

# OFFSHORE

YACHTING | AUSTRALIA

THE MAGAZINE OF THE CRUISING  
YACHT CLUB OF AUSTRALIA

OCTOBER/NOVEMBER 2004

## RACING NORTH REPORTS

Gold Coast • Airlie Beach • Hamilton Island

## ROLEX SYDNEY HOBART

Overseas boats on their way!

## ETCHELLS WORLDS

Profile of winner

## RALLY IN TWO PARADISES

Phuket to Langkawi



5.95 inc. GST



9 771446 117003

RECOUP YOUR INVESTMENT WITH EVERY DRIVE



## Continental GT

The fastest, most powerful coupe ever built by Bentley.

6 litre W12 engine, 411kW. 0 - 100 kph in 4.8 seconds.

Call now for a demonstration at your home or place of work.

## Bentley Motors Finance, Insurance and Warranty

### The Bentley Sydney Experience

24 hour, 7 day roadside assistance, 3 year unlimited kilometre Factory Warranty and the unique Bentley Concierge Service.

Service and repairs, bodyshop, trim and woodwork, pick up and drop off valet service. Bentley Factory Warranty on pre-owned vehicles.

BENTLEY SYDNEY, 19-27 Regatta Road  
Canada Bay / Five Dock Tel: 02 9744 5111  
[www.bentleysydney.com](http://www.bentleysydney.com)



**BENTLEY**

**BENTLEY SYDNEY**

# TAKE THE BENTLEY EXPERIENCE OFFSHORE



The impeccable craftsmanship of Bentley Sydney's Trim and Woodwork Specialists is not solely exclusive to motor vehicles. Experience the refinement of leather or individually matched fine wood veneer trim in your yacht or cruiser.

Fit your pride and joy with premium grade hide interiors in a range of colours.

Choose from an extensive selection of wood veneer trims.

Enjoy the luxury of Lambswool rugs, hide trimmed steering wheels, and fluted seats with piped edging, designed for style and unparalleled comfort.

It's sea-faring in classic Bentley style.

For further details on interior styling and craftsmanship contact Ken Boxall on 02 9744 5111.



**BENTLEY**  
**BENTLEY SYDNEY**



ABOVE: ON BOARD THE FRENCH ENTRY *VARIAG* IN THE STORM-TOSSED 1980 SYDNEY HOBART YACHT RACE PHOTO: SANDY PEACOCK

COVER: CLOSE RACING BETWEEN *ICHI BAN* AND *NRMA INSURANCE (KAZ)* AT THE HAHN PREMIUM RACE WEEK AT HAMILTON ISLAND PHOTO: ANDREA FRANCOLINI

## contents

### IMAGES

- 8 **FIRST THOUGHT**  
A picture worth a thousand words from the Etchells Worlds at Mooloolaba.
- 74 **LAST THOUGHT**  
*Konica Minolta* dips beneath a big sea at Hamilton Island Race Week.

### VIEWPOINT

- 10 **AT THE HELM**  
New CYCA Commodore Martin James outlines his ideas, including greater involvement of cruising boats.
- 69 **DOWN THE RHUMBLINE**  
This winter's event was the most spectacular Hahn Premium Hamilton Island Race Week yet.

### ROLEX SYDNEY HOBART

- 12 **60TH SYDNEY HOBART YACHT RACE**  
Tempo quickens in the lead up to the 60th Rolex Sydney Hobart Yacht Race.
- 14 **SWITCH TO IRC**  
The CYCA's switch to IRC should prove fairer for most entrants, but it will cause some heartache for grand prix competitors.

### REGATTAS • OFFSHORE RACES

- 16 **ONGOING QUEST**  
*Quest* narrowly grabs the honours in a slow Ingles Sydney Gold Coast Race.
- 20 **'HAMMO' HEAVEN**  
Once again the Hahn Premium Hamilton Island Race Week provided perfect sailing weather and attracted a record size international fleet.
- 26 **A HOG LOT OF FUN**  
The famously fun Hog's Breath Race Week at Airlie Beach lived up to its reputation.
- 34 **CLEAN SWEEP**  
*AFR Midnight Rambler* won both handicap divisions in a small fleet Southport Mackay Race. But there's likely to be more competition in future.

# THE NEW 407 IS HERE.



## PLAYTIME IS OVER.

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

With the launch of the new Peugeot 407, the standard in prestige motoring has been redefined. A dynamic new shape incorporates clean, beautiful lines that accentuate its elegance and dynamism. Step inside to discover a new level of luxury and sophistication, matched with ample cabin space and wonderfully appointed features. Look under the perfectly sculpted bonnet to discover a range of powerful new engines that deliver an immediate and intense driving experience. Whether it be the effortless power of the 155 kW 24-valve V6 with Variable Valve Timing (VVT), the high performance 100 kW HDi<sup>^</sup> turbo-diesel, or the free revving 16-valve 2.2 litre VVT engine, every enthusiast's desires are answered. To complement any driving style, the 407 comes with a range of innovative new transmissions. Take the responsive 6-speed manual for example. Or the sequential control 4-speed automatic with 'Porsche Tiptronic System.' And the world's first transverse high-torque 6-speed automatic transmission is the ultimate in gearbox technology. What's more, advanced new suspension systems set the standards in road holding and manoeuvrability. Safety features place the 407 at the top of its class, with eight airbags, Electronic Stability Program, Traction Control, ABS and Electronic Brake Force Distribution. It's no surprise the 407 achieved a 5-star Euro NCAP safety rating. All this is now available from \$42,790\*. The new Peugeot 407. It's easy to see why playtime is most definitely over.

