Airlie Beach, will be strongly represented. Stephen Kulmar has entered *Shining Sea* while dual Sydney Hobart Yacht Race winner Lou Abrahams of Victoria is expected to contest his sixth consecutive Hog's Breath Race Week with his new Sydney 38 *Challenge*.

There should also be a local boat among the Sydney 38s. Wayne Kirkpatrick and a talented crew plan to represent the Hamilton Island Cruising Yacht with *Asylum*.

Kirkpatrick's crew will incorporate young local sailors including Aaron Linton and Aaron Cole. Linton, who usually helms a 49er skiff, has a very good local knowledge of Pioneer Bay.

The quality of the fleet suggests good racing in all classes with a number of North Queensland club crews looking forward to the opportunity to test their boat speed against southern states visitors. Among them should be last year's Boss Hog trophy winner Craig Piccinelli with *Wobbly Boot*.

Apart from keel boats, the event will include Formula 18 catamarans which will contest their 2005 Australian championship series on their own inshore courses.

Local race management officials Tim Parker and Jim Hayes have again agreed to support Principal Race Officer Tony Denham, whose experience includes being a Sydney 2000 Olympic regatta official.

Hog's Breath Race Week is popular with those who need to cater for non-sailing family members. Airlie offers a range of good accommodation in various price categories, the surrounding area has plenty of interesting places to visit and there is a good range of restaurants, some not frequented by men in lurid shirts! ■

"Just where do all those lurid tropical shirts come from? That is the great mystery ..."

HAMILTON ISLAND HAHN PREMIUM RACE WEEK

Friday 19 August

Welcome cocktail party for skippers and navigators

Saturday 20 August

Lindeman Island Race – approximately 22 miles – all classes

Sunday 21 August

Coral Sea Race – approximately 60 miles – IRC, Sydney 38, Performance Handicap, Premier Cruising and IRC Cruising
Long Island Race – approximately 23 miles – Cruising Class and Classic Yachts

Monday 22 August

Lay Day

Tuesday 23 August

Two windward/leeward races – 12 miles each – IRC, Sydney 38, Performance Handicap 20 mile race – Premier Cruising, IRC Cruising, Cruising Class and Classic Yachts



Even more big boats are expected in the Whitsundays this year PHOTO: Andrea Francolini

Wednesday 24 August

Two windward/leeward races – 12 miles each – IRC, Sydney 38, Performance Handicap; 20 mile race – Premier Cruising, IRC Cruising, Cruising Class and Classic Yachts

Thursday 25 August

Whitehaven Beach Party

Whitehaven Race – approximately 15 miles – IRC, Sydney 38, Performance Handicap, Lay Day for Premier Cruising, IRC Cruising, Cruising Class and Classic Yachts (cruise to Whitehaven for Beach Party)

Friday 26 August

Mardi Gras and Street Party Night

Baynham Island Race – approximately 30 nautical miles – IRC, Sydney 38, Performance Handicap
20 nautical mile race – Premier Cruising, IRC Cruising, Cruising Class and Classic Yachts

Saturday 27 August

Presentation Dinner and Concert

South Molle/Daydream Island Race – approximately 23 nautical miles – all classes

HOG'S BREATH RACE WEEK

IRC program

Friday 12 August

Race 1 – Double Cone Island – Armit Island Race

Saturday 13 August

Race 2 – Windward/leeward, Pioneer Bay
Race 3 – Windward/leeward, Pioneer Bay

Sunday 14 August

Race 4 – Passage race around islands (course depending on weather conditions)

Tuesday 16 August

Race 5 – Windward/leeward, Pioneer Bay
Race 6 – Windward/leeward, Pioneer Bay

Wednesday 17 August

Race 7 – Long passage race around islands (course depending on weather conditions)

Thursday 18 August

Race 8 – Passage race around large triangular course, Pioneer Bay

PHS program

Friday 12 August

Race 1 – Double Cone Island – Armit Island Race

Saturday 13 August

Race 2 – Passage race around islands (course depending on weather conditions)

Sunday August 14

Race 3 – Windward/leeward, Pioneer Bay
Race 4 – Windward/leeward, Pioneer Bay

Tuesday 16 August:

Race 5 – Passage race around islands (course depending on weather conditions)

Wednesday 17 August

Race 6 – Long passage race around islands (course depending on weather conditions)

Thursday 18 August

Race 7 – Passage race around large triangular course, Pioneer Bay

Premier Cruising and Cruising (spinnakers and non-spinnakers)

Friday 12 August

Race 1 – Double Cone Island – Armit Island Race

Saturday 13 August

Race 2 – Passage race – around islands (course depending on weather conditions)

Sunday August 14

Race 3 – Passage race – around islands (course depending on weather conditions)

Tuesday 16 August

Race 4 – Passage race – around islands (course depending on weather conditions)

Wednesday 17 August

Race 5 – Long passage race around islands (course depending on weather conditions)

Thursday 18 August

Race 6 – Passage race around large triangular course, Pioneer Bay

One Design Yachts, Sports boats and Trailable yachts

Friday 12 August

Race 1 – Double Cone Island – Armit Island race

Saturday 13 August

Race 2 – Windward/leeward, Pioneer Bay
Race 3 – Windward/leeward, Pioneer Bay

Sunday August 14

Race 4 – Windward/leeward, Pioneer Bay
Race 5 – Windward/leeward, Pioneer Bay

Tuesday 16 August

Race 6 – Windward/leeward, Pioneer Bay
Race 7 – Windward/leeward, Pioneer Bay

Wednesday 17 August

Race 8 – Long passage race around islands (course depending on weather conditions)

Thursday 18 August

Race 9 – Passage race around large triangular course, Pioneer Bay

A SOUND FOUNDATION

Designed as a match racing boat for the Western Australian Yachting Foundation, the Foundation 36 has turned out to be not only an ideal match racer, but also a very versatile racer and cruiser.

John Roberson reports

Back in 1995 New Zealander Brett Bakewell-White was given a design brief to create a match racing yacht suitable for day sailing racing with a crew of five, or to be comfortable to sail with twelve aboard for corporate sailing functions.

The commission came from the Western Australian Yachting Foundation, eager to expand match racing.

After discussions between the Foundation, Perth boatbuilder Peter Milner and the designer, it was decided that the boat should also meet the minimum accommodation requirements of the IMS rule, and pass the stringent guideline USL codes for surveyed vessels, of the Western Australia Department of Transport.

The first eight boats were ordered by the Foundation, and very quickly received endorsements from some of the world's top match racing competitors when they were used for the Australia Cup regatta.

America's Cup skipper Gavin Brady said of them: "The Foundation 36 is a great boat to sail. They are responsive, lively, and manoeuvrable – plus are rugged enough to take the punishment that we throw at them, without failures. I would say the best yacht on the match racing circuit."

It wasn't long before boat owners around the Swan River started looking closely at these boats, and Royal Perth Yacht Club commodore John Flower became the first private owner of a Foundation 36. He remained true to the one design principles of the class, buying a standard hull and rig, but powering her with 3DL sails.

Others soon followed, attracted by a performance boat that offered close racing, and, although a class association has never been formed, peer pressure among the owners has kept most of the boats pretty close to the original one design ideals. One private owner did originally get his boat with a taller rig and deeper keel, but eventually realised what one design racing was all about, and converted his boat to conform with the others.

As well as being a boat that sails well, the Foundation 36 is well laid out, with a big open cockpit that is easy to work when racing, while being comfortable and safe for

social twilight sailing. The deck layout is very simple, putting an emphasis on good sail trim while racing, but uncomplicated for inexperienced sailors.

John Flower was one of the first private owners to take his boat beyond the confines of the Swan River and, after getting it rated for IMS, has competed in both offshore and inshore races on the Indian Ocean. He has also ventured as far away as the Whitsunday Islands for Hamilton Island Race Week. Other private owners have followed his example and used their boats for ocean racing.

Popular choice

The Foundation owned boats are well used in events, ranging from match racing regattas to inter-club championships and corporate sailing. They are also available for charter on a race-by-race basis or for a season. Prices range from \$475 for a single twilight race, to \$20,000 for a full season of twilight and Saturday club racing, which is exceptionally good value for step on, step off sailing.

Chartering a Foundation 36 for a twilight race is a great way to take a bunch of friends or clients sailing,

Boats are available for charter race by race

PHOTOS: John Roberson



The Foundation is well laid out with a big open cockpit, ideal for working in match racing



“Two have now made the long road trip to the eastern states”

and there is no preparation or packing up afterwards. The boats are ready to step on, hoist the sails and go. At the end of the evening, it is a courtesy to roll the sails, and take your rubbish ashore, but the boats are checked over by Foundation staff.

At the other end of the price scale, the \$20,000 full season option comes complete with 3DL sails, which are for the use of the charterer only, and makes for a very competitive club racing package without the hassles of boat ownership. Another benefit of the full season package is that the Foundations form part of the ‘Bakewell-White fleet’ which provide Fremantle’s only IRC racing on a Saturday afternoon. The other boats in this fleet are Titan 36s, a cruising version of the same hull, but with a bigger cabin.

Moving forward

Since buying the first eight boats, the Foundation has added two more to the fleet in the past two seasons, and is embarking on a program of replacing its original boats.

The Foundation would like to sell the boats as a fleet, as they did with the Farr 36s that preceded them, but for the sake of maintaining some close fleet racing on the Swan river, it would be good if eight local individuals could be found to buy them.

The boats are constructed in glass-reinforced polyester with foam core and plywood bulkheads, and as well as satisfying local charter regulations, they are built to American Bureau of Shipping standards. Talking about the robust nature of the boats, Foundation CEO Skip Lissiman says: “Great detail has gone into the stem and sheer design to ensure that the yachts have extremely strong edges to minimise ‘down time’ during events due to collisions.”

Two Foundations have made the long road trip across the Nullarbor to the eastern states. The first, a standard version, went to a Batemans Bay owner in 2002.

At the end of last year, Sydney sailor Warren Cottis took delivery of what he describes as a “highly optimised Foundation 36”, *White Hot*, with which he completed the Rolex Sydney Hobart Yacht Race, then went on to take sixth overall in the Mooloolaba race.

Cottis has basically done what the previous WA owner did; added a bit more than a metre to the height of the rig, and put a deeper keel and bulb underneath, plus fitted a bigger rudder. He says *White Hot* is “optimised for Sydney conditions”, and is marketing the boat on the east coast as the F36 Razer. He is thrilled with the performance of the boat. Completing a difficult Hobart was an achievement, but his Mooloolaba result was the icing on the cake. ■

WHITSUNDAYS UPDATE

The Whitsunday Islands area has gained wide popularity for bare boat charter cruising. Adrian Herbert outlines what the area offers and the boats and facilities available

The Whitsundays area in far north Queensland is one of the world's best sail cruising areas. Like the world's most popular areas in the Mediterranean and the Caribbean, the Whitsunday Islands offers the magic combination of sunshine, clear blue waters, good sailing breezes and beautiful scenery. But the Whitsundays is very different to those other popular cruising areas in one respect – it is virtually unspoiled.

In fact, the one criticism I have heard from overseas visitors to the area is that it is under developed. By that they mean the area could do with a few interesting island port towns in addition to the handful of marinas and a number of island resorts that provide moorings for day visitors to go ashore and use their facilities.

But to most visitors, the amazing pristine quality of these 74 islands – most of them protected as part of the Whitsundays National Park – is their greatest appeal.

The Whitsundays area is renowned for its marine life. Whales, dolphins, turtles and manta rays are common sights. Coral reefs populated by colourful fish fringe many of the islands making the area a mecca for snorkellers and diving enthusiasts as well as sailors. Snorkeling in these areas is an ideal late afternoon activity between dropping anchor and having dinner.

The amazing pristine quality of the Whitsundays was what most impressed me when I first visited the area. That was 25 years ago and I could not have had a better introduction. I flew from Mackay aboard a small twin-prop deHavilland Dove, touched down to drop off passengers at Lindeman Island and then flew at low altitude right over the peaks of Whitsunday Island before touching down at Schute Harbour airstrip. The aerial view confirmed the guide book description of the islands as being a partly submerged section of the nearby Conway Ranges.

A memory of that flight was that the man who took our boarding passes then donned a gold braided cap, climbed into the pilot's seat and flew the plane.



A bare boat at an idyllic Whitsundays anchorage PHOTOS: Courtesy Sunsail

In those days, Schute Harbour comprised of little more than the commercial wharf and some scattered houses, although it was already a busy embarkation point for ferries and tourist cruise boats. Airlie Beach was a popular holiday town but there was little entertainment other than the pub and, from what I remember, the pub was certainly entertaining.

A few small bare boat charter businesses were operating then, mostly with fleets of quite small boats. The industry was very much in a pioneering phase. I wondered why bare boating was not more established in such an ideal area. That was soon put into perspective. Sailing past Pioneer Point, I asked when white settlers had taken up residence

on that stretch of the coastline. I was taken aback to be told 1948!

So much has changed since my first visit.

Today, many visitors fly in by jet aircraft directly to Hamilton Island or to Mackay or Proserpine. From Hamilton Island it is possible to travel by ferry to Schute Harbour or any of the island resorts.

Today's charterers have a wide range of boats to choose from including popular modern overseas designed yachts such as Bavarias, Jeanneaus, Catalinas and Beneteaus as well as roomy fast cruising catamarans.

Airlie is now the bustling centre of the area's tourist industry and offers a wide range of accommodation, restaurants, cafes and bars.

Abel Point Marina at Airlie and Schute Harbour are the bases of a number of boat charter operations, dive centres and other boating based businesses while the resort centre Hamilton Island is also the base for a bare boat charter operation.

Improved fleet

In the past few years there has been a reduction in the number of private investor owned boats in the charter fleets. This is a result of the Australian Taxation Office clamping down on investor-owned boats which it deemed were not genuine business investments and therefore could not generate tax deductions.

This has made it harder to find discount charter rates but it has also resulted in an improvement in the quality of the overall fleet.

There has also been some consolidation among the boat operators. About five years ago, two of the major bareboat operators in the Whitsundays, Whitsunday Rent A Yacht (WRAY) and Australian Bareboat Charters, were united under the one ownership and now trade as Whitsunday Rent A Yacht Pty Ltd.

A wholly Australian owned business, WRAY now claims to operate the biggest fleet and widest variety of bareboat charter vessels in Australia.

“The amazing pristine quality of the Whitsundays was what most impressed me when I first visited the area”

WRAY operates a fleet of 38 vessels ranging in size from 28 feet to 50 feet offering from two to 12 berths. The monohull fleet includes Bavarias from Germany, Beneteaus from France and Catalina and Hunter designs from the US. The fleet also includes Australian designed and built catamarans such as Seawind, Perry, Lightwave and Venturer designs.

WRAY has operated from its private jetty at Snows Beach, Schute Harbour, for more than 24 years.

These facilities underwent major changes in 2002 with the construction of new premises including a

charterers lounge, a conference room, tourist shop, administration offices and a secure storage room.

There is also now a timber sun deck overlooking picturesque Schute Harbour where charterers can relax outdoors and enjoy light refreshments prior to their departure.

Road access and car parking has also been upgraded and a walkway built to connect the base to the nearby Schute Harbour commercial jetty.

The 1982-built WRAY jetty has been upgraded to include a fueling pontoon. The company also owns and operates its own slipway.

Sunsail on Hamilton Island is part of an international charter boat company and has a fleet of 30 luxury yachts and catamarans ranging in size from 32 to 50 feet.

Almost half of these yachts were introduced into the fleet over the last two years as part of a major upgrade and justify Sunsail's claim to have the most modern sailing charter fleet.

Sunsail's popular sailing school facility has also been improved this year with the introduction of a variety of Royal Yachting Association (RYA) courses to its syllabus. The RYA courses include the popular Competent Crew course, Day Skipper (Practical) and Coastal Skipper Certificates. The Sailing School also offers a range of leisure courses including Introduction to Sailing plus commercial courses such as the Restricted Radio Operators Certificate of Proficiency and Elements of Shipboard Safety & Fire Fighting.

Sunsail is offering a special Freedom Deal to give extra value to bookings outside the peak demand July, August, September period. New bookings made for dates until the end of June attract up to four nights without charge.

You pay for five nights and get a sixth night free, pay for seven nights and get two extra nights free, pay for seven nights and get two extra nights free, or pay for ten nights and get four extra nights free. (Note that conditions apply to this deal.)

For those planning a Whitsunday sailing holiday later this year, Sunsail offers another special deal: 15 per cent off the normal rate of all November charters, if booked prior to 31 July.

Charter Yachts Australia, based at Abel Point Marina, has a fleet that includes the Beneteau 41, Hanse 371, Catalina 350, Catalina 34 and Catalina 32 monohull yachts plus sailing catamarans Seawind 1200, Seawind 100, Lightwave and Parallax 38.

By September, Cumberland Charter Yachts (CCY), which is also based at Abel Point Marina, will have 25 yachts in its fleet.

New additions this year (reflecting growing demand for catamarans) are two luxury 43-foot imported Perry cats and a locally built Fusion 40. CCY staff told me the Perrys have air conditioning and three toilets (heads to us). The cat fleet also includes practical and economical Seawind 1000s and a few other choices in between these and the Perrys.

Monohulls include a range of Beneteaus from the Beneteau 311 to the 423. And for those who want lots of space the fleet includes a Dehler 41 Deck Saloon which offers two really large cabins, with air conditioning of course.

Incidentally, CCY and most of the charter companies mentioned here offer power craft as well as sailing craft.

CCY is promoting a last minute standby pricing system on its website (www.ccy.com.au).

The website gives access to a regularly updated list of boats that are available for charter at discounted rates within two weeks. Bookings can be made for periods as short as three days.

Other operators may also offer significantly discounted rates for boats booked close to the charter date.

Generally, rates vary depending on the season. Rates for the summer 'wet' season are generally much lower than the winter dry but summers in far north Queensland are only partly wet. The problem, however, is that no one can predict exactly which part!

Cruisers' facilities

Sailors who visit the Whitsunday Islands aboard their own yachts can usually arrange berths at marinas in the area but it is wise to make contact well in advance, particularly in the most popular times of late July, August and September when demand is likely to be high.