# 407

ENGINEERED TO BE ENJOYED



PEUGEOT

\*RRP for 407 ST 2.2 litre 6-speed manual sedan, subject to change without notice. Excludes dealer delivery and statutory charges. Metallic paint (as shown) and automatic transmission available at extra cost. <sup>^</sup>HDi available from January 2005. FREECALL 1800 307 607. PEU0095/OY


**CRUISING YACHT CLUB  
OF AUSTRALIA**

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

**FLAG OFFICERS & DIRECTORS**

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

**CHAIRMEN, CLUB COMMITTEES**

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

**EDITOR**

Peter Campbell  
Tel: (02) 9869 8197 Fax: (02) 9869 8082  
email: peter\_campbell@bigpond.com

**PUBLISHER**

Peter Bunce  
(02) 9353 6666

**ASSOCIATE PUBLISHER**

Carol D'Costa  
(02) 9353 0077  
cdcosta@fpc.com.au

**EDITORIAL DEPARTMENT**

ART DIRECTOR: Kathryn Li  
DESIGNER: Anthony Vandenberg  
PRODUCTION MANAGER: Neridah Shrimpton  
ADVERTISING PRODUCTION COORDINATION:  
Chrissy Fragkakis

**PHOTOGRAPHERS**

Richard Bennett, Peter Duncan, Andrea Francolini, Ian Mainsbridge, Neil Smith, Jodie Thompson, Tim Wright

**NATIONAL SALES MANAGER**

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

**PUBLISHED BY**

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

**DISTRIBUTION**

Distributed by NDD

**REPRODUCTION AND PRINTING**

Rotary Offset Press, Tel: (02) 9764 0222

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



CLASSIC SCHOONER ASTOR COMPETING AT HAMILTON ISLAND PHOTO: ANDREA FRANCOLINI

**41 OUR WORLD ETHELLS CHAMP**

An excellent Etchells Worlds gave us an Australian champion.

**44 ISLAND INTERLUDE**

The Gosford Lord Island race changes course.

**58 BERMUDA TRIANGLE**

A new breed of super maxis hotted up the action in the Newport Bermuda race.

**AMERICA'S CUP**
**61 THE THRILL OF THE CHASE**

America's Cup action returns to Newport, Rhode Island, with *Alinghi* going head-to-head with *BMW Oracle* for the UBS Trophy series.

**DESTINATIONS**
**30 ORIENTAL SOJOURN**

Cruising in the spectacular tropical paradise of Thailand's Andaman Islands, and racing too.

**SPECIAL FEATURES**
**36 SYDNEY HOBART RACES 1974-1984**

Our history of the Sydney Hobart Yacht Race continues with the unfurling of a decade marred by controversy and dramas.

**46 TECHNOLOGY & CREWING**

As Plato said, you can discover more about a person in an hour of play than in a year of conversation, and that applies to crewmembers.

**50 WOMEN AFLOAT**

An increasing number of women in sailing are taking on top administrative roles.

**TECHNICAL**
**52 BOAT DESIGN**

A high tech carbon-fibre-almost-everything design by Reichel/Pugh, the Marten 49, is to make its debut in the Sydney Hobart Race.

**BOAT TESTS**
**54 RETURN TO DUFOUR ROOTS**

The Dufour 44 is one of the current range of fast cruiser/racers from the French company which virtually invented the modern production cruiser/racer.

**56 SUPER STYLER HANSE 531**

Super-yacht features and understated style make the German-built Hanse 531 the marvel of the marina.

**LIFESTYLE**
**63 SCRAMBLED, NOT STIRRED**

A top chef shares his delicious scrambled eggs recipe – and it's ideal for onboard cooking.

**64 STAR OF GREECE**

Cruising in South Australia? Here is a port of call not to be missed.

**NEWS • DIARY • NEW GEAR**
**65 NEW PRODUCTS**

New products from the yachting world.

**67 NEWS FROM ALL PORTS**
**71 OFFSHORE RACING CALENDAR**

The major offshore and inshore events. What's happening in the racing world.

# 531

Elegant Performance Cruiser

It's a wonderful world



HANSE Yachts from 31 ft to 53 ft · Designed by Judel/Vrolijk & Co.



A sailing yacht for people who are looking for the extraordinary: The HANSE 531 »Elegant Performance Cruiser«.

It combines modern yacht design with an innovative deck layout, simple operation and the potential for really fast cruising.

New standards are set with the interior decor. Decide for yourself on different variations and combinations of layout and equipment. Choose your preference from a mahogany finish or American cherry.

Your taste defines what makes your HANSE 531 so independent and unmistakable.



More about HANSE 531:  
[www.hanseyachts.com](http://www.hanseyachts.com)  
**Sydney · Windcraft Australia**  
Ph. (02) 9979 1709 · M. 0425 22 33 52  
**Queensland** - Ph. (07) 5478 1899  
**South Australia** - Ph. (08) 8248 5476  
**New Zealand** - Ph. (09) 414 5155  
Tony Newmarch M. 0274 736 096

HANSE 531 - A yacht designed by sailors for sailors

  
The Quality People in Yachting



PHOTO: PETER DUNCAN





A picture is worth a thousand words, it's said. This shot of the Etchells Worlds at Mooloolaba shows how true that is of yacht racing – working as a team to use wind and water to get the best out of a well-tuned machine; getting and staying ahead of the other guys. What was that other cliché? Something about yachting being as exciting as watching grass grow? Clearly it is all a matter of what you can see.



# AT THE HELM

Martin James, Commodore,  
Cruising Yacht Club of Australia

This is my first column as Commodore. I have assumed this role at an interesting time for the Club, with many exciting events and changes set to occur over the next few years. My fellow flag officers and the other Members of the Board are looking forward to the challenges of the year ahead.

We will be assisted by our new CEO, Mark Woolf, and the competent and enthusiastic management team and staff who work with him. Mark will be focusing in the short term on enhancing the services available to CYCA members.

At the end of July, we conducted the Ingles Sydney Gold Coast Yacht Race; the first of what we hope will be many races with our new sponsor, Ingles Group of Queensland. Graeme and Jordana Ingles were enthusiastic supporters of the race, and the beer and pies provided by Ingles Group at the finish were warmly received by competing crews.

For those who did not participate, we hope that you took the opportunity to follow the race in real time on our race website (<http://goldcoast.cyca.com.au>). Our thanks go to those who assisted in making this a successful event.

The fleet was the largest we have seen for some years, with 75 boats making it to the starting line. This bodes well for this year's 60th Anniversary Rolex Sydney Hobart Yacht Race.

At the time of writing, we had more than 30 applicants for entry, including some overseas yachts. We look forward to welcoming those boats in December. Many have not participated before (such as *Aera*, a Ker 55 from the UK), or have not done so for some years (such as *Wild Oats*, a previous winner on handicap). At this stage it certainly appears to be shaping up to be a large and interesting fleet.

I would like to encourage all owners considering racing south to lodge their initial paperwork as soon as practicable. Applications for entry need to be lodged with the CYCA no later than 5 November 2004.

I am keen to see a higher degree of participation by cruising boats and racing boats in common activities. To this end, we are running a Cruising Division in the Rolex Sydney Hobart.