It is also important to follow up with a final call before arriving in port. Remember, this is an area of greater tide range than further south and advice on when to enter shallow waters can be important.

These are the main marinas in the area.

Laguna Marina: In the south-central Whitsundays area, this is a well-equipped facility that is integrated with the Laguna Quays resort. Paying for a marina berth entitles visitors to use all the resort's facilities.

Abel Point Marina at Airlie Beach offers a large number of berths all with power available.

Facilities here include a sewage pumpout facility and boats visiting this area should now be fitted with sewage holding tanks.

From the beginning of 2004 it became illegal in Queensland to flush a marine toilet in a harbour, marina or a 'designated area' with designated areas including some Marine Park 'A' and 'B' zones and Scientific Research zones as shown on the Mackay/Capricorn and Townsville/Whitsunday Marine Parks Zoning Plan (1987).

Designated areas of particular interest in the Whitsundays are the 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 the Border Island (for 100 metres from the fringing reef).

Hamilton Island Harbour: This island harbour has a large marina and a full service shipyard next to the resort.



Interior of a Jeanneau Odyssey 45 bare boat

Mackay Marina: This large marina is adjacent to one of the best equipped shipyards in Queensland. The Mackay Yacht Club is nearby.

Flights to the Whitsundays look like becoming even more competitive with Virgin Blue scheduled to introduce daily direct Brisbane to Hamilton Island flights from 15 June. Virgin Blue will be using Boeing 737s on the route.

The pressure will, however, be on Virgin Blue to keep offering good deals if it is to take business away from Jetstar.

Virgin Blue also offers flights into Mackay.

Jetstar says it has increased the seats per week it offers on routes into Hamilton Island by 164 per cent (to 9,912) in the past year.

It currently operates two return flights to Hamilton Island each day from Sydney and one each day from Melbourne and Brisbane. All four services are now flown by 177-seat Airbus A320 aircraft.

As at 20 April, Jetstar was quoting lead-in one way fares to Hamilton Island of \$145 from Brisbane, \$198 from Sydney and \$200 from Melbourne.

Jetstar also offers flights into Mackay and Proserpine, including direct services from Sydney. As at 20 April, the one-way fare from Sydney to Proserpine was \$134 and from Sydney to Mackay \$110.

If you are more used to international travel, bear in mind that both of these airlines are discount carriers offering point to point flights, so if you do not travel on a direct flight you will need to collect and re-check your baggage if you change flights enroute.

Both airlines offer discounts for booking over the Internet and may from time to time have special deals only offered on the Internet.

If you want to make savings, it can pay to check out deals online regularly well in advance the time you wish to travel.

If you want to fly full service, Qantas is reintroducing direct flights "with seamless baggage transfers" from Brisbane from July on Tuesdays, Fridays and Sundays. ■

CUP FOUNDERS

Bob Fisher explains that greed and disillusionment featured high on the list of factors which caused this year's Admiral's Cup series to founder

“Sadly, we have not been able to attract enough teams,” said Royal Ocean Racing Club Commodore Chris Little, announcing the cancellation of this year's Admiral's Cup. The factors that led to that tough decision were multifarious. Money, boats and attitudes, all contributed.

Having set their criteria around three classes, the RORC had hoped for great things. After all, the Mumm 30 was highly popular and relatively inexpensive; the Swan 45 owners had promised much, and the RORC had seen that the IRC 'Big Boat' was proving popular all over the world. The formula for success seemed assured. Why then did the event founder?

Greed and disillusionment come high on the list while the instability of the Grand Prix Rule was a contributing factor. The format of the racing could also have been a factor with the series returning to three-boat teams from each nation. And they were to spend

long periods racing offshore. It could just be that owners don't like that.

Ian Walker, who was to race the Admiral's Cup with the Irish team aboard their big boat, made what I consider the most important observation: “The top end of sailing is becoming too expensive.”

That, it seems, was what put off several teams – not just the cost of purchasing the necessary boat, but coming up with the money to manage it in a major international campaign. A complete suit of sails for a Mumm 30 costs about \$40,000; for a Swan 45 about \$120,000; but for a TP52 in excess of \$240,000. And

everyone knows there is no better tool for boatspeed than crackling new sails.

But I sometimes wonder are all those new sails really necessary? When I was a lad sailing on the East Coast of England, professional skippers used to take a percentage from the suppliers to the yachts they ran. While I can only hazard a guess at what goes on today, I do wonder whether such old habits die hard.

And it doesn't stop there. Providing a professional crew for a boat also requires an owner to dig deeply. This may not be the \$2,400 per day that the 'rock stars'

ask for their services, but it is the \$500–\$700 each day that the average professional crewmember will require and that all adds up.

I have no objection to sailors earning their living by racing yachts, but maybe the time has come for some form of earning recognition for the owners, whereby they can be sure that a particular bowman is worth the \$600 he may be asking for a day's work. All an owner has now is his skipper's word on the subject and, fine though that might be, it could be tilted in favour of a less talented sailor with the result that the owner pays more than the sailor is worth. Of course, no sailor would want to declare what he earned at the last regatta as the taxman might be within earshot. Owners do, however, like having professionals on board as they find they can learn from them.

Maybe it isn't the costs that put the owners off the Admiral's Cup, although I can understand them not wanting to see their brand new sails subjected to two and a half days of offshore races – the equivalent of three complete inshore regattas. The format could be changed. There are many who will be going to Cowes for the Rolex Fastnet Race. Perhaps that classic should be part of any Admiral's Cup format, as it used to be.

The Rolex Commodore's Cup next year promises to be a sell-out and the difference is that the costs are much reduced and the owners are seen to have more fun. Could it be that the fun factor is missing from the Admiral's Cup, or is it that there are so many other regattas that one in Cowes doesn't have the attraction of one in the Mediterranean? Or is it simply that the standards of Grand Prix racing have gone through the roof and that the rewards, in results, are proportional to the time and effort expended; and the owners don't have unlimited time?

Whatever it is, there will be no Admiral's Cup this year. It could come back in the future when those who run the sport realise the importance of creating a popular Grand Prix Rule. They talk about it, they hold meetings about it but by the time they come up with one, no one will want to know – they will have all gone away to spend their money on something else.

The final decision was made before the Australians had to commit to shipping and meant they lost their chance to defend the Cup they won in 1983 with the first canting keel *Wild Oats* (pictured) and *Aftershock*.

The Brits were having trouble raising a competitive team but that was not the cause of the cancellation. In the end, apart from the home team, there were only two challenges – from Australia and Ireland. ■

“They were to spend long periods racing offshore. It could just be that owners don't like that”



A RETROSPECTIVE ADMIRAL'S CUP 1969–1979

With the continuation of the Admiral's Cup now very much in doubt, Adrian Herbert looks back to the 1970s. This was a period during which the series became notorious for optimised ratings as well as light winds, but the latter was to change dramatically and tragically at the end of the decade

After winning the series in 1967, Australia was the team to beat at the 1969 Admiral's Cup.

This time the team was Ted Kaufman's self-designed *Mercedes III*, Syd Fischer's Sparkman & Stephens designed 48ft *Ragamuffin*, and *Koomooloo*, a slightly large version of *Mercedes III* also designed by Ted Kaufman and owned by Denis O'Neil.

Ragamuffin won the Channel race and then placed seventh and third in races on the Solent. *Koomooloo* was sixth and fourth in the Solent races and *Mercedes III* thirteenth and third.

This took the Australians into the triple scoring Fastnet race with a narrow lead. The race started in light winds but the fleet soon met fresher conditions that were more to the Australians' liking.

With the Cup boats around Fastnet Rock and on their way back to Plymouth it looked like the Australians were heading for a repeat win. *Ragamuffin* was close to the front of the pack and *Koomooloo* and *Mercedes III* were well placed. Then the breeze gradually faded eventually, dropping out altogether for many boats.

Ragamuffin stayed within the dying breeze to finish second but the other two Australian boats were left drifting, creeping and often, when the tide was against them, losing ground. Frustratingly for the Australians, some of the other Admiral's Cup boats found themselves in patches of breeze and slipped past.

The UK team was also caught in calms, but the US team fared better and finished the race, and the series, 14 points ahead of the Australians.

In 1971 the team was *Ragamuffin*, Arthur Byrne's similar S&S boat *Salacia II* and *Koomooloo*, by then owned by CYCA Commodore Norman Rydge jnr and with former America's Cup skipper Jock Sturrock as principal helmsman.

This time the team performed poorly in the first two races sailed in light winds but suddenly looked

formidable when the breeze piped up for the third race, a 30 nautical mile Solent event.

Many boats in the 16 teams got into trouble downwind and there were wild broaches all over the place, but the Australians coped well with *Salacia* taking second place, *Ragamuffin* third and *Koomooloo* fourth.

At the start of the Fastnet race, the Australians were second to the UK which that year had a team of three S&S boats. They were then Prime Minister Ted Heath's new 45ft *Morning Cloud*, *Cervantes*, 40ft, and *Prospect of Whitby*, 45ft.

The Fastnet started with light winds and the UK team looked in control, but when gale force conditions came in from the Atlantic the Australian boats moved up on the leaders.

Soon after they had rounded the rock, *Ragamuffin* was first, *Koomooloo* third and *Salacia* fourth. It seemed they only had to survive hard reaching and running conditions back to Plymouth to win. Despite that, the crew of *Ragamuffin* kept pushing their boat, surfing down big seas. She blew out two spinnakers in the process but won the entire 200 boat race on handicap.

Further disappointments

Salacia II had steering problems but came in eighth. *Koomooloo*, however, lost her rudder when in third place with 140 nautical miles to go. The crew were forced to pull out of the race and radio for assistance.

With only two boats scoring points in the Fastnet, Australia finished the series in third place with the UK winning and the US taking second place.

The next Cup in 1973 saw Australia enter a very strong team. *Ragamuffin* again made the team, but the other two boats were the Bob Miller (Ben Lexcen) designed near sisters *Ginkgo* and *Apollo II*. Both were 45ft with the main difference being that Gary Bogard's *Ginkgo* was timber and Alan Bond's *Apollo II*, aluminium. Bond



Impetuous beats out of the Solent in a brisk westerly in the 1979 Channel race
PHOTOS:
Adrian Herbert

had chosen to build in aluminium and to ABS scantlings as a lead up toward his plan of building an America's Cup challenger. The result was that *Apollo II* was a little heavier but still proved impressive in trials.

Arriving in Britain, the Australian rating certificates of *Ginkgo* and *Apollo II* were queried. A re-check found *Ginkgo's* measurements were incorrect but only to the extent of requiring a small section to be shaved off the planing boards, extending beyond the transom.

In response, Australian designer Scott Kaufman (son of Ted Kaufman) looked at some of the other boats. He ventured the opinion that the rating of the 46ft German boat *Saudade* was surprisingly low. The S&S designed boat had been rated in Germany at 34.1ft compared with the smaller *Ginkgo's* 36.3ft, *Apollo II's* 36.4ft and *Ragamuffin's* 38.1ft. The other two German yachts, *Rubin*, 45ft, and *Carina III*, 43ft, also had more favourable ratings than many other similar sized yachts.

Despite mutterings about the accuracy of these ratings it eventually became clear that, rather than any skulduggery, the Germans had simply worked unusually hard to optimise their ratings with extensive computer analysis of every measurement. This started a trend of working on ratings which, along with growing disenchantment with the IOR rule, sowed the seeds for the disillusionment that beset the Admiral's Cup in later years. After 1973 it was clear that teams would have little chance of winning unless each of their boats had been optimised to get the best possible rating under the latest version of the IOR.

Mistakes take toll

Germany led after the Channel Race with *Saudade* taking fourth place, *Rubin* 13th and *Carina III* 14th.

For Australia, *Ginkgo* placed fifth, *Apollo II* 12th and *Ragamuffin* 24th, which put the Australian team in third place behind the Dutch.

The breezes remained fresh in the two Solent races to the delight of the Australians. But despite this they could not equal the performance of *Saudade* which won both races, skippered by Berend Beilken. The Australian team looked like winners for much of the time but were affected by mistakes – *Apollo II*, for example, getting stuck on a mudbank. But the other two German boats also turned in mixed results in the Solent races.

When the Fastnet race started, Australia was just seven points behind Germany with the UK third.

The race started in a moderate following breeze that persisted into the second day and all the way to the rock. After all the team had rounded, the Australians were leading the series. Then the breeze dropped out leaving most of the fleet drifting. Germany's *Saudade* and *Carina III* had, however, rounded in moderate winds and then kept well south of the rhumbline in

an attempt to stay in the breeze. They eventually met a south-easterly that carried them most of the way to the finish before it filled in further north behind the rest of the fleet.

Saudade finished seventh, *Carina III* tenth and *Rubin* eleventh to win the series ahead of Australia and the UK.

In 1975, Australia again sent a team which, on paper, looked the equal of any. The boats were Peter Kurts' 47ft S&S designed *Love & War*, Ted Kaufman's self-designed 41ft *Mercedes IV* and John Kalbetzer's 53ft German Frers jnr designed *Bumblebee IV*.

The opening Channel race was sailed in moderate to fresh conditions, but the Australian team did not perform particularly well. *Bumblebee IV* finished 10th, *Love & War* ninth and *Mercedes IV* 14th.

Worse was to come. In the first Solent race *Mercedes IV* was disqualified after breaking the start and failing to return. *Bumblebee IV* finished 12th and *Love & War* 15th.

Frustrating calms

The second Solent race started in good breeze that later turned light and fluky. *Bumblebee IV* was in a commanding position after sailing two-thirds of the course. Then she ran into an area of no breeze and practically sat still as other competitors caught up.

At the final mark, *Bumblebee IV* appeared to have just enough way to round, but the tide set her back and she hit, disqualifying her from the race.

As the British team of *Noryema*, *Yeoman XX* and *Battlecry* had been steadily building up points, Australia appeared to have very little chance of turning things around in the Fastnet race. And so it turned out. The race again started with reasonable breeze on the outward leg and then frustrating calms on the return to Plymouth. *Mercedes IV* finished 26th, *Bumblebee IV* 40th and *Love & War* 41st. The UK, with *Noryema* fifth, *Yeoman XX* 11th and *Battlecry* 12th was a clear winner. Australia finished ninth, its worst position.

For 1977, a team of all new boats was selected: Syd Fischer's German Frers designed 47ft *Ragamuffin*, Victorian Keith Farfor's 48ft S&S designed *Superstar* and Jim Hardy's 41ft *Runaway* designed by young Australian Allen Blackburne.

Nineteen teams contested this event, showing its still growing popularity. The format was also changed slightly with an additional Solent race before the Channel race, making it a five-race series.

The Australian boats and crews went to England well prepared. The boats were well sailed but the entire series was sailed in light air and in these conditions the Australian boats, selected in trials off the NSW coast, were clearly no match to those designed predominantly for light air and flat water. The best Australian placing in the entire series was *Runaway's* eighth in the Channel Race.

The series was again won by the UK with Australia finishing seventh.

After the disappointment of 1977, enthusiasm was initially rather thin for another challenge in 1979 but interest gradually grew, particularly among owners building new boats.

To ensure that the team would be as competitive as possible, it was decided that the team would be selected from a series sailed on Port Phillip Bay – the closest approximation to the Solent on the east coast of Australia – plus one ocean race into the Bass Strait.

Nine yachts competed in the trials which perversely turned out to be sailed mostly in strong conditions. But at least the shallow waters of Port Phillip did simulate the effect of strong winds in the Solent and the English Channel with its short, steep seas. The surprise of the series was *Police Car*, a 42ft fractional rigged boat designed by UK designer Ed Dubois who was little known in Australia at the time.

Police Car had a novel underwater shape with a bustle aft of the keel and then a distinct crease at the rudder post where there was a rather sudden transition to shallow wide stern sections. Despite being launched only just in time for the series, *Police Car*, owned by Peter Cantwell of Perth, was the star performer from the start, particularly in the fresher conditions.

A new 41ft Ron Holland design, *Impetuous* (Graeme Lambert and John Crisp), finished the series on equal points with *Police Car*.

Third place was taken by Syd Fischer's 45ft 6in new Doug Peterson designed *Ragamuffin*. This was the team that went on to win Australia's second victory in the Admiral's Cup in tragic circumstances.

Storm looms

They gained victory in the worst storm that has ever hit the Fastnet race. It was a victory which brought no celebration as 15 race competitors died in the storm. *Modern Boating* magazine reported the win as: "The hollow victory" and below that black heading on its cover was a picture of pall bearers carrying the coffin of one of the sailors who died in the storm.

The series started with anticipation of a very close series. Teams from 19 nations had again gathered in Cowes and the early racing was exceptionally close. But for those who were familiar with weather patterns on the South Coast of England there were ominous signs. Mid summer had been characterised by long periods in which the high pressure systems of south western Europe had extended further north than usual to take in the South of England. This resulted in a period of unusually settled warm and dry weather.

Normally, squally south-westerly changes sweep in at regular intervals at this time of the year, increasing as the lows of the North Atlantic assert their authority over the warmer air from the south-west bit by bit. But this pattern was strangely absent until the first day of racing, the first Solent race, when black clouds suddenly raced in and provided a steady 10 knot westerly at the start that later increased to 25 knots from the south-west.



Police Car
demonstrating her
spectacular
downwind speed on
the Solent in 1979

In pre-series discussions, the Australia skippers had agreed to try to avoid the unforced errors which had proved so costly in the past. Consequently all three helmsmen held back from the line to make conservative starts. But the course to the first mark turned out to be a fetch with the result that all three boats spent most of the leg fighting to get into clear air. The result was that none of them performed anywhere near as well as they could have. *Police Car* worked her way through much of the fleet to take 7th, *Ragamuffin* was 13th and *Impetuous* 30th.

The next day another Solent event was sailed in 20 knots gusting up to 30 knots at times which sent a noticeable swell rolling down the Solent and resulted in many of the portly bodied large foretriangle IOR boats rounding up and broaching impressively.