Entry requirements recognise, where we can, the particular characteristics of cruising participants, and the sailing instructions will allow Cruising Division entrants to set their own timetable to reach Hobart – not necessarily non-stop – and use of engines and autopilots will not be prohibited.

Prior to the Rolex Sydney Hobart, the CYCA is conducting the Rolex Trophy regatta comprising three days of racing for one design yachts such as Sydney 38s and Farr 40s (11–13 December), and four days for handicap yachts with racing conducted in divisions for IRC, PHS and cruising boats (16–19 December).

Notices of race are available online on our Rolex race website ([www.rolexsydneyhobart.com](http://www.rolexsydneyhobart.com)). Printed copies may be obtained from the CYCA.

On Friday, 10 December we will be holding the Canon Big Boat Challenge which we expect to be the best yet. December 2004 is shaping up to be an exciting month!

In closing, may I take this opportunity to remind CYCA Members that it is time to renew their membership of Yachting NSW if they regularly race. We can facilitate that renewal.

To all our members and others, enjoy your racing and cruising over the summer months. We hope to see all our members at the Club in the near future, enjoying the many benefits that their membership brings. ■



**New**

**A SERIES**

# Raychart 400 Chartplotter

**NAVIONICS Gold**  
THE LEADER IN ELECTRONIC CHARTS



Handheld



3.5" (88mm)



**A SERIES** Raychart 435i  
6" colour LCD chartplotter  
also available.

### A Series Chartplotters.

Equipped with a superb daylight-viewable 3.5" colour LCD and built-in 12-channel GPS receiver, the new RC400 is a feature-packed portable GPS chartplotter. Colour paper-chart clarity is available at your fingertips courtesy of Navionics Gold cartography. The 128Mb Compact Flash card support allows you to create and store 500 waypoints or 20 routes with up to 50 waypoints and 1000 track points per route. Routes can be also be named (8 characters maximum).

# Raymarine®

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

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

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

Please send me information  
on the A Series Raychart 400.



NAME

ADDRESS

TEL  BOAT SIZE  TYPE

SSA-M 02B23/1971

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

The super maxis are already setting the pace in the countdown to the 60th Rolex Sydney Hobart Yacht Race, writes Peter Campbell

# SUPER MAXIS SET THE PACE

The continued close racing between Australia's *Skandia* and New Zealand's *Zana*, renamed *Konica Minolta*, plus the building of the new *Nicorette* and the now strong likelihood that *Alfa Romeo* will return to Australia for the event, has quickened the tempo in the lead-up to the 60th Rolex Sydney Hobart Yacht Race.

Encouraged by the run of early applications to enter the 628 nautical mile ocean race, the Cruising Yacht Club of Australia has lifted fleet expectations to 120-plus boats lining up on Sydney Harbour for the start at 1300 hours on Boxing Day, 26 December 2004.

When *Offshore Yachting* went to press in early September, the CYCA had already received more than 30 Applications to Enter from all Australian states, New Zealand, Germany, the US and Great Britain. Significantly, more than half of these early entrants have not contested the race within the past couple of years or are newcomers to the ocean classic.

With Neville Crichton now likely to bring his highly successful 90-footer *Alfa Romeo* back to Australia and the building of Ludde Ingvall's new 90-foot *Nicorette* well under way in Sydney, we could see two 98-footers and two 90-footers contesting line honours.

Crichton was committed to racing *Alfa Romeo* in the Maxi World Rolex Cup in Sardinia in September followed by the Rolex Middle Sea Race in the Mediterranean in October. "If we decide to bring her back we will have only a week to get her aboard a ship ... and we will have a lot of costly work to undertake to bring her down to the CYCA's upper limit ... different keel, smaller sails and other changes to slow her down," he told *Offshore Yachting*.

Crichton also confirmed that John McConaghy is building him a new, state-of-the-art, super maxi in which he will contest the 2005 race.

*Skandia* and *Konica Minolta* continued their big boat duel in the Hahn Premium Race Week at Hamilton Island, with Stewart Thwaites and his New Zealand crew ending *Skandia's* 28-race run of line honours wins midway through race week.

However, Grant Wharington with *Skandia* still came out on top, taking line honours in five races and winning the IRC class overall. The Kiwi rival got the gun three times and won one race on corrected time, but both skippers agreed there was little between their yachts in boatspeed.

Since beating *Zana* by 14 minutes in the 2003 Rolex Sydney Hobart Yacht Race, *Skandia* has already undergone changes, including being fitted with a bowsprit and canard keel. Since Hamilton Island, the Kiwi super maxi has returned to Wellington where she was to be fitted with a canting keel, canard and bowsprit.

Among the overseas Applications to Enter already received for this year's Rolex Sydney Hobart are two yachts that should figure strongly for top IRC honours – the latest *Aera*, a Ker 55 owned by London-based Nicholas Lykiardopulo and skippered by Jez Fenstone, and a new Reichel/Pugh designed Marten 49, *Vineta*, being built in Auckland for German yachtsman Felix Scheder-Bieschin.

Lykiardopulo, Fanstone and most of the same crew hope to repeat their success with the previous *Aera* in winning the IRC handicap division (then called Channel Handicap) of the storm-battered 1998 Sydney Hobart Yacht Race.

Designed by Jason Ker and built by Acheson Rossa in 2003, the carbon fibre *Aera* is on the register of the Royal Yacht Squadron but carries a Greek sail number, GRE 55.

The powerful 55-footer has won the 2003 IRC Nationals and the 2003 Cowes Week in the UK, and sailed in the Spanish team at the 2003 Admiral's Cup in which she was the second-highest scoring boat. This year she has competed in Key West Race Week, Antigua Sailing Week and the Newport Bermuda Race.

The 15m LOA *Vineta*, the second Marten 49 to be built (see the Design feature on page 52) is a high-tech carbon fibre construction craft and is expected to be a strong contender for the Tattersall's Cup, the perpetual trophy for Overall Winner under IRC handicaps, the trophy won by another German yacht, *Raptor*, in the 50th Sydney Hobart Yacht Race in 1994 when the winner was decided under the IMS handicap system.

"*Konica Minolta* ended *Skandia's* run of line honours wins midway through Hamilton Island Race Week"



Meanwhile, John David, the new owner of the Reichel/Pugh 60 *Wild Oats*, is expected to nominate the boat for the Rolex Sydney Hobart. Re-named *Wild Joe*, the boat is currently undergoing modifications to its canting keel to qualify for the Hobart Race.