This time the Australian helmsmen started more aggressively. *Police Car* took third place, *Impetuous*, steered by Jim Hardy, fourth and *Ragamuffin*, despite a brief encounter with a mudbank, managed ninth, giving the Australians the best team score of the day.

The Channel race was next and started with an unusual running start in a 25 knot westerly. But by the time the yachts were clearing the eastern end of the Isle of Wight, the breeze had eased and it was light for most of the race.

Impetuous started well, going for clear air along the Isle of Wight shore, but *Ragamuffin* and *Police Car* fared less well out in the middle of the channel. *Ragamuffin* had the task of covering the two similar sized US boats, *Aries* and *Williwaw*. *Williwaw* started much better than her Australian rival and was well up in the fleet as the boats headed east up the English Channel.

Police Car picked up a lot of places running to a mark off Brighton but *Impetuous*, which had been right behind her, had difficulty laying the mark against a foul tide and dropped back.

With the wind now from the south-west, *Impetuous* was well to leeward of most of the fleet approaching a mark off the French coast near Cherbourg. She tacked across the fleet but the breeze moved west making this a wasted manoeuvre.

Ragamuffin kept moving well in the fairly light air and eventually crossed the line tenth. The breeze then moved behind the smaller yachts still finishing and strengthened, lifting smaller boats up in to the leading positions on corrected time. *Ragamuffin* was finally placed 31st but her position was ahead of both *Williwaw*, 35th and *Aries* 40th. *Police Car* was eight and



Ragamuffin gets caught out by a gust on the Solent in 1979

Impetuous 19th. That was enough to put Australia in second place behind Ireland.

The day of the next Solent race, the weather had turned gusty and rainy, and it seemed the expected change to predominantly strong westerly conditions was on its way. By race time the breeze was strong but still gusty. The direction was, however, steady enough for a start.

As the fleet approached the line it was clear one end was biased, the fleet bunched up and many crossed early with the result that a general recall was signalled.

Soon afterwards *Police Car*, on port tack, found herself bearing down on the Brazilian yacht *Indigo* on starboard. The Australians called for *Indigo* to hold her course and prepared to head up. But *Indigo*'s helmsman headed up to allow the Australians to maintain their course. The result was that *Indigo*'s bow speared into *Police Car*'s starboard side.

The impact threw *Police Car* foredeck hand John Mooney overboard between the two boats. He was caught between the hulls as they swung together breaking an arm and injuring both his legs.

Police Car's navigator Ron Packer and a crewman from *Indigo* jumped overboard to help Mooney. They supported him in the water until a photographer's inflatable boat was able to make a rescue.

The boat's crew was shaken, but with Mooney safe they decided to try to start. Mooney's place was taken by *Impetuous* crewman Peter Long giving each boat a crew of nine.

The split in the *Police Car*'s topsides was above the waterline but the boat took water when heeled to starboard. With the split stuffed with sailbags, the boat made the start and crossed in the middle of the fleet.

The other two Australian boats also made unimpressive starts. Over the rest of the race *Ragamuffin* never looked like making up the time it had lost to *Williwaw* and *Aries*. *Impetuous*, which had been blanketed by some of the bigger yachts at the start, never recovered either.

“With the split stuffed with sailbags, the boat made the start”

Ragamuffin was placed 22nd, with *Williwaw* and *Aries* taking first and second. *Impetuous* was placed 23rd.

But there had been more drama aboard *Police Car* during the race. With many yachts again getting out of control downwind, *Police Car* made spectacular gains. Then, as the Australian yacht rounded the bottom mark and went back on the wind, an awkward sea caught helmsman Chris Packer off balance and he slipped on the cockpit floor sliding under the tiller. By the time he

had scrambled back on his feet, the bow of *Police Car* had slammed into the Japanese yacht *Koteru Teru II*. Apart from damaging the Japanese boat, this put a new hole in *Police Car*'s bow which spurted a jet of water back as far as the mast. The crew plugged more sailbags into the forward hole and raced on. *Police Car* would have placed sixth but was relegated to equal 17th as a result of a protest from *Koteru Teru II*.

The day was far from successful for the Australian team but they were still in with a chance. Fortunately, mixed results for many of the other leading teams meant that Australia retained third place, behind Ireland and the US, so everything would depend on the Fastnet race and fresh conditions were being forecast.

The high pressure system warm weather returned and two days later the Fastnet started in a light westerly headwind that faded to almost nothing as a pink sun sunk below a hazy turquoise horizon. But somewhere off Newfoundland on the other side of the Atlantic a low pressure cell was gathering intensity and would soon head east.

Sombre victory

The fleet made its way westward with calms and adverse tides providing the usual frustrations. On the third day the breeze began to increase and it became obvious that a strong cold front was approaching.

The crews of all three Australian yachts experienced momentous roundings of the Fastnet rock.

Ragamuffin was flattened near the rock when a large breaking sea crashed into the mainsail. The boat righted itself safely, but the headboard had been torn out of the sail and the boom vang broken.

The crew of *Impetuous* saw the lee side of the rock deep in foam as they rounded, but some of them have even stronger memories of a wave that filled the cockpit and swept them back to the limits of their lifelines.

Police Car recorded a speed of 20 knots as it reached towards the rock, but that experience was soon overshadowed when a knockdown flattened the yacht until the mast was pointing down the face of a wave.

All three yachts survived by keeping up enough speed to maintain good steerage.

The Australian team was the first to reach Plymouth, proof enough that they had won the Admiral's Cup.

Impetuous was placed third, *Police Car* fourth and *Ragamuffin* 13th in the triple point scoring race.

But at that time all the team members were concerned about was the safety of other competitors, many of whom were rescued by helicopter and 15 of whom never made landfall. ■

Source: *Yachting in Australia*, Lou d'Alpuget Hutchinson Australia, 1980.

Note: In the April/May issue I described Mercedes III as being designed jointly by Ted Kaufman and Bob Miller (Ben Lexcen). As several CYCA members have pointed out, Kaufman was the sole designer. — Editor

SMALL BOAT MOOLOOLABA



For the small boats, conditions in the 2005 FKP Sydney Mooloolaba race were heaven sent, writes Lisa Ratcliff of the Cruising Yacht Club of Australia

While the leading boats floundered in and out of breeze, the 30 and 40 footers in the fleet rode southerly breezes north for 469 nautical miles, straight into the major handicap placings in this year's FKP Sydney Mooloolaba race.

As singer Meatloaf once crooned, "two out of three ain't bad" and for Anthony Paterson's Mumm 30 *Tow Truck* from Lake Macquarie, this was the second IRC Overall win from three Mooloolaba races.

"It was a tough race with a very competitive fleet," said a delighted Paterson at the finish.

"We put together a team of regular *Tow Truck* guys who know the boat well and never back off. It was a testing race but the conditions suited a boat that likes hard running and a crew of guys who aren't reliant on much rest.

"We were hoping for these conditions and to actually get them two out of three races is extremely lucky," he added.

Tow Truck's previous IRC Overall win was in the 2003 race.

The other major small boat triumph was *The Cone of Silence* unexpectedly grabbing a Line Honours place.

Following the mid-week afternoon start, James

Neill's Reichel-Pugh Super 30 cleared Sydney Heads in third place. She then rode slingshot up the coast on southerly breezes to finish third over the line ahead of Matt Allen's Farr 52 *Ichi Ban* and John Woodruff and Eric Robinson's Volvo 60 *Seriously TEN*.

"We were lucky and I don't think a 30-footer is going to repeat the result and beat the big boats in a long race any time soon. I say that because if a 30-footer is not on the plane it is at least a couple of knots slower than a Volvo 60 all the time," Neill told Sail-World.com.

"This race was unusual in that with 200 miles to go, we were 20 miles behind the Farr 52 OD and Volvo 60 when a nice front came through with 25-30 knots under it. We set everything we had and carried this breeze up to boats ahead.

"The sailing itself was exhilarating. We had plenty of fierce knockdowns of the kind that throw you across the

"Driving was the white-knuckle stuff that you feel like you can only sustain for 20 minutes"

Wild Joe stays up to windward to maintain a narrow lead over AAPT as the fleet runs toward The Heads after starting in a southerly
Photo: Adrian Herbert

boat and from which you can only recover by dropping the kite. But, with the fear of a knockdown, comes the adrenalin rush of being on the edge.

"Driving was the white-knuckle stuff that you feel like you can only sustain for 20 minutes. It commands you to forget all the worries of everyday life and give it 100 per cent of your attention and for that reason it's tremendously satisfying and addictive," Neill said.

It might not have been white-knuckle sailing for the crew of Maurice Cameron's 1979-built Davidson 42 *Phillip's Foote Witchdoctor* but for the second time in this race, they claimed PHS Overall Honours.

Nail biting

This was Cameron's personal 28th Sydney Mooloolaba Race and while he joked "we only come north for the good seafood," it was obvious he still enjoys the company

of his crew and the challenge of ocean racing as much as he did nearly three decades ago.

In the Sydney 38 Division, Tony Levett's *Horwath BRI* finished first, one of only two Sydney 38s to complete the race with *Swish* and *Yeah Baby* retiring along with five other yachts including handicap chance *Yendys* (Geoff Ross) and pre-race Line Honours favourite *Martingale* (David Dicker), a two-time Line Honours winner under previous owner Grant Wharington.

The race began and finished in a south-easter and as each of the successive fronts blew up the racetrack, the fleet would close up on the front runners making the race for Line Honours nail-biting stuff.

With *AAPT* closing a 13 nautical mile gap to just a couple of miles on *Wild Joe* in the final stages, traffic to the race website was humming. One of those nervously clicking on Yacht Tracker was the owner of *Wild Joe*,

RESULTS

LINE HONOURS

Position	Boat	Time	Owner
1	<i>Wild Joe</i>	02:07:17:45	Stephen David NSW
2	<i>AAPT</i>	02:07:33:30	Sean Langman NSW
3	<i>The Cone of Silence</i>	02:08:51:21	James Neill NSW

IRC

Position	Boat	Division	Elapsed Time	TCF	Corrected Time	Owner
1	<i>Tow Truck</i>	B	02:11:26:45	7.9 1.09	02:16:47:45 7.2	Anthony Paterson NSW
2	<i>Immigrant</i>	B	02:12:06:32	7.8 1.09	02:17:31:07 7.1	Jeff Paul Qld
3	<i>Ray White Koomooloo</i>	B	02:22:10:17	6.7 0.938	02:17:49:15 7.1	Donald Freebairn Qld
4	<i>First National Real Estate</i>	B	02:11:12:39	7.9 1.112	02:17:50:33 7.1	Michael Spies NSW
5	<i>Ticket of Leave</i>	B	02:13:48:38	7.6 1.074	02:18:23:04 7.1	Ken Down Qld
6	<i>White Hot</i>	B	02:13:49:44	7.6 1.082	02:18:53:56 7.0	Warren Cottis NSW
7	<i>MRZ</i>	B	02:12:06:31	7.8 1.116	02:19:04:52 7.0	Phillip Rowe NSW
8	<i>Monkey Magic</i>	B	02:13:51:23	7.6 1.092	02:19:32:50 6.9	R J (Robbo) Robertson Qld
9	<i>Prime Time</i>	B	02:12:57:37	7.7 1.111	02:19:43:37 6.9	David Mason NSW
10	<i>AFR Midnight Rambler</i>	A	02:10:09:48	8.1 1.167	02:19:52:36 6.9	Ed Psaltis NSW
11	<i>Horwath BRI</i>	B	02:13:08:27	7.7 1.112	02:19:59:19 6.9	Tony Levett NSW
12	<i>Occasional Coarse Language</i>	B	02:13:41:46	7.6 1.123	02:21:17:05 6.8	Warwick Sherman NSW
13	<i>Next</i>	B	02:15:18:48	7.4 1.112	02:22:24:16 6.7	Alison Thompson NSW
14	<i>Lady Godiva</i>	A	02:13:20:50	7.6 1.153	02:22:44:00 6.6	David Currie Vic
15	<i>Austmark</i>	A	02:10:37:44	8.0 1.212	02:23:03:30 6.6	Gunther Lindner-Schmidt NSW
16	<i>Pia Loma IV</i>	A	02:14:11:45	7.5 1.18	03:01:23:28 6.4	Rob Reynolds NSW
17	<i>Merlin</i>	A	02:10:41:40	8.0 1.251	03:01:25:36 6.4	David Forbes /Richard Brooks NSW
18	<i>Cyrene 3</i>	B	02:21:13:09	6.8 1.068	03:01:55:34 6.3	Michael Selby NSW
19	<i>Ichi Ban</i>	A	02:08:53:19	8.2 1.317	03:02:55:20 6.2	Matt Allen NSW
20	<i>Cadenza</i>	A	02:17:30:38	7.1 1.168	03:04:30:59 6.1	Gunnar Tuisk NSW
21	<i>Wild Joe</i>	A	02:07:17:45	8.5 1.459	03:08:40:36 5.8	NSW
22	<i>AAPT</i>	A	02:07:33:30	8.4 1.552	03:14:13:36 5.4	Sean Langman NSW
23	<i>Funnel-Web</i>	A	02:18:34:35	7.0 1.319	03:15:48:51 5.3	Ivan MacFadyen NSW

PHS

Position	Boat	Elapsed Time	Rating TCF	Corrected Time	Owner
1	<i>Phillips Foote Witchdoctor</i>	02:18:05:43	7.1 0.9789	02:16:42:02 7.2	Maurie Cameron NSW
2	<i>Torpan International</i>	02:16:18:49	7.3 1.035	02:18:33:53 7.0	Tony Williams NSW
3	<i>Kickatinalong</i>	02:16:21:02	7.3 1.0366	02:18:42:21 7.0	Phil Darling NSW
4	<i>The Cone of Silence</i>	02:08:51:21	8.2 1.2037	02:20:26:15 6.8	James Neill NSW
5	<i>Electra</i>	02:15:02:32	7.4 1.095	02:21:01:52 6.8	John Laird NSW
6	<i>Sorcerer</i>	02:20:07:03	6.9 1.095	03:02:35:19 6.3	John Gardiner NSW
7	<i>UBS Wild Thing</i>	02:09:13:24	8.2 1.3262	03:03:53:23 6.2	Geoff Lavis NSW
8	<i>More Witchcraft</i>	02:18:35:46	7.0 1.1752	03:06:15:49 6.0	John Cameron NSW
9	<i>Seriously TEN</i>	02:08:53:21	8.2 1.4792	03:12:09:02 5.6	John Woodruff NSW

Steven David, who had to step off the boat at the last minute because of work commitments.

In the end, *Wild Joe* and her experienced crew, which included helmsman Chris Links, Peter Messenger, Cameron Miles and America's Cup sailor Glen Atrill, delivered David his first major offshore Line Honours trophy by 16 minutes.

Noticeably absent from the race were the maxis and super maxis. Grant Wharington was tied up with the construction of a new Open 70 for this year's Volvo Ocean Race and the rebuild of his super maxi *Skandia*. George Snow went overseas and left *Brindabella* in its pen. Ludde Ingvall's *Nicorette* was still without a rig and New Zealander Stewart Thwaites withdrew his entry for the 98-foot *Konica Minolta* just days before the start.

For the 60-footers which did sail, the thrill of finishing was quickly dampened by the fact that they

had to unload crew in the dark into inflatables or stay on board eating sandwiches before heading to a port deep enough for them to berth.

"The draft issue is not stopping us doing the race but I feel disappointed for the club [Mooloolaba Yacht Club] not having the Line Honours winner on display and also the lost patronage," said AAPT skipper Sean Langman who for four years now has had to backtrack to Brisbane after crossing the finish line.

Mooloolaba Yacht Club Commodore Ken Down is well aware of the problem and the cooperative effort that will be needed to rectify it.

"The Department of Transport has to be satisfied it is necessary to dredge the harbour entrance and the harbour and the Environmental Protection Agency has to work out what to do with the sediment," said Commodore Down. ■

BIG LITTLE BOAT

Ian Grant profiles the 'mini maxi' which has recorded single figure finishes on Line Honours in several recent major offshore races

Royal Prince Alfred Yacht Club offshore sailor James Neill has an impressive record on the East Coast offshore sailing circuit with his exciting Super 30 'mini maxi' *The Cone of Silence*.

Mini in size, *The Cone* has proved maxi on performance by recording a remarkable 5-3-3 sequence of across the line results in the Strathfield Pittwater Coffs Harbour, the Sydney Mooloolaba and the Brisbane Gladstone races.

All three races provided fast spinnaker sailing conditions that suited *The Cone*. Well sailed by a very experienced crew, she left big boats following her power-sailing wake to the finish.

That power-sailing concept started with the design by John Reichel and Jim Pugh. The lightweight hull was then handcrafted in carbon fibre by ace Australian Cherub dinghy designers and builders Mark and Brendan Matthews in Brisbane.

Since its launch, *The Cone* has set a new 'fun factor' benchmark in Australian blue water racing, but racing the little boat offshore requires a skillful crew prepared to give up creature comforts for a thrilling spray drenching ride.

Skipper Neill concedes dedicated team work from a group that has "done the hard yards" on little boats has made a big contribution to *The Cone*

becoming a giant killer.

Neill served his offshore racing apprenticeship on the former Queensland IOR champion the half-tonner *Madmen's Woodyard* while the veteran of *The Cone's* crew, navigator Michael Blaxell, has sailed many very small boats.

This experience, combined with the individual skills of Queensland crewmembers Cherub class helmsman Mark Matthews and Sunshine Coast sailor Andrew Turton, was tested to the limit during the Sydney Mooloolaba race.

Taking advantage of a moderate breeze spinnaker start, *The Cone* ran out of Sydney Heads in third place riding the stern wave of AAPT.

In continuing wave riding conditions, *The Cone* covered 114 nautical miles in the first 12 hours. The romp ended with a crash, however, when the fleet sailed into a violent electrical storm.

There was drama on *The Cone* when the boat terminated her heavy pressure spinnaker in a nose dive that also drenched the electronics. This forced the crew to sail the second half of the race using 'seat of the pants' navigation and tactical strategies.