Tasmania's second nomination has come in from young Tamar Yacht Club member Jason Van Zetton with his Adams 13, *Everybody Fitness*. The yacht has been a regular competitor in Bass Strait races, including taking line honours in a Melbourne to Devonport race and earlier this year was first monohull in the Racing Division of the Hydro Tasmania Three Peaks Race.

Royal Geelong Yacht Club is expected to have three entries, with the first nomination for the club coming in from *Sea Eagle I*, a Farr First 47.7 owned by Robert G Hanna from Gisborne, Victoria. Hanna bought the boat, previously called *Savoir Faire* and winner of the Cruising class at Hamilton Island in 2002, specifically to sail in the race.

The Grand Soleil 46.3, *Fui Sailing*, is cruising from Europe to Australia for the race in which she will compete as *Getaway Sailing*, skippered by Chris Townsend with an international crew.

British woman sailor Jakki Moore will head a UK crew in sailing the chartered Sydney 38, *Yandoo*, while another Sydney 38 nominated is *Obsession*, skippered by Martin Johnson and crewed by a team from the UK.

The first US nomination has come from Rick

Montplaisir with a Farr-designed Beneteau First 47.7, one of several of this class expected to compete this year.

Chris Lewin and a crew of students from Trinity College at Melbourne University have lodged an Application to Enter with the Sydney 38, *Another Challenge*.

Meanwhile, veteran Melbourne yachtsman Lou Abrahams, a two times past winner of the Sydney Hobart Yacht Race, has nominated a new Sydney 38 for the 60th Race, to be named *Challenge*.

Other previous winning skippers back again include Ed Psaltis and Bob Thomas with their latest *AFR Midnight Rambler*, a Farr 40 One Design, and Grant Wharington with his Don Jones-designed super maxi *Skandia*.

Fremantle-based commercial fishing skipper Gil Waller has been nominated as skipper of the West Australian entry *Natsumi*, a 16m Roberts-designed cruising boat in the Cruising Division. "We heard there's a party on in Hobart," he said, explaining why the crew had included the race in a cruise taking in Tonga, Fiji, Vanuatu and New Caledonia.

The printed version of the Notice of Race is now available from the Cruising Yacht Club of Australia, with Friday, 5 November the deadline for Applications to Enter. ■

More information is available on the official website: [www.rolexsydneyhobart.com](http://www.rolexsydneyhobart.com)

LAUNCHED LAST YEAR, THE 55-FOOT AERA WAS SECOND HIGHEST SCORING BOAT IN THE 2003 ADMIRAL'S CUP. AERA ALSO WAS THE WINNING BOAT AT COWES WEEK  
PHOTO:  
TIM WRIGHT



## SWITCH TO IRC

Kevan Wolfe looks at the Cruising Yacht Club of Australia's switch to IRC as its sole rated handicap system for ocean racing in 2004–2005

The 2004 Ingles Sydney Gold Coast Race was the first time in a major offshore race, conducted by the CYCA, that the overall winner was not determined by a grand prix handicap system.

With IMS virtually dead in Europe and going the same way in Australia, the CYCA Sailing Committee, headed by Vice Commodore Roger Hickman, chose not to include an IMS division and run the race using only IRC (International Rule Club) and the arbitrary Performance Handicap divisions.

Nor will there be an IMS division in the 60th Rolex Sydney Hobart Yacht Race and the Club's premier season-long series, the Blue Water Pointscore, will be decided on IRC.

This was a brave decision, but given the complexity of the weather conditions competitors face in the 384 nautical mile coastal race to Southport, it turned out to be a popular one.

The race is one of the most tactically demanding events on the east coast racing calendar. Typically, competitors can expect to be becalmed at least once or twice during the race and getting a blow on the nose is always on.

Then there are the decisions to be made as to when to stay close to the beaches to keep out of the south-running current or to sail headland to headland. And then one yacht can be parked off Coffs Harbour and another could get a 30-knotter on the nose at Yamba.

After that, you have to decide how to get around obstacles like Seal Rocks – do you go inside or outside? Do you go inside Cook Island or go the long way around? These are the vagaries of ocean racing in an event such as the Southport (Gold Coast) race and vagaries that the IMS rule was not designed to accommodate.

As Roger Hickman says, the reason IRC is popular is that nearly all yachts can compete under that handicap. "Theoretically an IRC boat can't be stereotyped," he

LINE HONOURS  
WINNER KONICK  
MINOLTA (ZANA)  
DOES A HEADSAIL  
CHANGE SOON  
AFTER THE START  
OF THE INGLES  
SYDNEY GOLD  
COAST RACE  
PHOTO:  
IAN MAINSBIDGE

says, "and this race is a good example. We have boats like *Pendragon*, a Stewart 34, *Quest* and *Ichi Ban* all racing under IRC. Yendys is considered to be a top IMS boat, yet it rates reasonably well under IRC."

#### Chance for all

Given that a racing yacht is a big investment for an owner, whether it be a club racer or an out and out grand prix boat, the IRC rule can give an owner a fun return on his investment. A good example was *Pendragon*, the club racer that was in with a chance of winning the race right up until the last when the wind dropped and the crew ran out of time. In fact, many of the smaller boats were in contention throughout the race.

Hickman cites his own boat, *Wild Oats*, as an example. "It was a good IOR boat, a good IMS boat and now it is a good IRC boat. It can race competitively if we sail well and get lucky," he says.

With a time on time handicap, as IRC is, the majority of the competitors – who sail small to middle-size boats – have a better chance, Hickman says. "The philosophy of the Club was to try and have one handicap system," he adds.

### "With a time on time handicap the majority of competitors have a better chance"

He says that with 75 boats entering the Gold Coast race, it was "a reflection of some of the things we are trying to do for the good of the sport."

The introduction of IRC as the major rule from which the overall winner of this year's Rolex Sydney Hobart Yacht Race and the Tattersalls Cup winner will be chosen may be one way to attract competitors back to the classic ocean race.

"The Rolex Sydney Hobart Yacht Race is the pinnacle of the Club's ocean racing calendar and if we can entice more crews to sail in the Race, it will make it more interesting," says Hickman.

"People would like to think that they had a chance and that they can race against the super maxis and the big-budget yachts, and this is certainly giving them a opportunity."

Hickman pointed out that IRC was not the epitome of ocean racing, but it should be understood that Club racing, like the Southport and Mooloolaba races, are really Club-inspired events.

"For these type of events, I think IRC fits the bill better than any handicap rule available at the moment and it should be the model for any rule we have in the future," he says.