Following the storm, a new wind system brought back spinnaker sailing

Cockpit view of *The Cone of Silence* at speed off the wind
Photo: Courtesy James Neill



conditions and *The Cone* was able to lift the pace once more north of Coffs Harbour.

The Cone entered the final 100 nautical miles ninth but then rode a freshening front to a remarkable recovery. She averaged 11.1 knots as she rode waves past six larger yachts to claim third place just ahead of the Farr 52 *Ichi Ban* and the Volvo 60 *Seriously TEN*.

The Cone then challenged the tactically demanding 308 nautical mile Brisbane Gladstone race in similarly tricky winds.

The Cone crew again sailed well to make their boat the first 30-footer to take a major Line Honours place in the 57-year history of Queensland's classic blue water race.

The Cone recorded an overall average speed of 8.02 knots for the 997 nautical miles of the two northerly races – an outstanding performance.

TOP SUCCESS



After sailing in the event, Peter Campbell commends Royal Brighton Yacht Club for its initiative in introducing the Top of the Bay Regatta on Melbourne's Port Phillip

Royal Brighton Yacht Club is not only one of Victoria's oldest and most respected senior yacht clubs, it is showing great initiative in expanding its own facilities, organising a new regatta on the northern waters of Port Phillip and also in involving the local community in the event.

The inaugural Top of the Bay Regatta was held over Victoria's Labour Day Weekend in March. The three-day, five-race (plus a Friday evening twilight race) regatta was sailed in perfect autumn weather, attracting more than 80 entrants for IRC, AMS, Performance and Cruising handicap divisions, plus the State championships for the Dragon and Jubilee one-design classes.

Royal Brighton Yacht Club is on the eastern shore of Port Phillip, about 15 minutes drive from Melbourne's CBD. Since its establishment in 1875, the club has been one of the most active sailing clubs on the Bay, producing many famous yachtsmen, including America's Cup skippers, the late Jock Sturrock and John Bertrand, who still races his Etchells with the club fleet as does two-times Etchells World champion John Savage. Olympians Sarah Blanck, Mark Turnbull and Gary Sheard are also current club members.

Back in 1933, a fierce storm destroyed the Brighton Pier and three-quarters of the club fleet that were torn

from their moorings. A disaster at the time, it proved to be a turning point in the history of the club. The loss of so many boats encouraged the development of one-design class racing.

For the past 65 years, Royal Brighton has been the centre of prestigious one-design keelboat racing on the Bay. The club's hardstand is now home to a fleet of 27 Etchells, plus Dragons, J24s and Jubilees.

A decision by the club to build a new \$4 million floating marina heralded another turning point in the club's activities with 200 boats, mostly yachts, now accommodated in these easily accessible berths. With an upsurge in membership and registered boats, members are now considering a major modernisation of the clubhouse.

One-design keelboat racing will always be important at Royal Brighton, but the new marina has brought many new offshore racing yachts and production cruiser/racers to the club. Among the new boats are the Murray 42, *Secret Mens Business*, now owned by Nigel Cunliffe, the imported US-built Farr ILC45, *Rush*, owned by Club Captain John Paterson and the well-performed Sydney 47CR, *Gomez*, owned by Steve and Mary Chiodo. Also on the marina are several new Bavaria, Beneteau and Jenneau production yachts and most of these contested the Top of the Bay Regatta.

As Royal Brighton's enthusiastic Commodore David Atkinson says: "We have seen the success of the Skandia Geelong Week around the Australia Day weekend as a sailing

"The Labour Day long weekend in March provides the opportunity to create another regatta for the northern part of the Bay and link it in with community events"



Dragons and Jubilees represented one-designs, left, while cruiser-racers, above, swelled the fleet PHOTOS: Teri Dodds

and community event and we believe the Labour Day long weekend in March provides the opportunity to create another regatta for the northern part of the Bay and link it in with community events."

The inaugural Top of the Bay Regatta proved a resounding success and it will no doubt now be a regular fixture and continue to involve the local community with the club utilising the long Brighton Pier and the club's hardstand area for bars and food stalls and organising a band and other family entertainment.

The racing, from a Friday twilight celebrity pursuit race, right through the short windward/leeward courses to the final long Bay race, was competitive and race management excellent.

Club captain John Paterson clinched his first regatta victory with his recently imported, Farr designed ILC45 *Rush* in IRC Division A, but a countback of placings was needed after *Rush* and *Gomez*, skippered by fellow club member Steve Chiodo, finished on equal points.

Rush and *Gomez*, an Australian designed and built Sydney 47CR, each finished the five-race regatta with seven points after discards, but *Rush's* two first placings to one win by *Gomez* proved the decider in the premier IRC Division A. Third place overall in IRC Division A went to another Royal Brighton boat, Alan Woodward's Beneteau First 40.7, *Reverie*, which won the final long Bay race – with the tactical assistance of veteran Brian Linacre, a member of the club for more than 70 years and still an active sailor and race official.

Reverie, which made a rush voyage back from the Adelaide Port Lincoln Race to sail in the regatta, also won AMS Division A overall from *Under Capricorn* (Phil Bedlington and Andy Ward) with a margin of just one point, third place going to *Rush*.

A countback of placings was also needed to separate David Peile's Jutson 9.5, *Whitehorse Bindaroo*, and the Adams 10, *Trivial Pursuit*, helmed by well known Victorian yachtsman John Mooney, in IRC Division B.

In the countback, *Whitehorse Bindaroo* had three heat wins to *Trivial Pursuit's* two wins after they each finished with six points, with third place overall going to Warren Parker's Lotus 9.2, *Double Malt*, on 12 points.

Whitehorse Bindaroo also won AMS Division B, just one point ahead of *Speculation* (David Lithgow), which scored a narrow last race win from *Recycled Recreation* (Tim Campbell). Second place overall went to *Speculation*, third overall to the consistent *Double Malt*, fourth to *Recycled Recreation* in the first regatta for the 1976 vintage half-tonner since being 'recycled' by the present owner.

Under Performance Handicap, *Rush* also won Division A by a comfortable five points from the Sandringham Yacht Club entry, *First Muskateer* (B. Perkins) and *Under Capricorn*, with *Reverie* fourth. In PH Division B, first place overall went to George Pettingill's *Higbland Ceilidh* by a comfortable four points from *Savage* (W. Williams) and *Galaxy* (A. Burns).

The number of Cruising section competitors, in the Spinnaker and Non-spinnaker divisions was very encouraging. These boats, which included many visitors, swelled the total entry to more than 80, representing almost every club on Port Phillip.

Overall winner of the Cruising Spinnaker Division was the Jeanneau Sun Odyssey 40, *Ingenue* (D. James) from a fleet that included the RAN yacht, *Lady Penrhyn*, skippered by Commander Ken Walters from HMAS *Cerberus*, maintaining the Navy's traditional links with RBYC. ■

Visitors to Langkawi
feel they are ahead
of mass tourism
PHOTOS: Courtesy
Brook Felsenthal



MALAYSIAN SPICE

Charter cruising in Thailand can balance desires for undisturbed passage making and shore entertainment in first class restaurants or lively bars, writes Brook Felsenthal

Having sailed in Thailand on a few occasions but never cruising in Malaysia, I was always fascinated by accounts of the differences in these two neighbour nations.

Malaysian Airlines' special through to Langkawi hit my inbox and I decided to try to quickly get a crew together. As most of my friends have young families, getting some of the guys away has not been an option for years, but they were my best shot as the flights had to be taken within the month.

With the threat of 'first say, first in' I got three commitments within two days – a good effort and it felt like a schoolboy adventure had begun.

The overnight flight was excellent. We slept on the way and, after just a short connection wait in Kuala

Lumpur, got us to Langkawi at 9am local time.

On arrival we were met by Sunsail's girl on the ground – Melissa. Melissa was a great source of information on local customs, shopping and general lay of the land, and the half hour transfer was a great introduction.

Langkawi operates at a subdued pace compared with nearby Phuket in Thailand although tourism is the main industry. The marina complex at Kuah town is modern and well equipped. A stunning pool situated between the bar/restaurant and marina pontoons was our first stop to cool down.

We had pre-ordered quite a bit of provisioning, too much it turned out as there were so many great options for eating ashore, bar at a couple of remote anchorages. The boat, a Fountaine Pajot Athena 38 catamaran, had



“Langkawi amazed us with its diversity – five star resorts and authentic Malaysian culture”





On Langkawi tourists can enjoy the comforts of five-star resorts or visit completely deserted anchorages

four large double cabins. We should have been content to stay in the marina overnight but departed for the two-hour run to the quiet anchorage of Pulau Tepar in a passing rain squall. But the minute we turned the engines off, a feeling of relaxation settled.

Our plan was to circumnavigate Langkawi in six days – a leisurely total of approximately 70 miles – taking in the main attractions. Our first night ashore showed us local restaurant prices were very cheap for equal quality and service as in Malaysian restaurants in Australia.

Langkawi is a duty free island and everything seemed amazingly good value. Street vendor lunches were under a dollar and great restaurant meals, including a couple of drinks, were under \$10. Clothing is also about a third of Australian prices for quality imported labels.

An early night saw us up and sailing in bright sunshine and 15 knots of breeze. Setting the cat on autohelm, we spent most of the morning up front cutting through a light chop at 7–8 knots.

One of the differences in Langkawi is that the water is not clear with sediment stirred up by tides from the predominantly shallow 3–4m depth. There are, however, very few hazards and the holding on sand is excellent.

Cigar bar

About midnight on our second night, we could hear the sound of music coming from ashore, so two of us took the tender and were amazed to find a replica French provincial harbourside town with some impressive big white boats lining the main quay. The music was coming from the 'Cuban Cigar Bar' which had wall-to-wall photos from the 1960s to the 1990s of Mahatir and Castro shaking hands – it was a surreal atmosphere.

The north-west corner of Langkawi boasts one of the most impressive chairlifts in the world – from the peak 300 metres above sea level you can take in the whole island. Down below we hired motorbikes and saw the spectacular 'Seven Falls' waterfalls, then had an altercation with a group of relatively aggressive monkeys who wanted to run away with my video camera.

Motorbikes are a great way to get around as there is little traffic. You can visit most resorts for a swim in

their pools and drink in the restaurants and bars. We found that we were welcome wherever we went and had the feeling we were ahead of mass tourism.

Moving clockwise, Day Three saw us sailing close to the Thai island group the Butangs. It is possible to visit Thailand but the paperwork takes up to two days so you need at least 10 nights aboard for that.

Day Four saw us anchored in a superb sandy bay between the Andaman and Datai resorts. I have always said Hayman is the most impressive resort I have stayed at, however, Datai, I believe, is even more impressive. An eco-friendly resort, the gardens and architecture are superb as is the world class restaurant which has a waiter for almost every guest.

The next day justified my new lures, which the boys claimed were slowing us down, when a 15kg Spanish mackerel was unlucky enough to get hooked in the eye.

We didn't have an Esky big enough to keep it, so we headed for the 'Hole In The Wall' restaurant – a spectacular entrance to a deep ravine with an extensive waterway. The restaurateur was more than happy to cook our catch for lunch and dinner with plenty for his other patrons.

A dinghy ride to the bat caves and a platform to feed the wild eagles with chicken skin from the restaurant was the highlight for our zoologist crewmember. Our circumnavigation was completed back at Kuah with a night on the town visiting an array of clubs and bars.

Langkawi amazed us with its diversity – the very best of five-star resorts and restaurants mixed with an authentic Malaysian culture. We found the people very welcoming but not over the top.

A postscript: the Boxing Day tsunami did little damage to Langkawi because of its southern location.

In November 2006 Charter World is arranging a rally around Langkawi taking in the southern Thai islands in the Butang group. ■

For further information, contact Brook Felsenthal Charter World Yachting Holidays Tel: (03) 9521 0033; Toll free: 1800 335 039; Email: charter@charterworld.com.au; Internet: www.charterworld.com.au

The Elan 37 is a good looking boat despite providing good headroom and internal space for three separate cabins PHOTOS: Barry Tranter



There was a time, not so long ago, when young British naval architect Rob Humphreys supplemented his income by writing beautifully-illustrated articles about boat design for yachting magazines. To the snobs among us this might seem like playing piano for tips in a brothel, but it was temporary.

Humphreys has come a long way; these days he doesn't have the time for journalism – or piano playing. Humphreys' design portfolio now includes superyachts, Open 60 solo racers, America's Cup yachts, the prestigious Oyster range of cruising yachts, the Global Challenge fleet of 72-footers – which passed through Sydney in February – and the Elan range of performance cruisers, built in Slovenia.

Humphreys not only gets his numbers right, he has a good eye for design and styling. The Humphreys' eye has made a good-looking boat of the Elan 37 which has the internal volume to contain three cabins and a separate navigation area, all with excellent headroom. And the cockpit is bigger than the European norm, important for the Australian market. He has not only got the 37 looking good. One of his trademarks is his concern

STYLE & SUBSTANCE

Barry Tranter trials a stylish cruiser-racer that suits Australian conditions

for a frequently neglected factor in production yacht design – seaworthiness. The 37's ballast/weight ratio is around 37 per cent (at the boat's dry displacement) and her angle of vanishing stability (AVS), the point at which she stops resisting rollover, is 135 degrees, well over the CYCA's minimum for the Rolex Sydney Hobart Yacht Race. And although she is not particularly light, the Elan 37's displacement/length ratio is only moderate and sail area/displacement is right there with other similar yachts.

Perhaps production yacht builders are starting to resist the trend to ever-lighter displacement and ever-lower ballast ratios, which can only be healthy. Built to Germanischer Lloyd standards, the hull is vacuum-infused which boosts the glass/resin ratio and traps nasty gases escaping from the conventional layup, an EU requirement, apparently.

The skin is supported by an extensive moulded grid which runs from the stem almost to the stern and out towards the gunwales where it picks up tie-rods which connect to the shrouds. The top of the keel is flanged and set in a recess in the hull moulding, an arrangement which adds support to the hull/keel joint. The lead keel is cast around a complex grid of stainless steel rods which includes the keelbolts, adding strength to the hull/keel structure.

Australian importers Navsail upgrade the boat to what they regard as appropriate specs for local buyers, adding local sails, a hot water system, three gel batteries, electric anchor windlass, battery charger, holding tank and lots of other stuff. In addition to these specs they offer a racing pack (upgraded mast, deck gear and folding prop), an electronics pack and other options.

The owners of the boat we sailed told me they made their choice after preparing a spreadsheet comparing the standard features of each of the boats on their short-list. The three-cabin layout has a number of unusual features. The galley and navigation areas are designed for efficient working when the boat is heeled; on the test boat, you could actually boil a kettle when well-heeled on starboard tack, not possible on all production boats.

Spacious cockpit

Cabins are a little tight for standing space but have good headroom, berths and storage. Between the two stern cabins is a timber divider that can be removed to create a huge space if preferred. This is a well thought out interior that packs the layout of a 40-footer into a 37.

The cockpit is quite long (perhaps reflecting Elan's warm-weather Mediterranean heritage) and very comfortable. The cockpit side-decks are nicely cambered for the comfort of crew backsides and it was significant that, when sailing, most of the crew chose to sit up on the side-decks rather than on the cockpit seats. The cockpit floor steps down towards the transom in stages, and here you find another original feature. The standard



The Elan 37 accelerates well and ghosts well

boat is fitted with a removable bridgedeck which spans the transom but buyers can specify a more substantial removable bridgedeck structure that incorporates extra lockers.

Cockpit features include good lockers near the transom corners (one holds the gas bottle) and wide shallow lockers in the cockpit seats (one holds the cockpit table). The helmsman can see the headsail telltales from the windward side and gains support from moulded footrests in the floor. The cockpit floor is cambered at either side, and sitting out is comfortable both to windward and leeward.

The wheel is big and the steering is very light. The gearing is not super-fast but it suits the boat. How do you tell? Well, when you first grab the wheel you do not over-steer until you get the feel of the system.

The helmsman can easily reach the traveller lines (the control cams are on the cockpit seat fronts) and the backstay lines (a 32:1 tackle system).

Headsail winches (Harken) are located towards the front of the cockpit. The mainsheet traveller is mounted low, ahead of the steering binnacle.

The test boat was set up with fine and coarse trim (2:1 on 6:1) and the helmsman could easily reach the fine trim cam by leaning around the wheel.



The design of the galley allows for efficient working when the boat is heeled

“One of the prettiest production boats around”

The Elan is fitted with a Selden keel-stepped mast and boom, the rig of choice on most European boats these days. The mast is supported by twin spreaders and discontinuous diagonals. The genoa cars are moved fore and aft by substantial 4:1 systems, essential with a furling headsail.

How does she go? Well, with no weight on the rail – indeed with three of our seven crewmembers to leeward – we saw a speed of around 6.4 knots in 15 knots of true breeze, hard on the wind, so the designer's polars seem to be accurate.

The Elan 37 accelerates well and ghosts well and will perfectly suit the role the test boat's owner intends. This boat will be kept at Airlie Beach, in far north Queensland, cruise local waters and race the Hog's Breath and Hamilton Island race weeks.

Navsail calls the 37 a performance cruiser but that seems to me to be a slightly downbeat term for a boat that is responsive to sail, but that gets me back to trying to define how much racer is in the cruiser, which makes my head hurt.

The Elan 37 is good value, is very easy to like and is one of the prettiest production boats around. I don't know about you, but to me good looks in yachts mean a lot, almost as much as good performance. That's not right, of course – both are essential. ■

ELAN 37

Length Overall	11.33m
Hull length	11.16m
Waterline length	9.77m
Beam	3.65m
Draught	2.05/2.30m
Weight	5900kg (light)
Ballast	2290 / 2190kg
Mainsail	38.97 sq m
Genoa	42.50 sq m
I	4.35m
J	4.20m
P	13.68m
E	4.87m
Fuel	125 litres
Water	210 litres
Auxiliary:	30hp Volvo Penta saildrive.
Price:	Base boat is \$280,000, but Navsail reckon that a sensibly-optioned 37 will cost around \$300,000.

More information from Navsail, Gibson Marina, 1710 Pittwater Road, Bayview, NSW 2104. Phone (02) 9999 6730.

MARITIME SCULPTURE

Art works that adorned ships of the French Navy and vessels of state from the time of the 'Sun King' Louis XIV to the time of Napoleon are currently on display at the Australian National Maritime Museum. Exhibition curator Marjolaine Mourot of the Musée national de la Marine in Paris explains their significance

The exhibition, *Les Génies* de la Mer – Masterpieces of French naval sculpture* – presents examples of the exquisite sculptures that adorned French ships from the 17th to 19th centuries, along with associated art works.

Fabulous animals, gods and goddesses of mythology, historical figures, tritons and naiads – such are the geni of the sea, masterpieces of French naval sculpture from 1660 to 1860. Also included in the exhibition are an important selection of drawings and prints.

Naval sculpture emerged in France under the reign of Louis XIV (1638–1715) who commissioned the Palace of Versailles. Under Louis XIV, shipbuilding took on new dimensions. Ships of the French royal fleet of the 17th century were frightening machines of war that plied the seas conveying the ambitions of the 'Sun-King' (Roi-Soleil). Covering them with ostentatious sculptures was to "blaze on the sea the magnificence of His Majesty", in the words of Louis' Secretary of Navy, Jean-Baptiste Colbert.

Each ship was set with original sculptures in relief or in the round, thematically linked with the name of the ship.

Louis XIV died in 1715, leaving the throne to his great-grandson Louis XV (1710–1774), then five years old. Although the young king inherited a considerable fleet, his ambitions did not match those of his predecessor.

The hope to make France a maritime power comparable with England receded as the navy was exhausted by interminable conflicts, such as the Seven Year War (1756–1763). Making propaganda on the sea gave way to more

practical objectives and decorations were simplified with an attempt made to standardise them in the English style which favoured the simple, perennial figure of a lion on the prow.

For Louis XVI (1754–1793), who came to power in 1774, it was a time for economies, leading to a further decrease in ornamentation to reduce the cost of vessels. Moreover, the adoption from 1782 of standard plans for each category of vessel was accompanied by a move to standardise ornamentation. A bas-relief royal coat of arms typically formed the principal decoration of the great, swift and manoeuvrable sailing ships that were the French Navy's glory during the American War of Independence.

When the French Revolution burst upon the country in 1789 there was no place for naval sculpture, but it experienced a partial revival under the Consulate and the Empire (1800–1815) of Napoleon Bonaparte. The Imperial Eagle, which Napoleon made his emblem, was everywhere and in particular on new ships.

The monarchy's return with the Restoration (1815–1830) further revived the art of naval decoration, as King Charles X honoured his ancestors by giving new vessels royal names such as *Louis XV* or *Le Souverain* (sovereign). Romantic ideals penetrated all artistic mediums, including naval sculpture – but inspiration was soon tempered by an 1829 ministerial decision which required that figureheads should no longer be head-to-foot figures, but simple busts.

Art lost to technology

The onset of new technology hastened the decline of naval decoration, as the sailing ship slowly transformed into the steamer. Decorative sculpture hardly had a place any more and when wooden shipbuilding yielded to iron construction it resulted in the final abandonment of ornamentation.

Sculpture workshops that produced the decorations for sailing warships operated within shipyard complexes known as arsenals. Created under the reign of Louis XIV with the aim of establishing a proper French shipbuilding industry – until then vessels were bought abroad – the arsenals were one of the foundations of the King's naval policy.

These ports, dedicated to the navy, were a network of public enterprises, managing and controlling every stage of construction of vessels built for the service of the State. The Mediterranean arsenals were in Marseilles – reserved for the construction of royal galleys until 1748 – and in Toulon. On the Atlantic they were in Brest, Rochefort and Lorient, while on the English Channel they were in Dunkirk, Le Havre and Cherbourg (the last arsenal, created in 1803).

The painter Joseph Vernet (1714–1789) left us a very precise portrait of the large French ports in the mid-18th century. These paintings, ordered by Louis XV in 1753, were used as royal propaganda highlighting the flourishing state of the French Navy. Copies were

An historic print of the amazing royal galley *La Reale*



widely distributed thanks to prints made by Charles-Nicolas Cochin and Jacques-Philippe Lebas during the 1760s. Eight are presented in the exhibition.

Under the reign of Louis XIV, the decoration of vessels was primarily entrusted to artists of the court. The first of these was Charles le Brun (1619–1683), the King's first painter, then Jean Bérain (1640–1711), draughtsman to the King's chambers who, working in Paris, designed the ornaments of almost a 100 ships from 1685 to 1711.

Once approved by the King, the drawings were dispatched to the arsenal where the ship was being built. There, the ornaments were prepared by sculptors. Under the reign of Louis XV – from 1725 – decorations were no longer designed in Paris but in the arsenals of Brest, Rochefort and Toulon by resident master sculptors.

The artists' drawings represent a coherent iconography, relating to the name of the vessel and to the overall surface to be sculpted. Those which were selected to appear in *Les Génies de la Mer* are remarkable, as much for their age (they are dated 1678–1820) as for the stature of their creators, such as Louis XIV's painter Jean Bérain, and Pierre-Philippe Lubet (1721–1797).

These preparatory drawings are only outlines of the finished carving; a simple right-hand profile of the figurehead, and a simplified view of the stern. The artist often utilised a small-scale model of the object to be carved as a reference. These models could be made of wood, clay or more frequently moulded and tinted wax (céroplastie).

The 14 wax figures presented in *Les Génies de la Mer* – the oldest dating from the 1750s – are testimony to the creativity of this facet of the art of naval sculpture. They have survived, in spite of their extreme brittleness, although the figureheads that they preceded disappeared long ago.

Galleys and pageantry

Among the decorations executed by the arsenal sculptors, those of the early galleys are the most astonishing. These unique works are the jewel of the Musée national de la Marine collection.

The fleet of royal galleys, powered by sail as well as by oar, was created for Louis XIV starting in 1662. The fleet was headed by *La Réale*, first of a series of extraordinary galleys characterised by exaggerated dimensions (*La Reale* was 55m x 6.40m) and sumptuously decorated. Covered with ostentatious sculptures, streaming with gold, nine such ships were successively built at the arsenal of Marseilles from 1662 to 1748.

Five of the galley ornaments presented in Sydney come from the *Réale* of 1694. They are integrated in an historic ensemble dedicated to the glory of the Sun-King. Emblematic figures of the maritime repertoire from tritons to famous humans accompany Apollon, the god of day, with whom the King identified. An anonymous painting from the end of the 17th century presents us the same *Réale* in its environment, with a fabulous

Exquisite figurehead model for Mary Antoinette's barge



“Models have survived although the figureheads that they preceded disappeared long ago”

animal at its prow reminding us of the extraordinary ram's head displayed in Sydney near a small-scale model of a galley *La Renommée* (The Reknowned).

The 17th and 18th centuries were the golden age of naval decoration in France but it is unfortunately a period from which very few sculptures survive. Nevertheless, *Les Génies de la Mer* presents some works from the latter part of this period, in particular a mermaid from the stern of the frigate *Naiad* (1779), as well as three post-revolution pieces such as a single standing figurehead from *La Poursuivante* (1796).

It is from the 19th century – when ship decoration was in decline – that the Musée national de la Marine has the largest collection. The sculptors themselves recovered many of these pieces when the ships which they had decorated were broken up.

Twelve figureheads were selected for the exhibition. The male figures, all belonging to vessels carrying male names, are monumental, particularly those which represent King Henri IV or the Emperor Charlemagne. The more delicate female figures decorated frigates – vessels of lesser importance carried female names. Presenting these artefacts honours the memory and the talent of every artist who worked in the arsenals to create these decorative elements of great quality.

Les Génies de la Mer will be at the Australian National Maritime Museum until 9 October. ■

Notes: This article is an edited version of a translation by Willy Waldburger of *Alliance Française*.

The exhibition *Les Génies de la Mer – Masterpieces of French naval sculpture* is a co-production between the Musée national de la Marine in Paris and the Musée des beaux arts du Québec, Québec, Canada where many works in the current exhibition were previously shown.

* The phrase *un des génies de la mer* was used by Jules Verne in his 1870 novel *20,000 Leagues under the Sea*; it can be translated either as 'spirits' or 'genii' of the sea, using a more archaic meaning of the English 'genius', i.e. an attendant or tutelary spirit. – Editor.

JOGS TOP 20 KNOTS



JOG Division winner, the Sydney 32 *Jester* PHOTO: Andrea Francolini

With so much sailing action in Sydney in the first three months of the year, the annual JOG Regatta was moved back from its usual January/February date to Easter.

The four-day regatta saw winds in the 20–35 knot range and huge seas forcing Principal Race Officer, Royal Prince Alfred Yacht club's Denis Thomson, to move the first day's racing inside Pittwater. The conditions proved very difficult for the crews but the high performance 30 footers revelled in the strong winds with many recording speeds in excess of 20 knots on the downwind legs.

Local sail makers were, however, kept busy with a stream of damaged sails requiring repairs following each day's racing!

Unfortunately the conditions stopped several Lake Macquarie yachts from competing – 20-foot waves

breaking across Swansea Bar made it impossible for them to leave the Lake and make the trip down to Broken Bay.

Two Victorian Super 30s, however, made the trip north. Bruce Eddington's Mumm 30 *Kato* revelled in the conditions and took the Super 30 crown with six straight wins. Fellow Victorian Mel Mollison finished second with his Bull 9000, *Sierra Bullet*, and Middle Harbour sailor John Lehmann, who only took delivery of his Austral Clubman, *Merlin*, a week before the event was third.

The JOG Division saw Sydney 32s in the top three placings, Dave Bull and his crew sailed *Jester* superbly in the difficult conditions to take first place, Martin Cross' *IF* was second and Chris Bran's *Branie 2* third.

– Ron Farley

WHARINGTON'S ETHELLS WIN

Enduring his enforced break from big boat racing Grant Wharington showed his boat for boat racing skills were up to scratch steering his International Etchells class keelboat, *Satu II* to a win in the Victorian State Championship over the Labour Day Weekend in March.

Wharington steered *Satu II* to a closely fought, three-point victory over John Bertrand, helming *Two Saints and a Magpie*, who took second place on a countback from current World Champion Peter McNeill, skippering *Tom Pepper XVIII*.

The Victorian Championship attracted a fleet of 50 boats, with Blairgowrie Yacht Squadron conducting the series on the lower reaches of Port Phillip and attracting strong representation from the host club and also from the Mornington and Melbourne fleets as well as interstate competitors.

Wharington, who had his super maxi *Skandia* under repair and a new 70-footer for the Volvo Challenge round-the-world race under construction, won the Etchells title with a net total of 13 points, notching up a consistent series of 4-2-1-6-12, the last race being his discard.

Bertrand won the final race, but had to carry a ninth place after a disastrous 37th in the first race. He finished

with 16 points, as did McNeill, but the last race win gave Bertrand second place on a countback.

Wharington sails his Etchells with the Mornington fleet while Bertrand races with the Melbourne fleet based at Royal Brighton Yacht Club and McNeill sails with the Lake Macquarie fleet in NSW.

— Peter Campbell

RESULTS

<i>Satu II</i> (Grant Wharington) 4-2-1-6-12, 13 points	<i>Satu</i> (Glen Collings) 9-3-6-10-9, 27 points
<i>Two Saints and a Magpie</i> (John Bertrand) 37-4-2-9-1, 16 points	<i>Squid</i> (Chris Pratt) 7-14-8-1-19, 30 points
<i>Tom Pepper XVIII</i> (Peter McNeill) 5-7-3-4-4, 16 points	<i>Balanced A-Tac</i> (Mark Bulka) 28-1-12-26-3, 42 points
<i>Quantum Leap</i> (Chris Jackson) 6-9-11-3-2, 20 points	<i>Bohica</i> (David Royle) 8-19-16-31-7, 50 points
<i>Barry White</i> (Damien King) 1-6-15-7-6, 20 points	<i>Happy Man</i> (Campbell Myles) 27-5-10-18-17, 50 points.

X-BOATS EXCITE

The 2005 Australian X-Yachts Cup at Middle Harbour Yacht Club attracted a fleet of 12 boats competing in two divisions; spinnaker and non-spinnaker. The two-race event was conducted under IRC, so there were no complaints about handicaps from any of the participants! Race one was a two-lap windward-leeward course in an 8 knot north-easter that tried to settle in and build, but there were some holes in the breeze across the course. Howard De Torres on his IMX-40 *Nips-N-Tux* got a bit too keen in the first start and was recalled, *Great Xpectations*, the X-43 owned by Rod Wills, hit the line at speed for a great start in the spinnaker division. After four legs of close racing, *Great Xpectations* finished first, just ahead of *Nips-N-Tux*. Last year's winner, *Sextant*, an X-412 owned by Denis Doyle and Lynne Smith, was third on corrected time.

In the non-spinnaker division, racing was just as exciting, Bill and Nevine Neill's X-43 *White Satin* looked unbeatable powering off the line for a fantastic start. However, a tack off to the right soon after the start proved to be costly, as there was little pressure on that side of the course. Their mistake gave David McLean's new X 37 *Solveig* and Graham Smith's new X-43 *Scaramouche* an opportunity to fight back. *Scaramouche* sailed away from her smaller rival and managed to score a Line Honours and handicap double from *Solveig*. The aptly named *Viking*, an X-382 owned by Rob and Kerrie Clisdell, finished third on handicap.

Race two was another windward-leeward course, this time on a three-lap course. A more consistent

breeze built to 12 knots and in an even start for all yachts, the spinnaker division fleet got away well. MHYC Commodore, Ian Box, led the way with his X-442 *Toy Box*. Choosing the favoured left side of the course proved to be a winning move, culminating in *Toy Box* finishing first to grab corrected time honours as well. *Nips-N-Tux* finished second on both line and handicap, while *Great Xpectations* took third in both.

Solveig won the second start in the non-spinnaker fleet, with *Scaramouche*, just to windward of her and both boats stayed together up the middle of the course. *Viking* and *Fergus*, an X-412 owned by John and Renee Williamson-Noble, went hard left off the start and were just behind the leaders at the top mark. As the race progressed, *Scaramouche* extended her lead to be first home with *White Satin* second and *Solveig* third. The handicap results were *Scaramouche* first, *Solveig* second and *Viking* third. — Event Media

RESULTS

Line Honours:	6 <i>Lexi</i> – Tony & Alex Liddy
1 <i>Great Xpectations</i> – Rod Wills	
Spinnaker Division:	Non Spinnaker Division
1 <i>Sextant</i> – Denis Doyle/ Lynne Smith	1 <i>Scaramouche</i> – Graham Smith
2 <i>Great Xpectations</i> – Rod Wills	2 <i>Solveig</i> – David McLean
3 <i>Nips-N-Tux</i> – Howard De Torres	3 <i>Viking</i> – Rob & Kerrie Clisdell
4 <i>Toy Box</i> – Ian Box	4 <i>Fergus</i> – John & Renee Williamson-Noble
5 <i>Cyrene III</i> – Mike Selby & Elana Wise	4 <i>White Satin</i> – Bill & Nevine Neill
	6 <i>Gaia</i> – Colin O'Brien



The crew of *Elite Renovations* row out of Coles Bay PHOTO: Paul Scambler

THREE PEAKS WON ON THE RUN

The little Devonport catamaran *Elite Renovations* sailed to a stunning victory in the 17th Hydro Tasmania Three Peaks Race, her running team clinching victory with a fast run to the peak of Hobart's Mt Wellington and back to the Hobart waterfront.

The team, sailors Phillip Marshall from Devonport, Steve Walker from Wynyard and Charlie Nolan from Mt Nelson, and runners Mark Guy from Hobart and Paul McKenzie from Launceston, had a winning time of 3 days, 3 minutes and 13 seconds.

The Chamberlin designed nine-metre catamaran led the fleet out of the Tamar River on Good Friday, with the team extending the margin throughout the 335 nautical miles of short-handed sailing around the Tasmanian East Coast and 131km of endurance running which included total mountain climbs of 2,646m on the three peaks – Strzelecki, Freycinet and Wellington.

Lack of wind forced the winning crew to row out of Coles Bay on the final sailing leg to Hobart until the approaching southerly hit them. With strong headwinds and rising seas Marshall elected

to sail round Tasman Island, rather than take the shorter route through the Denison Canal. Predicted conditions of 25–30 knot south-westerly winds hit after dark and Marshall quickly reduced sail for the beat across Storm Bay.

Mark Guy and Paul McKenzie, competing in the race as a running team for the third time, began the 33km run up Mt Wellington from Kings Pier marina at 10.35am.

After a 90 minute run up to the summit and back, the pair crossed the Mawson Place Pavillion finish line at 1:18pm. Geoff Willis, CEO of Hydro Tasmania, presented the five crewmembers with their medals.

Elite Renovations was second to *Orana Respite Mersey Pharmacy* by only 86 seconds in 2004. The Hobart Mumm 36 *Underwater Video Systems* (Jeff Cordell) turned in the best performance by a monohull, crossing the finish line at 3.21pm, followed by the Cruising Division entrant *Liberte* at 4.45pm and the Hobart yacht *Jail House Rock* at 5.30pm. – **Eliza Grey and Peter Campbell**

SMALL BOAT KING ISLAND RACE

Small boats dominated corrected time results in the Ocean Racing Club of Victoria's 2005 Melbourne King Island Race – more specifically from Queenscliff to Grassy – over Victoria's Labour Day weekend.

Most successful of the 16 starters in the 114 nautical mile race across Bass Strait was Shane Le Peyre's Farr 1020, *Vapour Trail*, from Sandringham Yacht Club, which won the AMS and IRC rated handicap divisions and placed third in PHD.

Also successful in all three divisions was Kevin Robinson's Farr 1104, *Rough Red*, from Royal Brighton Yacht Club, which placed second in AMS, third in IRC and won the PHD division. *Bali Dancer*, Chris Water's Farr 1020, also from Sandringham, took third place in AMS while the second placegetter in IRC was Gary

Rowell's *Magazin 53*, a Farr 1104.