#### Rule's drawbacks

One owner who is affected by the IRC rule is Geoff Ross. His Judel Vrolijk 52 *Yendys* is considered to be one of the best IMS yachts in the world. Although it did well on IRC in the Southport race, it was still disadvantaged by the IRC rule. The boat goes like a sled upwind but is off the pace downwind, and one of the reasons is the smaller spinnakers it carries under the IMS rule.

Ross has a technical background and understands both rules well. He knows what it is like to compete in a club racer. He has done five Hobarts in a Beneteau and says: "I've done the time."

He says that IRC is a very successful club handicap rule, but it was never intended to rate GP yachts and tends to treat GP yachts harshly.

But one advantage of the IRC is that it is very generous to large spinnakers.

An IRC yacht like XLR8, the brand new Reichel Pugh 46 launched just three weeks before the Gold Coast race by the Troon family from Melbourne, can carry 40 per cent bigger spinnakers under the IRC rule.

Ross is now looking at optimising *Yendys* for the Hobart Race. He will carry larger spinnakers, but the biggest problem is what to do with the 1.4 tonnes of ballast under the floor. "We can't just take it out and put the extra weight on the keel – it would break the boat."

One of the dangers of racing major events under IRC is that the bigger budget owners could commission designers to find ways around the rule, as happened with IOR and IMS. Obviously, there is still a need for a rule for those owners who wish to race GP yachts, and this will probably evolve in time like previous rules have.

CYCA Commodore Martin James has worked closely with Commodore Chris Little of the Royal Ocean Racing Club, which administers the rule, and all yachts in this country are measured by RORC-certified measurers. Yachts overseas are self-measured by owners.

In the meantime, IRC looks like it is working very well as a popular handicap system for major club races like the Southport race, which had the largest number of entries – many of them first timers – since the 82 yachts that lined up in 1999. ■

YENDYS IS A FORMER IMS CHAMPION YACHT WHICH IS UNDERGOING CHANGES TO OPTIMISE IT FOR THE IRC RULE  
PHOTO: DANIEL FORSTER/ROLEX



# ONGOING QUEST

Grand prix ocean racer *Quest* just pipped *Pendragon*, a cruiser/racer, for top IRC honours in the Ingles Sydney Gold Coast Race. Lisa Ratcliff and Peter Campbell report

QUEST GETS TOP HONOURS IN THE INGLES SYDNEY GOLD COAST RACE  
PHOTO: IAN MAINSBRIDGE

The now premier IRC handicap system and the vagaries of winter winds along the North Coast of New South Wales combined to see three boats of widely varying design and concept fill the first three places on corrected time in the Ingles Sydney Gold Coast Race in early August.

Bob Steel's grand prix Nelson/Marek 46, *Quest*, added yet another victory to her glorious record in winning IRC Division A and Overall first place from Andrew Cochrane's Stewart 34 cruiser/racer, *Pendragon*, by a mere 35 minutes. *Pendragon* had looked the likely winner of the slow race, but light northerly winds faded after nightfall and *Pendragon's* crew missed their deadline. They had to be content with a second overall and first in Division D.

Third place overall and first in Division B went to Ed Psaltis and Bob Thomas' recently acquired Farr 40 One Design, which maintains the name of their past two boats, *AFR Midnight Rambler*. She corrected out with a time 52 minutes higher than that of *Pendragon*, but grabbed third place overall by a mere six minutes on corrected time from Division C winner, Mick Hinchey and Dennis Hume's *Yeab Baby*, the top placed Sydney 38.

The 75-boat fleet, the biggest since 1999, set sail from Sydney on Saturday, 31 July. The line honours winner, the New Zealand super maxi *Konica Minolta (Zana)* did not cross the finish line until the following Monday evening, 2 August. *Konica Minolta's* elapsed time of 53 hours, 12 minutes, 51 seconds was the second slowest ever for the 384 nautical mile coastal passage race and was almost twice *Brindabella's* race record.

The race started in a drifter in which the leaders took 30 minutes to clear Sydney Heads and the slower boats took more than an hour. The light and flukey winds continued for the first 40 hours until a fresh nor'easter filled in on the Monday afternoon.

## Extraordinary success

Surprisingly, only 13 boats pulled out of the race, but they included the super maxi *Skandia*, with owner/skipper Grant Wharington electing to retire early on the Monday morning to allow him to reach Mooloolaba in time to skipper his Etchells class yacht in the World Championships that began that afternoon off the Sunshine Coast. He and three other crew members of *Skandia* left the big boat and flew in a chartered plane



# Cruising

## Cruising Yacht Club of Australia



### L Eat Catering



Flowers by Pollen



- Spectacular views across one of Sydney's finest marinas.
- L EAT - Sydney's leading Boutique Caterer exclusive to the Cruising Yacht Club of Australia.
  - Event stylist and complete co-ordination.
- Weddings, corporate events, black tie dinners, conferences etc.



**Cruising Yacht Club of Australia**  
New Beach Road, Darling Point NSW 2027  
Telephone 9327 4342 • [functions@cyca.com.au](mailto:functions@cyca.com.au)  
[www.cyca.com.au](http://www.cyca.com.au)

DRIFTER START  
TO THE INGLES  
SYDNEY GOLD  
COAST RACE  
PHOTO:  
IAN MAINSBRIDGE



to Maroochydhore. They arrived just in time for the first race, but Wharington had a luckless regatta. (See Etchells World story this issue on page 42.)

At the time of her retirement, *Skandia* held a handy lead from the New Zealand boat she beat for line honours in the 2003 Rolex Sydney Hobart, *Zana*, now called *Konica Minolta*. This left Stewart Thwaites with a comfortable line honours win with the 98-footer, although he did not cross the finish line off Southport's Main Beach until 6.12pm on the Monday evening. George Snow's record-holder finished second across the line, about four and a half hours later, followed by Sean Langman's *AAPT* about three hours later.

CYCA Member Bob Steel has enjoyed extraordinary success with *Quest*, including being Overall winner of the 2002 Rolex Sydney Hobart Yacht Race, the CYCA's 2002-2003 Blue Water Championship, the Australian IRC Offshore Championship and wins at Hamilton Island Race Week. Last-year, Steel was named CYCA Ocean Racing Yachtsman of the Year and long-time crew member David Ellis the Ocean Racing Crewman of the Year.

Nevertheless, it was a great performance by *Pendragon* whose crew included Olympic gold medallist Tom King, international Mumm 36 sailor Chris Cook and crewman Luke Ratcliff from the 2003 Rolex Sydney Hobart Overall winner, the Beneteau 40.7, *First National Real Estate*. *Pendragon* led for most of the race on progressively calculated corrected time, just missing out on her 10pm Tuesday deadline to beat *Quest* as the northerly breeze softened to 8 knots after sunset.

The PHS Division went to John Cameron with *More Witchcraft*, a Dibley 40 which had a comfortable victory from Geoff Hill's *Strewth* and the Farr 49, *Sting*, skippered by Russel Pieters.

The big fleet included 13 Sydney 38s racing as a One Design Division as well as under IRC handicaps. *Yeah Baby*, which placed third Overall and first in Division C under IRC, won the boat-for-boat contest with the other Sydney 38s by 59 minutes from Martin and Lisa Hill's *Estate Master* and Chris Way's *Easy Tiger*.

Rob Reynolds' *Tara*, which placed 34th overall, was abandoned off the NSW Central Coast on her return delivery to Sydney, the crew taking to a life raft. They were rescued by helicopter. ■

## RESULTS: OVERALL IRC

1. *Quest*, Nelson/Marek 46 (Bob Steel, CYCA) corrected time 3 days 7 hrs 36 min 24 secs
2. *Pendragon*, Stewart 34 (Andrew Cochrane, CYCA) 3:08:11:09
3. *AFR Midnight Rambler*, Farr 40 OD (Ed Psaltis/Bob Thomas, CYCA) 3:09:03:26

### IRC Division A

1. *Quest*, Nelson/Marek 46 (Bob Steel, CYCA) 3:07:36:24
2. *Ragamuffin*, Farr 50 (Syd Fischer, CYCA) 3:10:22:30
3. *Yendys*, Judel/Vroljik 52 (Geoff Ross, CYCA) 3:10:26:50

### IRC Division B

1. *AFR Midnight Rambler*, Farr 40 OD (Ed Psaltis/Bob Thomas, CYCA) 3:09:03:26
2. *About Time*, Cookson 39 (Julian Farren-Price, CYCA) 3:09:22:52
3. *Mean Machine*, Mumm 36 (Chris Rabbidge, MHYC) 3:13:19:27

### IRC Division C

1. *Yeah Baby*, Sydney 38 OD (Mick Hinchey/Dennis Hume, CYCA) 3:09:09:26
2. *Estate Master*, Sydney 38OD (Martin & Lisa Hill, RSYS) 3:10:15:14
3. *Easy Tiger*, Sydney 38 OD (Chris Way, RPAYC) 3:10:17:02

### IRC Division D

1. *Pendragon*, Stewart 34 (Andrew Cochrane, CYCA) 3:08:11:09
2. *Game Set*, Bavaria 38 (Tony Kirby, CYCA) 3:11:04:12
3. *Mr Beaks Ribs*, Beneteau 40.7 (David Beak, CYCA) 3:11:37:55

### PHS Division Overall

1. *More Witchcraft*, Dibley 40 (John Cameron, CYCA) 3:10:23:20
2. *Strewth*, MKL 49 (Geoff Hill, CYCA) 3:12:21:02
3. *Sting*, Farr 49 (Russel Pieters, CYCA) 3:16:19:30

### Sydney 38 OD Division

1. *Yeah Baby* (Mick Hinchey/Dennis Hume, CYCA) elapsed time 3:00:58:59
2. *Estate Master* (Martin & Lisa Hill, RSYS) 3:01:58:10
3. *Easy Tiger* (Chris Way, RPAYC) 3:01:59:47

Line honours: *Konica Minolta*, Super Maxi (Stewart Thwaites, NZL)  
2 days 5 hours 12 min 51 secs



**International.**  
yachtpaint.com

New sails.  
Best crew.  
No mistakes.  
Finished first.  
(Of course, it could have  
been the paint!)

You want speed? VC Offshore is the only antifouling you'll need. It can deliver up to a 10% speed advantage.




It applies in a smooth, even film so you'll never get paint build-up. And it contains low-friction Teflon<sup>®</sup>, to give you the speed you need to win... and win.

Fast to apply – launch the same day you paint.  
And leave the others in your wake.

**Paint to Win**

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

Akzo Nobel Pty Limited, Technical Helpline: Australia-1800 251 431 New Zealand-0800 808 807

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



# 'HAMMO' HEAVEN

Hamilton Island's 21st annual Race Week produced great sailing for a record fleet in wonderful winter weather. Peter Campbell reports

They came from all over Australia, from the US, New Zealand, England, Scotland and Switzerland for the 21st annual Race Week at Hamilton Island, sponsored again by Hahn Premium. Most sailed their own boats, and others chartered, making a record fleet of 187 yachts.

Race Week 2004 attracted an estimated 3,000 yachting visitors, a wonderful reward for the Oatley family, the new owners of this famous island resort in the Whitsunday's, off the north coast of Queensland.

They came to compete in what is Australia's largest offshore racing regatta, aboard boats that ranged from comfortable cruising production yachts and classics through to grand prix IRC racers and super maxis.

The super maxis – the 98-footers *Skandia* and *Konica Minolta* (ex *Zana*) – preparing for their next trans-Tasman duel in the 60th Rolex Sydney Hobart Yacht Race, captured the spotlight with Grant Wharington's *Skandia* taking line honours in five of the eight races and winning the IRC class overall on corrected time. Stewart Thwaites' *Konica Minolta* got the gun in the other three races and won one race on corrected time.

But in the end, the maxi margin was minute, with number crunching showing *Skandia* just 0.344 per cent faster in aggregate times.

Snapping at their transoms – and sometimes showing the super maxis her stern – was Bob Oatley's Reichel Pugh 60-footer, *Wild Oats*, which led the Australian team from the Royal Prince Alfred Yacht Club (RPAYC) to victory in the 2003 Admiral's Cup in England and was the first Australian yacht to have canting keel technology. *Wild Oats* placed fourth overall in the IRC class, beaten by Oatley's fellow Admiral's Cup team skipper Colin O'Neil, skippering his Davidson 59, *Aftershock*.

New boats emerged as potential winners, including David Mason's Beneteau First 44.7, *Prime Time*, from Sydney, which, with Neville Wittey helming and calling tactics, placed second overall to *Skandia*, Queenslander Bob 'Sir Robbo' Robertson's Bavaria Match 42, *Monkey Magic*, and Graeme Troon's radical looking 14.2m Reichel Pugh-designed *XLR8* from Melbourne.