Second place in PHD went to *Magic*, Philip Spry-Bailey's S&S 39, the last boat to finish the race with an elapsed time of 27 hours 02 minutes 18 seconds.

Line Honours went to the Beneteau First 44.7, *Cougar*, taking 23 hours 21 minutes 53 seconds for the 114 nautical mile course across Bass Strait. Alan Whiteley and Peter Williams from Sandringham Yacht Club own *Cougar*, but Whiteley was shorebound with a broken leg.

Cougar got the gun by only 5 minutes 33 seconds from the much-travelled Adams 66, *Helsal II*, skippered by Neville Rose, with only six seconds separating the next two to finish, *Ice Fire* (Gary Caulfield) and *Sea Eagle* (Rob Hanna). – **Peter Campbell**

WINE & WATER

Paul Foster visits Scotchmans Hill, a winery that can claim a special link with sailing

I visited Scotchmans Hill during Skandia Geelong Week. The Scotchmans Hill homestead stands on a ridge of the Bellarine Peninsula above Corio Bay and the property that stretches down to its turquoise waters (clear days, anyway) is called Spray Farm. 'Spray', after Joshua Slocum's boat. "Slocum put in here on his way up from Hobart on that first single-handed round-the-world voyage," I was told that day, "and Spray Farm is our second label." The speaker was Matthew, son of David Brown who established Scotchmans Hill in 1982. He told me the story as he showed me around.

Secondly, Scotchmans Hill is itself involved in sailing. It's a major sponsor of Skandia Geelong Week, the keelboat regatta that claims to be the southern hemisphere's biggest and which this year attracted 483 entrants for an impressive 186 events.

"We're part of the Geelong district and we're proud to put up the trophy for the seven race series that's the key to the week," Matthew continued. "We've seen winners the likes of *Terra Firma*, *Ichi Ban* and *38 Degrees South*.

Class on the water and excellence in wine go together."

It was a boast on Matthew's behalf but one that contained more than a smidgen of truth, for Scotchmans, in my eyes, is a five-star operation and the leading producer of the district. I knew that quality had been a touchstone from the start but was still surprised to learn that the Browns, who reckoned they wouldn't release their wines commercially until David believed the quality he wanted was there, decided that their first two wines for general sale should be a Pinot noir and a Chardonnay from the 1990 vintage!

When approached, seven years back, to be part of the Geelong Week regatta they had no hesitation in agreeing to become a sponsor with the opportunity to display their wines for tasting and sale at the yacht club, and also in town, all week; top exposure for a top producer.

So it was not such a big surprise to be told that the Browns had waited for 20 years for their vines to be fully mature before putting out two single vineyard wines that would be their super-premium products.

"We wanted to make a truly outstanding red and a white, both of which showed variety and site," Matthew said, "and with the luxury of time and the advantage of working with small volumes we felt we were confident we could craft them." Their Norfolk Vineyard Pinot Noir and Sutton Vineyard Chardonnay are the wines he was talking about.

Scotchman Hill, these days, has 15 wines in its three-range portfolio. It's the ones under the Scotchmans Hill and Spray Farm labels that are the best and it's these that should be sought out. In thanking Matthew, that day, I told him, with honesty, that Scotchmans had added an additional dimension of style to Skandia Geelong Week.

Scotchmans Hill's Sutton Vineyard Chardonnay 2001 is one of the few Australian Chardonnays that is really suited to cellaring. At present it is in need of more ageing before drinking. It is a complex wine, with plenty of wood and layers of flavour, melon, white peach and lemon fruit on nutty French oak. Scotchmans Hill Norfolk Vineyard Pinot Noir 2001 has a sweet and savoury flavour of strawberry, raspberry, mushroom and char. A meaty midweight, it needs more time, say 12 months, to integrate and develop the silky texture that good Pinots get. ■

• Paul Foster writes, teaches and talks about wine and has, over the last 10 years, been Wine Master at *The Wine Society*. Paul confesses to two passions, sailing and wine, and reckons he can make a living out of one but can hardly afford the other.

The wines the Brown family waited 20 years to produce PHOTO: Courtesy Scotsmans Hill Group



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"Class on the water and excellence in wine ... we wanted to make a truly outstanding red and a white"

MUSSELS

Hugh Fitzhardinge suggests the right place for mussels is on a plate

Trawling the Internet recently, I logged on to a BBC site with a list of the 50 things you must eat before you die – No 16 was mussels.

This is not surprising as they love a mussel in Europe (in fact it is the Belgian national dish, along with chips and mayonnaise and beer).

In Australia, there are two main varieties of mussels which are sold. The New Zealand green lipped which is an import and the Australian blue mussel which is sleeker and sexier, much like the two countries themselves I think! In Australia, Victoria is the major producer of mussels and once upon a time they were harvested by divers. Now, however, they are usually obtained by hauling nets under water. I haven't done too much research into this particular aspect of mussels but fundamentally it works something like this: the beards of mussels attach themselves to the netting net but obviously it is more complex.

I understand that mussels can be a bit of a pain because they like to attach themselves to the hulls of boats. In 1999 there was a scary variety infiltrating our

waters called the 'zebra mussel' that seemed to regard its prime purpose in life was to attach itself to boats. Yachties should, however, not be too hard on the humble mussel. It's a vastly underrated dish. Some people seem a bit scared to cook it and

consider it more of a restaurant dish. This is a shame because mussels are simple to prepare, even in the galley of a boat. They are cheap and can be cooked in a multitude of manners. For example, the Italians have them in linguini while the Chinese use them in soup.

Good mussels should smell of the sea and nutritionally they are sometimes compared to a steak – they are low in calories, low in fat and high in calcium. Male and female mussels are white and pink respectively but the males are sweeter and creamier. As regards the 'don't go near a cooked closed mussel' advice; don't be too scared, you'd smell an 'off' mussel a mile away.

Here's a mussel recipe that can be prepared easily on a boat. Enjoy it with a couple of 'hopsy' Belgian beers.

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



“Mussels are simple to prepare, even in the galley of a boat”

RECIPE

Ingredients

Tablespoon of olive oil
Chopped onion
Clove of crushed garlic
100ml of dry white wine
Black pepper (to taste)

Method

Heat oil in large pan. Add garlic and onion and stir until soft. Add wine and pepper and bring to the boil. Add mussels, cover and simmer gently for 5–8 mins, checking from time to time. Transfer to soup bowls and ladle with juices discarding any mussels that don't open. Don't forget crusty bread to mop up the juices.

WHAT'S THE LATEST

New products and developments in the world of yachting

COMPACT BOW THRUSTER

Oceantalk is now offering a new compact retracting bow thruster from Max Power.

According to Max Power, the unit makes bow thrusters both practical and affordable on modern yachts in the 37ft–45ft range.

Conventional tunnel installations are often impossible to fit in the typically shallow forefoot areas of craft in this size range. And even if they can be fitted they are likely to be too close to the surface of the water to be efficient. On top of that, they are likely to be expensive to install and the tunnel openings may cause excessive drag.

Max Power's Compact Retract is very space efficient, standing approximately 450mm high and will easily fit under a v-berth or in a bow locker. When switched on, the unit extends to optimum immersion depth, well below the forefoot. When switched off it retracts reforming the hull shape.

On top of that, Compact Retract is simple and inexpensive to install as it requires only an oblong cut out to be made in the underside of the forefoot and the boxed unit glassed in. The cut-out section of the

hull is then reattached below the thruster-head housing.

The Compact Retract thruster is available in 12 or 24 volts, with an inbuilt electric motor. The unit is supplied with a Max Power smart control panel, which offers features such as intelligent time delay between port and starboard thrust, childproof activation and 20 second time delay warning before overheat shutdown. As with the tunnel style thrusters offered by Max Power, the drive legs are composite, pre-lubricated and sealed for life, meaning they should be maintenance free and no anode is required.

For further information, phone: (02) 9981 9550 or 1800 029 948, email: sales@oceantalk.com.au or visit www.oceantalk.com.



NAVIGATION DISPLAYS

The newly released Raymarine E-Series navigation displays combine chartplotter, fishfinder, radar, instrument data, engine monitoring and on-board video functions into a highly customisable and easy-to-use network. The E-Series displays are available in two sizes, the E80 and E120, which both feature bright direct sunlight viewable screens. The E80 is an 8.4 inch 640 x 480 colour VGA display, and the larger E120 is a 12.1 inch 600 x 800 SVGA display. Both models have full 256-colour high-resolution TFT screens to provide the best imaging and resolution for all function displays, in all lighting conditions, including full sunshine.

The E Series uses Raymarines' new SeaTalk-HS High Speed Networking protocol to instantly transfer radar, chartplotter, fishfinder and navigation functions between displays. Simple to install using Raymarines' no hassle 'plug and play' network, the E-series can be used in single, dual or multi-station configurations. An optional SeaTalk-HS auto-sensing high-speed eight-port network switch enables users to expand beyond two network devices.

Offering all the key features of a fully functioning radar, digital fishfinder, and chartplotter, the E-series also integrates with other equipment on board. There are four video inputs for viewing remote cameras or on-board entertainment, DVDs or thermal imaging cameras.

VGA Video output is also provided enabling video images to be shown on remote monitors or flat screens. In addition, the E-series provides on-screen engine instrument monitoring for selected engine models.

Screen redraw is extra fast thanks to the on-board graphics co-processor providing enhanced graphics and speed. Waterproof to CFR46 standards, the E-Series is compatible with SeaTalk, SeaTalk 2, NMEA0183 and NMEA 2000 to provide users with a flexible, easy to use, powerful navigation display.

For further information, contact Raytalk (Oceantalk Aust. P/L), phone: 1800 029 948 or (02) 9819500, email: raytalk@oceantalk.com.au or visit www.oceantalk.com





SERIOUS WET GEAR

If you take your sailing seriously then you need serious wet weather gear. Staying dry, warm and comfortable is a top priority for enjoying offshore sailing.

Having something that has the durability to last is also important.

Burke says its new Southerly gear meets those requirements and looks good too.

Made from PB20 three-layer fabric, the gear maintains breathability under all conditions. The jacket features a unique hood and drainage system, high cut fleece lined collar and chin seal, internal over the shoulder harness facility and high visibility reflective patches. Other features include a heavy duty two-way zip, ergonomic performance-cut elbows and knees and the obligatory mobile phone pocket.

Jacket RRP: \$453.66 Trousers RRP: \$375.10

Available from leading marine outlets.

For more information, visit www.burkemarine.com.au

Stylish, Elegant, Xclusive

The MLC Centre cannot deny its sex appeal. Luxury, sexiness and glamour are part of the experience in this sublime shopping destination in the heart of the city.

Developed in 1977, the MLC Centre is one of the pioneers of high fashion retailing in Sydney and remains the city's centre of style, attracting the world's most recognised labels. Away from Pitt Street crowds, people come here to treat themselves, escape the masses and enjoy the exquisite atmosphere.

Exclusive service attracts clients who look for something different. MLC Centre retailers understand how to make your time enjoyable. They truly know how to deliver product knowledge, and wardrobe consultancy is part of this experience.

Travelling the world throughout the year to buy hand-selected collections from Milan, Paris and London, unique ranges set apart the female and male customers of this luxury precinct.

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Male pleasures recall Farage and Robby Ingham Stores.

The MLC Centre is true to the brand, a hidden treasure for indulgence. The MLC Centre has only recently launched its A-List, informing 'A-Listers' about latest fashion must-haves and exclusive offers every month. You can simply join at www.mlccentre.com.au to become part of this elite group.



NEW COLOURS

The manufacturer of sun protection fabric Sunbrella – used for boom covers and other protective applications aboard yachts – has added fresh colours to its new range.

Glen Raven Custom Fabrics, the US manufacturer of Sunbrella, says it has borrowed from popular colour trends in the home and apparel markets to expand its marine range.

"Our focus is on adding fresh, updated colors," said Gina Wicker, design director for Glen Raven Custom Fabrics. "Some of these colors are brand new to Glen

Raven, while others were previously introduced for awning or casual furniture and are now being made available in a marine construction."

New marine solid colors available – shown in the picture above – include Cocoa, Marine Blue, Ocean Blue, Spa, Capri, Wheat and Toast.

Cocoa is described as a warm dark color with a red cast that offers an alternative to standard neutrals with a richness that makes it suitable to be used alone or as an accent color with navies, blues and other primary colours.

Marine and Ocean Blue are more traditional deep rich nautical colours. Spa is a soft blue with a hint of green that complements wood tones, while Capri is a more contemporary bright, crisp, mid-tone blue that is striking with yellows and whites. Wheat is a warm neutral that goes well with Spa and Cocoa and Toast is another neutral.

Sunbrella marine fabrics are fade, stain and mildew resistant and easy to clean. Backed by a five-year limited warranty, Sunbrella marine fabrics are highly durable and fast drying.

For more information, visit www.sunbrella.com



LOW PRICE NAV GEAR

The Simrad range of electronic navigation equipment is widely used aboard fishing and other commercial vessels in Australia but is less well known in recreational boating, despite the brand being a popular choice of recreational boat owners in Europe.

Quin Marine, which has been distributing Simrad products for 35 years, recently decided to focus on the recreational market. The company is offering a range of products at reduced, very competitive, prices.

The products include combination global positioning systems (GPS) chart plotter and echo sounders, autopilots, tiller and wheel pilots and conventional and handheld VHF radios.

For example, the Simrad 33 Series GPS/chart plotter/echo sounder units – the Simrad CE33 is pictured – offer the latest in technology with information displayed on bright, crystal clear, six-inch liquid crystal screens which offer clear viewing even in sunlight.

The products in the range also feature the new SimNet plug and play network system which is designed to make them easy for boat owners to install and interface with other equipment.

The CP33 GPS and chart plotter has been reduced from \$3,443 to \$2,078 and the CE33 GPS/chart plotter/echo sounder from \$4,284 to \$3,015. Each includes a GPS antenna. A transom transducer costs \$270 extra.



In tandem with its push for a bigger share of the recreational market, Quin Marine has reorganised the sales teams in its Adelaide and Sydney offices.

The recreational market team is now headed by John McLroy with new recruit James Gardiner dealing solely with the recreational boating market.

For your nearest Simrad stockist, or to receive a brochure on the product range, contact: **James Gardiner, Phone: 08 8440 2804; Mobile 0409 910 922; Email: j.gardiner@quinmarine.com.au**

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NEWS FROM ALL PORTS

SPIRIT WILLING

After winning the Sydney to Cape Town leg of the round the world Global Challenge event in April, *Spirit of Sark* was the early leader of the Cape Town to Boston leg of the race.



Following a slow start off Cape Town on 1 May, the breeze gradually built and 200 nautical miles out of Cape Town *Spirit of Sark* led by about one nautical mile as the teams positioned themselves to the east of a high-pressure system and tried to maximise mileage from the fast downwind running conditions in 20 knot-plus breezes.

At the end of the Sydney to Cape Town leg, *Spirit of Sark* crossed the line first in very light winds to finish less than an hour ahead of second placed *BP Explorer* after 37 days at sea.

Team Stelmar took third place – their first podium place – a further 39 minutes behind, with *Imagine It*. *Done* fourth, having led the fleet for much of the leg. These four yachts were neck and neck as light winds swallowed up the fleet close to Cape Town. *Spirit of Sark* just managed to struggle out of the ‘hole’ in the breeze to win.

After the long passage to Boston, they will sail back across the North Atlantic to France and then make a short dash to the finish in Portsmouth.

– Dan Wedgwood and Rachel Anning



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CHINESE IN AMERICA'S CUP

A Chinese backed syndicate has confirmed its intention to be involved in the 2007 America's Cup series by lodging a financial guarantee just in time to meet the extended 30 April deadline.

The China Team, as the syndicate has been named, was one of 12 syndicates to post guarantees of one million euros with the yacht club which officially holds the Cup, the Société Nautique de Genève, by the deadline.

China was one of three countries confirming their intentions to be involved for the first time. The other newcomers were South Africa and Germany.

As the Chinese backed syndicate is a joint venture involving the former French syndicate Le Delfi and the China Equity Investment Corporation, the validity of the nomination was still to be confirmed as *Offshore Yachting* went to press. America's Cup CEO Michel Bonnefous referred, however, to "twelve teams from five different continents" suggesting he expected the Chinese would be accepted.

The ability to raise funds will now be an important factor in determining whether 12 challengers will actually line up in Valencia for the Louis Vuitton Cup challenger elimination series in 2007. The challenger elimination series will determine which team will then challenge to the holders, the Swiss Alinghi syndicate.

The Alinghi syndicate – led by biotechnology billionaire Ernesto Bertarelli who sailed as navigator when they won the Cup in New Zealand in 2003 – plans to spend 100 million euros to defend the trophy. Alinghi's sponsors include the big bank UBS AG. BMW Oracle Racing, which is led by Larry Ellison, the founder of information technology company Oracle and backed by the car company, spent an estimated \$130 million on its last challenge; it is expected to spend even more this time.

China Team, as the syndicate will be known, is joining forces with Xavier de Lesquen, who led Le Defi's challenges in 2000 and 2003. Xavier de Lesquen will be co-director with Wang Chao Yong, who represents China Equity Investment Corporation. The challenge will be based at Qingdao – the site for the sailing events at the 2008 Beijing Olympics.

The other teams planning to challenge in 2007 are Oracle BMW (US), Emirates Team New Zealand (New Zealand), Team Shosholoza (South Africa), 39 Challenge (Italy), Luna Rossa (Italy), Victory (Sweden), K-Challenge (France), Desafio Espanol (Spain), United Internet Team (Germany) and Mascalzone Latino – Capitalia Team (Italy).

Oracle BMW syndicate is the only US based syndicate entered. There is no Australian syndicate with

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the OzBoyz syndicate conceding that it had no chance of raising adequate funds in time.

The OzBoyz syndicate is, instead, adopting a long-term approach, at this stage focusing on encouraging the participation of young Australians on the world match racing circuit.

The two biggest name helmsmen in the recent history of the Cup, Dennis Conner and Russell Coutts, are expected to be absentees from the contest. Conner and Coutts are, however, likely to be spearheading a New York Yacht Club backed challenge for America's Cup which follows 2007.

The total number of syndicates, at this stage, is just short of the record 13 from six countries when Australia lost the Cup in Fremantle in 1987 to a US crew skippered by Connor.

– Adrian Herbert

SUPER MAXI DEVELOPMENTS

Grant Wharington's super maxi *Skandia* has been relaunched after a complete refit following the failure of its canting keel in the Rolex Sydney Hobart Yacht Race and resulting capsizing. Modifications have been made to the underwater appendages which Wharington says will make the boat up to 15 per cent faster. The yacht was relaunched in time to meet its schedule of being shipped to Britain to compete in August's Fastnet race.

Meanwhile, Ludde Ingvall's *Nicorette*, which took Line Honours in the Hobart Race and then later lost its rig off the Gold Coast, has been listed for sale. And a new super maxi *Wild Oats* commissioned by Bob Oatley is on track for completion in time to compete in this year's Rolex Sydney Hobart Yacht Race. – Adrian Herbert

DEATH OF 'BARNEY' DAVIES

CYCA member Bernard William Davies – known as 'Barney' or 'Rubble' – died on 25 March.

Barney was a very humble man. You did not really meet him; you came across him, a sort of background fellow. However, he was always there, particularly on small sea-going boats and especially when things were getting difficult (rough).

Because of age problems I accompanied Barney to Boy Messenger's and then, recently, Peter Kurts' funeral. When speaking to Peter Shipway about Barney's death, I reminded him that 'Rubble' was not a great sailor as such like 'Messo' or Kurts but a seaman, a person who loved being at sea regardless of conditions – the longer the better.

B.W. Davies was born in Melbourne on 2 October 1920. As a young man, he proved bright enough to be a doctor but his parents could not afford to support him through a medical degree so he qualified as an engineer. He then married a lady, Eunice, whom he knew had terminal tuberculosis. They travelled to Sydney in 1945 on a forty-foot ketch *Eunice J*. Sydney was to be only a stopover port but they fell in love with it, particularly Rushcutters Bay, and sailed no further.

Barney competed in the second Sydney Hobart Yacht Race in 1946 with *Eunice J*, but due to bad weather, lack of communication and the like he took either eight or ten days to complete the course. He was adamant that he finished correctly, but there was no official vessel on hand and the boat is officially recorded as 'disqualified'. I think I know who was right. Barney's wife Eunice died a few years later.

In 1955, Barney married his second wife Betty and their only child Sharon was born in 1957. Having sold *Eunice J* some years before, he crewed on *Wild Wave* with

another Melbournian John Gillian for a few years.

In the meantime, Barney started his own process engineering business in Paddington and later bought land and established B.W. Davies Pty Ltd in Robey Street, Mascot which still operates on a limited capacity today. He went on to buy shareholdings in Dynamic Roller Co, training up with fellow CYCA member Bill Burcher who also passed away recently.

I met Barney Davies in the late sixties in the company of his previous captain 'Big Bad' John Gillian who then owned the steel Frers-designed 41-footer, *Weatherly*.

I later sailed the 1969 Hobart with Barney on this boat, along with Billy Wright and Greg Gillian (or 'Little Awful' as he was known), a very good foredeck hand.

In the galeswept 1970 Sydney Hobart Yacht Race, Barney and I were on the Alan Payne-designed *Fare Thee Well*, owned by Tim Easdon, along with Tony Cable, 'Twee'ie' Thompson, David Lawson, Ross Shaw and Oddy Karlsen.

It blew 70 odd knots for nearly three days. The enormous seas caused 25 per cent retirements, the most to that date.

In atrocious conditions, Barney and big Oddy never gave up trying to get the damaged steering hawser back on the drum.

Apart from anything else, Barney Davies was an excellent cook, using fresh meat and vegetables only on board. In this capacity, he was aboard John Kahlbetzer's *Bumblebee 4*, skippered by Graham 'Frizzle' Freeman in 1979 when it took Line Honors.

In 2003, the CYCA accorded Barney the honor of firing the Preparatory Gun for that year's Rolex Sydney Hobart Yacht Race.

Barney Davies is survived by his daughter Sharon, her husband Gary and their son Shaun. – John Dawson



'Barney' Davies

OFFSHORE RACING CALENDAR

MAJOR AUSTRALIAN AND INTERNATIONAL OFFSHORE AND INSHORE EVENTS FOR 2005

AUSTRALIAN

JUNE

- 5 BMW Sydney Winter Series Race 7 CYCA
- 12 Non-pointscore Winter Series Race CYCA
- 19 BMW Sydney Winter Series Race 8 CYCA
- 26 BMW Sydney Winter Series Race 9 CYCA

JULY

- 3 BMW Sydney Winter Series Race 10 CYCA
- 10 BMW Sydney Winter Series Race 11 CYCA
- 17 Non-pointscore Winter Series Race CYCA
- 22 Winter prizegiving
- 24 Chris Lee Trophy closing ladies' day
- 30 Sydney Gold Coast Race CYCA

AUGUST

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

SEPTEMBER

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

INTERNATIONAL

JUNE

- 1-4 Mumm 30 Worlds, La Trinité-sur-Mer
- 11-18 Giraglia Rolex Cup, St Tropez - Genoa
- 18 Round the Island Race, Cowes
- 19-25 Rolex Swan European Regatta, Cowes
- 20-25 Etchells North American Championships, Chicago
- 22-29 Baltic Cup, Porto Cervo, Sardinia
- 24-26 Long Beach Race Week

JULY

- 10-10 Swedish Match Cup Final, Marstrand
- 14 Transpac Race
- 23 Bacardi Bayview Mackinac Race
- 23-29 Rolex Swan American Regatta, Newport, RI
- 30-Aug 6 Skandia Cowes Week
- 31-Aug 6 Waikiki Offshore Series, Honolulu

AUGUST

- 5-13 Star Europeans, Varberg, Sweden
- 7 Rolex Fastnet Race
- 13-20 Eight Metre Worlds Toronto
- 23-29 Rolex Swan American Regatta, Newport RI
- 24-Sept 4 Louis Vuitton Acts 6&7 Malmo, Sweden
- 26-Sept 13 Adriatic Yacht Rally RPAYC
- 27-29 Etchells European Championships, Dublin

SEPTEMBER

- 1-11 Etchells Worlds, San Francisco
- 13-17 Rolex Week of the Straits, Porto Cervo, Sardinia
- 9-27 Croatia Yacht Rally
- 15-18 St Francis Big Boat Series, San Francisco
- 28-Oct 9 Louis Vuitton Acts 8&9, Trapani, Sicily

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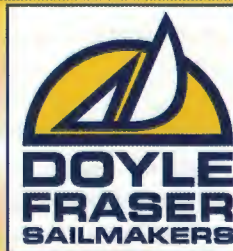


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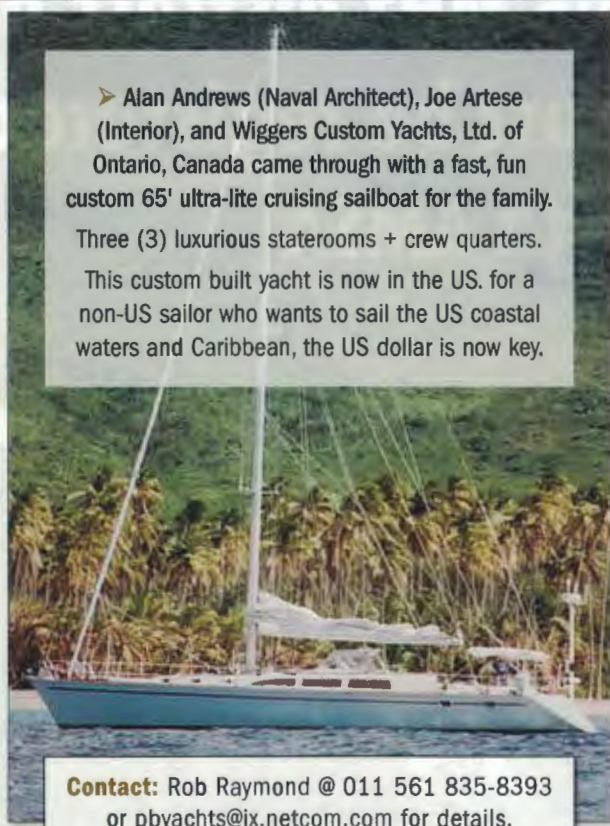
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A wall of sails churning up the air in a Rolex Farr 40 Worlds start shows why more races are won and lost here than on the rest of the course PHOTO: Carlo Borlenghi/Rolex

ONSHORE



MEMBERS NEWSLETTER

THE NEWSLETTER OF THE CRUISING YACHT CLUB OF AUSTRALIA

JUNE 2005

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DR SUN DAN, DEPUTY CONSUL GENERAL, AUSTRALIA, RECEIVING THE AWARD FOR YACHTING EVENT OF THE YEAR ON BEHALF OF THE CYCA FOR THE 60TH ROLEX SYDNEY HOBART YACHT RACE IN SHANGHAI, CHINA.

ROLEX SYDNEY HOBART YACHT RACE WINS INAUGURAL CHRISTOFLE ASIA BOATING AWARD

The 2004 Rolex Sydney Hobart Yacht Race was named 'Yachting Event of the Year' at the inaugural Christofle Asia Boating Awards, which were announced at the China International Boat Show in Shanghai, China, in April.

The awards were presented at a lavish black-tie gala dinner at the Shanghai Exhibition Centre. Over 300 VIP guests attended including Chinese government officials and business leaders and prominent personalities within the international yachting industry.

The many special guests included Liu Peng, President of the Chinese Olympic Committee, and Wang Chaoyong, Chairman of China Equity Investment, the man spearheading the first-ever Chinese entry in the America's Cup.

Nominations were announced in *Asia-Pacific Boating* (March–April 2005) and *China Boating* (Spring 2005) magazines, creators of the awards, and a panel of 12 Asia-based judges decided the eventual winners.

"It is a great honour to receive the Yachting Event of the Year award for our premier event," said CYCA Commodore Martin James.

"We have enjoyed the participation over the years of boats from ports and clubs around the Asia-Pacific region, and we are pleased that this award affords us the opportunity to indicate that we would welcome most warmly any regional boats that would like to participate in the 2005 race or further into the future," Commodore James added.

Other nominees for the Yachting Event of the Year Category included the BMW Royal Langkawi International Regatta (Malaysia), the Hong Kong Vietnam Race, the Koh Samui Regatta (Thailand) and the Phuket King's Cup Regatta (Thailand).

This is the second major award for the 60th Anniversary Rolex Sydney Hobart Yacht Race with the CYCA's flagship race named 'Event of the Year' at the NSW Sports Awards in February.

SOLAS RAFFLE JULY 10

Once again the CYCA's annual Safety of Life at Sea raffle will coincide with the final pointscore race of the BMW Sydney Winter Series on Sunday, 10 July. Club members and their friends are encouraged to support the raffle, as they have done in previous years.

"To date we have donated more than \$170,000 to search and rescue organisations and each year the annual SOLAS raffle injects valuable funds into the Trust. This allows us to offer more support for those organisations which provide valuable search and rescue services to all those that go to sea and which may one day assist us during one of our ocean races," said SOLAS Trust Chairman and CYCA Commodore Martin James.

Hamilton Island has offered a fantastic accommodation prize. Winter Series sponsor BMW Sydney has confirmed they will again provide a BMW and an accommodation package for four people at the Yarraman Estate Winery. Canon has donated a Powershot A510 digital camera and other great prizes are being sourced.

If members would like to donate a prize to the SOLAS raffle, which supports needy families of those who have lost their life in Yachting Australia sanctioned races and provides financial assistance to search and rescue organisations Australia-wide, they should email lisaratcliff@bigpond.com or phone 9363 9731. Raffle tickets will be available from Reception.

20+ YEAR MEMBER'S DINNER

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CRUISING CAPTAIN'S REPORT

CRUISING IS OFFICIALLY BACK IN AT THE CYCA

Commodore Martin James announced at the April Member's Information Night that the Club's committee structure has been altered to include the Cruising Committee. This change recognises the value that members and the Board place on this Committee and the work it does in organising cruising, social and educational events for all CYCA members.

The CYCA has always had an active membership in the area of cruising since the foundation of the Club. I remember back in the early 1960s when I joined the Club, Nick Cassim was one of the Club's very successful Cruising Captains. More recently, for some reason cruising was seen as a separate group.

Over the past two years, the Cruising Committee has worked very hard to change that view and ensure that Cruising activities and information are more visible to all members by utilising notice boards, the Club email and a regular column in *Onshore*, all with much success.

Our Committee has been fortunate in having the support of past Commodore John Messenger, current Commodore Martin James and Rear Commodore Alan Green. Alan has been a member of the Committee for some time, not as an appointed Director, but rather because of his interest in cruising. However, in his past position as Treasurer and now a Flag Officer, Alan has been able to table the Cruising minutes and report on initiatives of the Committee and the Club's cruising activities to the Board as well as rally the support needed to allow us to conduct functions, seminars and other activities.

Now a recognised Committee of the Board, the Cruising Committee will have nominated Board representation.

Alan Green has remained on in this role and has been joined by Director John Walton. John has always been interested in and a good attendee at the cruising events and we welcome his appointment and look forward to his input.

While to some this may seem a



EVENING TIDE IS OWNED BY MICHAEL LEECH. SHE WAS BUILT IN HOBART IN 1995 BY BRUCE DARCY AND IS BASED ON A ROBERT PERRY DESIGN OF THE FAMOUS VALIANT 40' HULL. MICHAEL HAS ENJOYED CRUISING *EVENING TIDE* LOCALLY AND AROUND THE PITTSWATER AREA AND AIMS TO CRUISE FURTHER NORTH IN THE FUTURE. HE JOINED THE CYCA EARLIER THIS YEAR AND LOOKS FORWARD TO JOINING IN THE CLUB'S ACTIVITIES.

significant change, there are some things that will not change.

The Committee will continue to organise activities of a social and educational nature and always welcomes members' suggestions and feedback in relation to this.

On this note I would like to remind you that the Cruising AGM will be held on 6 July at which Committee members will be called for and a Cruising Captain elected.

While I appreciate there are a lot of meetings to attend in July, this one does provide an opportunity to have input into Club activities and I encourage you to attend with your ideas and support

MEDICAL MANAGEMENT FOR MARINERS

On September 13 we plan to hold another Medical Education Seminar. The 'Beyond First Aid' Education Seminar held in 2003 highlighted the need by offshore sailors for a little more medical knowledge than that provided by a First Aid Course. For example very few had administered an injection and it was at this seminar that those present were able to practise under

careful supervision such as a basic procedure that may one day be required to assist in a medical emergency at sea.

When isolated out at sea, medical assistance is not always 20 minutes away. A working party of the Cruising Committee, consisting of Dr Virginia Handel and Margaret Keelty, have been working with the St Vincent's Hospital Simulation Centre team to develop a program to assist in meeting these needs. We look forward to telling you more about this at the Medical Seminar in September.

COMBINED CLUBS EVENT

Planning is well under way for the Yachting NSW's Combined Clubs Cruising event which will be hosted this year by the CYCA and will be held on Saturday, 17 September. A working party, headed by Peter Cox and Denis Doyle, has been formed to organise the day and they have some great ideas to make it a spectacular event at the CYCA.

— John Keelty
Cruising Captain

RICHARD CHRISTIAN – ARCHITECT & SAILOR 1922–2005

Richard Christian was a successful and respected architect with a practice located at Bondi and, during a long career, he designed many buildings and apartments in the eastern suburbs and in particular some outstanding waterfront homes on Wolseley Road in Point Piper. He also upgraded many NSW clubs during the period when clubs grew from small operations to large enterprises.

The CYCA was one of the clubs Richard redesigned in the late 1970s and 1980s during its expansion in this period and was the Club architect for many years.

Richard was also a dedicated sailor and a member of the CYCA from 1962 to 2005 and a member of the Royal Prince Edward Yacht Club as well as RANSA for many years. He raced his yacht *Christina* and earlier yachts on the harbour and more recently was a regular competitor on Wednesday afternoons in the Royal Prince Edward Yacht Club and RANSA races.

After he retired he travelled extensively with his wife to many interesting places around the world.

Both in business and on the water, Richard was always the perfect gentleman and followed the rules to the letter as I discovered once when our boats met inadvertently at the Garden Island rounding mark.

Richard was married and had three sons and is survived by his wife Sheila, sons Tim, Richard and Andrew, and eight grandchildren.

– *George Girdis*
Past Commodore

BMW SYDNEY WINTER SERIES IN FULL SWING



PHOTO: ANDREA FRANCOLINI

The BMW Sydney Winter Series is in full swing with 200 entries and weekly fleets of 150 plus across nine divisions enjoying the close competition as they vie for overall pointscore placings and fantastic weekly prizes, including the use of a 3 Series BMW for a week and the Line 7 divisional prizes that now adorn many of the competitors.

The end of series prizegiving will be held on Friday, July 22 at the CYCA and it is always heavily booked, so don't leave it too late to reserve your crew table at this gala function.

The Ladies Day race on Sunday, July 24 will mark the final BMW Sydney Winter Series race before many of the fleet head north for this year's 20th anniversary Sydney Gold Coast Race and onto the popular Queensland regattas which culminate in the Hahn Premium Hamilton Island Race Week.

Photographer Andrea Francolini has been out on the water capturing all the BMW Sydney Winter Series racing and après action and his photographs can be purchased from www.afrancolini.com

ASSOCIATES ANNUAL PARADE OF SAIL – SUNDAY 31 JULY

For Classic Yachts built or designed, prior to 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' and '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, following the firing of the cannon.

The judges will be aboard the review vessel with vessels being considered during the on-water parade for the 'Ship Shape and Bristol Fashion Award'. Final adjudication will take place back at the CYCA marina.



BILL PSALTIS 50 YEARS ON, AT THE HELM OF SKYLARK HIS FIRST YACHT EX NERADA, LOVINGLY RESTORED BY HER PRESENT OWNERS. THE YACHT WAS AN ENTRY IN THE 2004 PARADE OF SAIL.