*Skandia* won three races on corrected time, *Prime Time* two races, and *Konica Minolta*, *Another Duchess* and *Monkey Magic* one race each.

Each of the seven classes – IRC, Sydney 38 One Design, Performance Handicap, IRC Cruising, Premier



Cruising and the huge Cruising class (almost half the total fleet) – enjoyed intense competition on the water. And almost every one of the 3,000 sailors and supporters had to admit that they had a wonderful time afloat and ashore. Everyone was a winner.

Prominent Sydney yachtsman, Max Prentice, who chartered CCCC's *Apples*, a local Bavaria 47 cruiser, and won the Cruising class, said:

"We've raced PHS with windward/leeward [courses] here before, but the Cruising division races are just so pleasurable. They are idyllic and the scenery is wonderful; every day we saw whales, turtles and porpoises."

On the eve of Race Week, the major players in the Big Boat Division decided they wanted more competition and approached the race committee to move from the Big Boat class to the IRC class, bringing the combined fleet up to 26 boats.

"We came here to race and we want to race the best," said *Skandia* skipper, Grant Wharington. *Aftershock*, *Another Duchess*, *Wild Oats*, *Ichi Ban* and *Skandia* were among the first boats to signal the move and eventually all agreed.

The end result was a star-studded line-up of some of the best grand prix IRC racing yachts in the world, headed by the super maxi 98-footers *Skandia* and *Konica*



*Minolta*, Bob Oatley's Admiral's Cup champion yacht *Wild Oats*, and *Another Duchess*, helmed by his son Sandy.

Their competition from the original IRC division included the Beneteau First 44.7, *Prime Time*, skippered by David Mason, Tony Kirby's Bavaria 38 Match, *Game Set*, 2004 Ingles Sydney Gold Coast Race winner and former Hamilton Island champion *Quest* (Bob Steel) and the Reichel Pugh 14.2, *XLR8*, skippered by Graeme Troon.

#### DAY ONE: Saturday 21 August

Race Week began with the entire fleet taking part in the traditional 23 nautical mile South Molle/Daydream Island Race. It was a sparkling sunny day with a light breeze of eight to 10 knots. *Skandia* and *Konica Minolta* swapped the lead several times before *Skandia* pulled away to get the gun by a convincing 3 minutes 36 seconds from *Konica Minolta*. *Skandia* also had sufficient margin on the rest of the fleet to win the IRC division on corrected time from *Wild Oats* and the newly launched *XLR8*.

The nine-boat Sydney 38 One Design class produced some close racing before *Cydon*, skippered by CYCA member Leon Christianakis, pulled away to win from 77-year-old veteran ocean racer, Lou Abrahams,

skippering *Another Challenge*, with third place going to *Team Lexus* (James Mayo).

Performance Handicap went to the New Zealand yacht *Second Life*, a Senior 12, skippered by Alan Pepper, second place going to the Lake Macquarie boat, *Wallop*, a BH41 skippered by Peter Hewson. Sydney yachtsman Geoff Hill took third place with his Lyons 49, *Streuth*.

Steve and Mary Chiodo scored a first-up win in the Premier Cruising Division with their newly launched Sydney CR47, *Gomez*, the first of the new range of cruiser/racers from Sydney Yachts. Bob Southerton's Beneteau 47.7, *Bullrush*, placed second, Ross Wilson's *Eagle Rock*, another 47.7, placed third.

In the IRC Cruising class, Jim Bacon's brand-new Sydney 39 CR, *Hussy*, continued its success from the Hog's Breath Regatta with a win in the opening race. *Afternoon*, Greg MacMahon's new Beneteau First 44.7 placed second, with Geoff Pearson's *Nautica Footwear*, a Northshore 369, taking third place.

The new Classic Yacht class attracted six boats, with the

THE SCHOONER ASTOR TOOK THIRD PLACE IN THE NEW CLASSIC YACHT DIVISION  
PHOTOS: ANDREA FRANCOLINI



SKANDIA LEAPS PAST A MARK

opening race going to Bill Webb's *Sundowner*, a 34-year-old Van de Stadt from the Gold Coast. The 1968 overall handicap winner of the Sydney Hobart Race, *Koomooloo*, with its beautifully restored hull, took second place for current owners Don and Marg Freebairn from Brisbane.

Third place went to another splendid yacht, *Astor*, the 81-year-old Fife-designed 86ft schooner that took line honours in the 1961, 1963 and 1964 Sydney Hobart Yacht Races. Owner, Californian Richard Straman has cruised in Australian waters for the past two years.

In the huge Cruising class, first place went to Alan Kendall's *Talon*, a Beneteau 42.7 from Sydney, with Nick Brujn's *O.D.*, a Farr 1020 from Brisbane, second and *Serenity III*, Dennis Spinley's S&S 52 from Melbourne, third.

#### DAY TWO: Sunday 22 August

The Coral Sea Race is the longest event at Race Week with the IRC, Performance Handicap and Sydney 38s sailing an 85 nautical mile course rounding a series of islands, with the other classes sailing shorter courses. Conditions were generally light and saw the lead swap several times before *Skandia* finally got the gun.

"With just two races left to sail, the pointscores were still wide open in each of the classes and the day's results left the top placings undecided"

However, on corrected times, *Skandia* was back in 10th place, the winner of the IRC class being *Prime Time*. Admiral's Cup winning team skipper Colin O'Neil took second place with his Davidson 59, *Aftershook*, Tony Kirby third with the Bavaria Match 38, *Game Set*.

Once again, *Cydon* led the Sydney 38 OD class from *Another Challenge* and *Asylum* in a closely contested race.

The Performance Handicap class saw another victory for *Second Life*, winning from Mal Richardson's *Sayer 34*, *Ice*, from Port Douglas, third place going to *Wallop*.

The IRC Cruising class saw *Afternoon* move up to first place, with Col Crawford's BH 41, *Pamela C*, taking second, *Nautica Footwear* third.

*Eagle Rock* won the Premier Cruising class, second went to Ray Harris' *Honeysuckle*, another 47.7, and third to Laurence Freedman's *Expresso Forte*, a 17m Farr/Freedman.

The second race for the Cruising class produced a new set of placegetters. First place went to *Super Mac*, Russell McLaughlin's S80 from Townsville, second to *Bimini 2*, John Hennessy's S111, from Lake Macquarie, third to *Serein*, John Collett's Radford 11.4 from Adelaide.