Don't miss this great day. Start spruicing 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

FROM THE YOUTH SAILING ACADEMY

A WEEKEND WELCOME FOR 2005 YSA SQUAD SAILORS

Over 60 young sailors and their families were welcomed at early morning breakfasts which signalled the start of a busy winter of youth squad programs.

Many of the Advanced Squad sailors, who have in past seasons honed their sailing skills every Saturday and early Sunday mornings, have returned to follow on from programs of previous years. With the emphasis on extending sailing skills into match racing, Training and Development Committee member Garry Linacre was delighted to inform the sailors that in 2005, ex-Olympic match racing coach and past YSA manager, Dayne Sharp, would be heading up the strong coaching line up over the coming five months of training. Robert Bell, a talented coach presently studying Human Movement at Sydney University, will assist with the Intermediate Squad on Sundays.

In his talk Garry reinforced how much the CYCA was looking forward to the involvement of this talented group of sailors and their parents in the activities of the Club. The advanced squad members were introduced to all present and, as in past years, one could not help being impressed by the incredible depth and breadth of these young sailors' abilities.

Many sailors have eagerly taken the opportunity to enter the area of ocean racing, joining crews of various yachts at the CYCA. Sean Langman's new program, 'Youth Into Ocean Racing', designed to introduce young sailors into offshore sailing was enthusiastically received by those present.

For the second consecutive year, Jeremy Lawrance has provided financial assistance through scholarship support for a number of first-time participants. This year recipients include Advanced Squad members Jonathan English and Tneal Kawalla from the Illawarra, Jamie Woods and Iain Jensen from the Hunter and Sam Boyd (Sydney) and Intermediate Squad members Matthew Hodgson (Moss Vale) and Byron White (Gosford).



(STERN TO BOW) ALEX WYATT, MURRAY ELLIOTT, LUKE BANBURY AND ARVIND HUGHES DURING THE YOUTH SAILING ACADEMY 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 an opportunity to make friends and learn to sail at the CYCA.

Glorious warm weather and perfect wind conditions that strengthened a little each day to peak on the final day with an 18 knot NE breeze, enabled sailors to build their confidence and improve their skill level. They were able to demonstrate brilliant boat handling under spinnaker as they returned from Balmoral with a tail wind on the final day.

CYCA, AIDED BY TOGA GROUP, OFFERS SUPPORT TO DOBROYD SAILORS

The CYCA has had a long association with sailors from the Dobroyd Aquatic Club. Many of their young sailors are active members of the Youth Sailing Academy who spend much of their school holidays and winter weekends sailing with the CYCA. We all sympathised with the loss of their clubhouse when it burnt down, with members not only losing their much loved boats, but many years (and for some life times) of voluntary hours in building a sailing community in their local area. It

was heart warming to witness the loyalty of the members and friends when so many crowded the shores and racing continued the following Saturday. The community and members were reassured that their sailing could continue and boats would be sourced while the rebuilding takes place.

The CYCA immediately found positions in their busy YSA School Holiday program for five young 'Dobroydians', many of whom had lost boats in the fire. Support for this type of action comes from the ongoing financial assistance of Ervin Vidor and his Toga Group sponsorship.

Ervin, a CYCA member, has put in place a program that aims to develop strong and ongoing links between the CYCA and dinghy clubs in Sydney Harbour, Botany Bay and Port Hacking and also provide economically or socially disadvantaged sailors with scholarship support for CYCA Youth programs.

Thanks to the sponsorship of Toga Group, this year 12 dinghy clubs have been offered a number of scholarships to provide access for their young sailors into CYCA Youth Sailing Academy programs. Scholarships will be made available to sailors between the ages of 12 and 18 who demonstrate commitment to the sport,

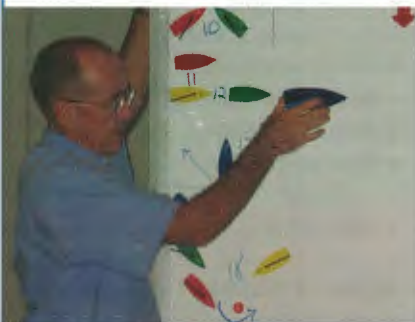


good sportsmanship and the potential to act as excellent ambassadors for their supporting club and the CYCA.

INTERMEDIATE MATCH RACING SQUAD – NEXT JULY HOLIDAYS

Enrolments are currently being taken for this four-day Intermediate course which will be conducted in the July School Holidays, July 5–8. Bookings can be made through reception now. Don't leave it too late as the Youth programs are exceptionally popular!

For further information, contact the CYCA Youth Sailing Academy or Reception on 9363 9731. Enrolment forms are available at www.cyca.com.au or email the Youth Sailing Academy: jenni.bonnitcha@cyca.com.au



RULES AFICIONADO MARK PRYKE DURING HIS PRESENTATION AT THE RACING RULES SEMINAR AT THE CYCA.

APRIL RULES SEMINAR FOR CYCA MEMBERS

With Mark Pryke at the helm, over 130 CYCA members and friends sat captivated for three hours while he shared his knowledge of fleet racing rules.

Mark's broad international experience and depth of knowledge, gained from his credentials as International Judge, Umpire and Race Officer, and his ability to engage and entertain the group, had all that attended on the night totally enthralled.

Providing numerous scenarios and tactical situations, he managed to captivate the interest of all present.

Feedback from the night clearly indicated a need for more seminars of this type to aid the development of better boat racing knowledge. The Training and Development Committee will continue following up on the enthusiasm of the CYCA members with more seminars – stay posted!



CYCA TEAM AT THE 2005 AUSTRALIAN TEAMS RACING CHAMPIONSHIP IN HOBART. (FRONT ROW LEFT TO RIGHT) WILL CRITHARIS, JACQUI BELL AND JACQUI BONNITCHA. (BACK ROW) SEVE JARVIN, ROBERT BELL AND COACH EUAN MCNICOL.

AUSTRALIAN TEAMS RACING CHAMPIONSHIP 2005 REPORT

Over the ANZAC long weekend, six CYCA teams racers ventured down to Hobart to compete in the 2005 Australian Teams Racing Championship. The six members of the team were Robert Bell, Seve Jarvin, Euan McNicol, Jacqui Bonnitcha, Jacqui Bell and Will Critharis. The racing was held in Pacers, which are sailed two up with no spinnaker. The boats are very basic, allowing the sailors to execute mark traps and other tactical moves more easily.

The team arrived in Hobart and were greeted with sub 15-degree temperatures. The format for racing included three round robins followed by semi finals and finals. Due to very light wind conditions on the first day, only 19 races were completed with 28 races making a full round robin. A one-hour break in the middle of the day when the wind completely dropped away allowed the competitors to stay warm with a friendly game of touch football against the other states. The light and shifty conditions did not faze the CYCA team however as they finished the day in first position, sharing the top of the board with RPYC/FSC.

On the second day the CYCA sailors were happy to see the wind had picked up to around 12 to 15 knots. The cold temperatures had not disappeared though as many sailors scrambled to find more gear to put on in an attempt to stay dry and warm. The shifty conditions had not disappeared entirely either, as the wind dropped back down to



ROBERT BELL HOLDING THE BOW FOR THE WEST AUSTRALIAN TASKER SKIPPER DURING THE BOAT CHANGE-OVER IN THE SEMI-FINALS WITH CREWMEMBER JACQUI BELL.

around 2–3 knots in the afternoon. Due to the more favourable wind strengths for most of the day, the race committee was able to complete 37 races and finish the second round robin. A poor finish to the first round robin left the CYCA team in fifth place. However, through some reconsideration of tactics and game plan, CYCA was able to crawl back up the scoreboard to finish the second round robin in equal second place with RYCT 2. This gave CYCA a place in the semi finals.

The final day saw even shiftier and less predictable wind ranging from 25 knots to no wind at all, sometimes all in the one race. The first placed team at the end of the two round robins, Team Tasker (WA), chose RYCT 1 to race off their semi final against. This left RYCT 2 to race off against CYCA. A slow start to the first race of the semi final had CYCA on the back foot to begin with and although the CYCA team was able to catch up a little mid way through the best of five race semi final, CYCA was never able to fully recover and had to settle for fourth place overall. RYCT 1 finished in first place after defeating RYCT 2 in the final.

– Robert Bell

FROM THE YOUTH SAILING ACADEMY



JAMES FRANCIS (REAR) ABOARD HIS 14' CATAMARAN COMBINING SAILING AND SURFING DURING HIS TRIP UP TO QUEENSLAND.

WHERE IS JAMES?

Many CYCA members, and all youth sailors, will be familiar with the tall, dark, quietly-spoken, 19-year-old James Francis who assumes the ongoing maintenance of the YSA Elliott 6 fleet.

Some may even recall reading in the October 2004 edition of *Onshore*, the story of James' trip down the Murray River in his home-built 21-foot proa.

If you missed his quiet demeanour and pleasant manner around the Club at the end of April and in early May, it was because James was sailing to Brisbane. This is not an uncommon voyage for a CYCA sailor, however James and his mate Lachie completed it on a 14-foot catamaran.

The catamaran was purchased especially for the voyage and adapted with hatches for supplies and netting across the bow to carry two surfboards. The boards were used only for recreational purposes and not as liferafts!

Speaking from an overnight camp at Woolli Creek, just north of Coffs Harbour, James described the trip as "excellent" with a qualifier "except it's really wet". That's what happens when you sail a 14-foot cat offshore – on occasion five miles offshore.

"The most difficult part of each day has been crossing the bar into port each evening. This was especially the case when the trusty 5-HP motor failed in the strong outgoing tide and 3-metre surf at the entry to South West Rocks", James added.

A few good 15–20 knot south-easters allowed a good passage and James and Lachie arrived in Brisbane in May. They enjoyed meeting lots of interesting people living aboard boats.

We wait with interest to hear what seeds of adventure these interesting people have planted in James' mind for his next adventure.

SPONSORSHIPS RENEWED

The CYCA Youth Sailing Academy continues to have the support of long term sponsors Line7/Musto, Toll Logistics, Club Marine and Sailors with disABILITIES. Over the past couple of months all four have renewed their commitment to the YSA but this commitment goes beyond each sponsors' financial support of the YSA.

Club Marine's cover includes the insurance of the Elliott fleet and the coach boats and given the usage of the Elliotts, accidents understandably do happen from time to time. On these occasions it is a delight to have Club Marine's association with the YSA and their ongoing support when damage needs to be repaired quickly and efficiently and in the always friendly Club Marine manner.

Another original YSA sponsor, Line 7/Musto, continue their support of the YSA and CYCA through supply of clothing and gear which ranges from Club merchandise to YSA and staff uniforms. This year they are extending their sponsorship to naming rights of the Line 7 Australian Women's Match Racing Regatta which will be hosted by the CYCA in September.

The YSA's association with Sailors with disABILITIES/LANSA provides the opportunity for the SWD sailors to conduct their mini regattas and annual Sydney Harbour Regatta in the Elliott fleet. The CYCA's joint venture with SWD is a program the Club is proud to be associated with and is pleased to be able to continue.

Toll Logistics, through their Divisional Director Don Telford (ex-chairman and present member of the CYCA Training and Development Committee) has willingly accepted past requests for assistance with the movement of the Elliott fleet – especially when RYCT purchased six of the previous Elliott 5.9 fleet. A big thank you to these sponsors and all YSA supporters for their continued support of youth and the training programs conducted out of the CYCA.

– Jenni Bonnitcha, YSA manager

MEMBERS' BADGE DRAW (TPL 04/12247)

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

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BRONZE SPONSORS

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- ensign wines



APRIL FUNCTIONS

During April CYCA members enjoyed the New Member's Cocktail Party which was held prior to the Member's Information Night. Also during the month the Summer Series Prizegiving was a popular night which heralded the end of another great season's racing.



DAVID BRAY, BRETT HALLIWELL AND STEPHEN WEIR AT THE NEW MEMBER'S COCKTAIL PARTY.



(LEFT TO RIGHT) DENNIS AND JENNY COWDROY, JULIE GRAY AND CYCA CHIEF EXECUTIVE OFFICER MARK WOOLF AT THE NEW MEMBER'S COCKTAIL PARTY.



CREWMEMBERS OF MATT ALLEN'S *ICHI BAN* UNITED AT THE SUMMER SERIES PRIZEGIVING. *ICHI BAN* TOOK OUT THE BLUEWATER CHAMPIONSHIP FOR 2004/2005.



PAT GOLDSTIVER AND DICK SMIDLIN (TRIM) FROM THE SHORT HAUL DIVISION WITH CYCA COMMODORE MARTIN JAMES.

ROTARY REGATTA – 11 NOVEMBER

A reminder to all those generous owners who have donated the use of their yachts in previous years that our annual Regatta will be held on 11 November. For those of who have already agreed to participate, a warm thank you. This Regatta has been running for 11 years and to date has raised over \$1.2 million dollars for various charities, most notably the Sydney Children's Hospital at Randwick.

This year, the charity regatta previously conducted for Sunshine Home will be merged into the Rotary Regatta, meaning one less call on your generosity while maintaining our support for the Hospital, The Australia Vietnam Medical Foundation and now with support going to Sunshine Home.

The handicapped, non-spinnaker race commences at 3pm followed by a function at the CYCA for prizes and raffles. As this year's race will be run on Remembrance Day, please be assured that correct protocols will be observed.

If you wish enter, please contact Kerry on 02 9367 7551 or email klr@bsdlaw.com.au

RACING RULES OF SAILING 2005–2008

The new Racing Rules of Sailing – the Blue Book – is now available for purchase from reception for \$29.95.

CALENDAR

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

JUNE 2005

THURSDAY 2		Pacific Sailing School YA Coastal Navigation Course
	6:30pm	Members' Badge Draw
SUNDAY 5		BMW Sydney Winter Series
THURSDAY 9	6:30pm	Members' Badge Draw
SUNDAY 12		BMW Sydney Winter Series
THURSDAY 16	6:30pm	Members' Badge Draw
SATURDAY 18		Associate's Trash & Treasure
SUNDAY 19		BMW Sydney Winter Series
THURSDAY 23	6:30pm	Members' Badge Draw
FRIDAY 24	7:00pm	20 Year Members' Dinner
SUNDAY 26		BMW Sydney Winter Series
THURSDAY 30	6:30pm	Members' Badge Draw

JULY 2005

SATURDAY 2		All Marine Advanced Squad Regatta
SUNDAY 3		BMW Sydney Winter Series
MONDAY 4-7		Intermediate School Holiday Course
THURSDAY 7	6:30pm	Members' Badge Draw
SUNDAY 10		BMW Sydney Winter Series final pointscore race & SOLAS raffle
MONDAY 11	6:30pm	CYCA Annual General Meeting
THURSDAY 14	6:30pm	Members' Badge Draw
SUNDAY 17		BMW Sydney Winter Series
THURSDAY 21	6:30pm	Members' Badge Draw
FRIDAY 22	7:30pm	BMW Sydney Winter Series Prizegiving
SUNDAY 24		BMW Sydney Winter Series - Ladies Day Chris Lee Trophy
THURSDAY 28	6:30pm	Members' Badge Draw
SATURDAY 30	1:00pm	20th anniversary Sydney Gold Coast Yacht Race Kellett Shield
SUNDAY 31		Associates Parade of Sail

'SPLASH' AN OUTSTANDING SUCCESS

The 'Variety Club Splash on the Harbour' was an outstanding success with over 30 boats taking part. The weather was perfect and the kids, all 157 of them, had an unforgettable day on the harbour. To thank all who donated their time and efforts



would be a challenge - however, it makes one proud to be a member of the CYCA and Blues Point Yacht Club which donated so much to make the event such a great day out for the children.

Thank you to the CYCA yacht owners and crew of *Callista*, *Christine*, *Electra*, *Gaia*, *Great Expectations*, *Invader*, *Maserati*, *Morna*, *Occasional Coarse Language*, *Polar Bear*, *Sextant*, *Stormy Petrel*, *Wings Three* and all the other yacht owners who donated their time and yachts to this wonderful cause. Thank you also to CYCA member Nick McLoughlin for making his ferry *Emerald Star* available for the day.

I would also like to extend a special thank you to the CYCA Board and staff, especially Frank and Scott, whose assistance just made the day happen; the Commodore for his generosity in not only allowing the Club to get behind the event but also for donating his yacht, crew and time for the day; Mark Woolf and Marina Gibson for their ideas and assistance and last but not least the Directors who all allowed the buses to use their carparks for the day.

From Variety, Cromehurst, Stewart House, Nichola Cottage, Pam's House, Cure our Kids and all 180 children and carers a BIG THANK YOU.

- John Keelty, Cruising Captain

PACIFIC SAILING SCHOOL THEORY COURSES 2005

C9 - YA COASTAL NAVIGATION

Presented by ex-Navy Navigation Instructor/yachtsman and YA examiner Greg Stewart. Course is held over eight Thursday evenings from 6pm and finishes with a practical session in the final week.
2/2005 Starts Thursday 2 June

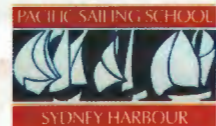
C12 - MARINE RADIO

Update your knowledge of Digital Select calling and all the recent changes over three Thursday evenings to obtain your MROCP license (6pm-9pm).
1/2005 Starts Thursday 28 July

C14 - YA SAFETY & SEA SURVIVAL COURSE

Over 750 skippers and crew have completed their YA SSSC with Pacific Sailing School. Course conducted over two days and includes the liferaft exercises at the Qantas training pool, flare use and includes a 250-page course folder.
1/2005 Saturday, 23 and 30 July

5% DISCOUNT FOR CYCA MEMBERS.
FOR MORE INFORMATION OR TO BOOK YOUR PLACE,
CALL PACIFIC SAILING SCHOOL 9326 2399



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Assistant to CEO
Accountant
Sailing Manager

Mark Woolf
Christina Del Conte
Nina McKinnon
Justine Kirkjian

Youth Sailing Academy Manager
Operations Supervisor
Communications Manager

Jenni Bonnitcha
Andrew Payne
Lisa Ratcliff

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



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