Second race for the Classic Yachts was the 20 nautical mile Long Island Race, which saw Mark Chew's *Fair Winds* win from Mark Long's *Misha*, the French-designed cutter which, at one stage in its career won Antipodes Week. Third place went to *Astor*.

#### DAY THREE: Tuesday 24 August

After two long island races and a lay day, the IRC and Sydney 38 classes sailed in two hard-fought windward/leeward races in open waters to the south-east of Hamilton Island. The duel for line honours was full-on between *Skandia* and *Konica Minolta*, with *Skandia* scoring a narrow win in the morning race. An enthralling tactical contest in an eight to 12 knot seabreeze in the afternoon race resulted in a win for the Kiwi super maxi, ending *Skandia's* run of 28 line honour wins. The morning race margin was 29 seconds, and 33 seconds in the afternoon.

In the morning race, *Prime Time* notched up its second handicap win, with Bob Oatley's *Wild Oats* second and *Skandia* third. In the afternoon race, just 11 seconds separated the two near-identical Davidson 59s, *Another Duchess*, skippered by Sandy Oatley with Michael Cox on the helm, and *Aftershook* (Colin O'Neil). Graham Troon's *XLR8* placed third.

In the Sydney 38s, both races went to *Cydon*. In the morning race, *Another Challenge* placed second, *Asylum* third. In the afternoon race, *Asylum* was only 12 seconds astern, with *Another Challenge* taking third place.

The Performance Handicap class also sailed two short races, with *Zutem*, Stephen Hunter's Hick 30 from Melbourne taking out the morning race from *Ice* and *Sabian*, Alan and Bev Glover's Davidson 38 from Tauranga, New Zealand. In the afternoon, *Wallop* won its first race of the regatta, with *Second Life* second and *Harbour Lights*, Chris Townsend's Northshore 370 from Bowen, taking third place.

For the other classes, there was one 20 nautical mile race. In the IRC Cruising class, victory went to *White Satin*, William and Nevine Neill's X43, with Race Week their introduction to yacht racing. *Afternoon* notched up another second place, with Col Crawford's Sydney 36 Sports from the RPAYC placing third. The Premier Cruising class saw another win for *Gomez*, with *Expresso Forte* notching up second place, third going to Stephen Girdis from Sydney with the Jeanneau SF 52, *Free Spirit*.

The Cruising Class saw only 44 seconds separate the first three boats on corrected time, with Brisbane sailor Roger Hart scoring a win with his Adams 11.9, *Grizzly Adams*, to celebrate the 10th anniversary of a Race Week win. The beautiful Oyster 58, *In the Mood*, placed second for owner Tim Casey, third place going to Max Prentice from Sydney with *CCCC's Apples*, a chartered Bavaria 47.

In the Classic Yachts class, *Sundowner* scored its second win of Race Week, with the beautiful duo, *Astor* and *Koomooloo*, second and third.

#### DAY FOUR: Wednesday 25 August

A tropical rainstorm sucked away the wind, reducing day four to just one race for the IRC, Sydney 38 and Performance Handicap classes. The other classes managed to complete their 20 nautical mile islands race.

*Skandia* not only led the IRC fleet all the way, but also managed to win her second race of the series on corrected time, with *Prime Time* second and Bob

# INGLES

on the move

## Award Winning House & Land from \$395,000

One of the most successful property development companies on the Gold Coast, the Ingles Group have completed a number of large scale developments on the East Coast, offering land, and House and Land packages. Sponsors of the 2004 Sydney to Gold Coast Yacht Race, their success is attributed to the emphasis placed on perfectly selected locations and innovative design. In fact, their collection of over 60 home designs has recently won a number of industry awards, including a 2004 QMBA award for the 'Catalina' in the Small Lot Housing under \$250,000 category.



# INGLES

For more information

please visit our website [www.inglesgroup.com.au](http://www.inglesgroup.com.au)  
or the Ingles Property Centre Shop 2, 3170 Surfers  
Paradise Blvd Gold Coast, Qld 07 5531 6889  
Sales Display 07 5574 4888



**QMBA**  
Queensland  
Master Builders Association

2004 – Two Awards  
2003 – One Award  
2002 – One Award

**HIA**  
Housing Industry Association  
Qld.

2003 – Five Awards  
2002 – Three Awards



THE HUGE CRUISING CLASS UNDER SPINNAKER DURING THE HAHN PREMIUM RACE WEEK AT HAMILTON ISLAND  
PHOTO: ANDREA FRANCOLINI

Steel's Nelson/Marek 46, *Quest*, taking third place. *Quest* is a former Hamilton Island Big Boat champion and on her way north won the Ingles Sydney Gold Coast Race.

Hamilton Island CEO Wayne Kirkpatrick sailed an outstanding race in the Sydney 38s, clinching victory by just two seconds from *Altirus Easy Tiger* (Geoff Masters) which swept to the line under shy spinnaker to beat *Another Challenge*, *Cydon* and *Team Lexus* in a blanket downwind finish. Only 20 seconds separated the first five boats.

The Performance Handicap class managed two races, with only 11 seconds separating *Silent Night*, George Challoner's veteran Lexcen 15m from Sydney, and *Strewth* in the morning race. *Second Life* from New Zealand, winner of races one and two, placed third.

In the afternoon race, the Port Douglas yacht *Ice*, improved on an early second and third to win from Kiwi entrant, *Sabian* (Alan and Bev Glover) and *Dehler Magic*, Greg Tobin's Dehler 39 from Mackay.

*White Satin* scored its second victory of Race Week in the IRC Cruising class, with *Afternoon* placing second, its third placing in four races. *Whisper*, Greg MacMahon's Dufour 44 from Lake Macquarie, placed third.

*Eagle Rock* continued its consistent scoring in the Premier Cruising Division to notch up a 3-1-5-1 score. *Gomez*, winner of the first and third races, came in second. *Bullrush* maintained its position with a third.

*In the Mood* improved on its race three second to win race four of the Cruising Yacht class with two newcomers to the podium, both Jeanneau SO40's, filling the placings. *Avanti*, skippered by Philip Cornie from Melbourne, took second place, third went to Perth yachtsman John Flower skippering *Silhouette*.

*Astor* won her first race since retiring from racing 40 years ago when she clinched first place in the Classic Yachts class from *Sundowner* and *Misha*.

#### DAY FIVE: Thursday 26 August

Three hundred craft – racing and cruising yachts, motor

cruisers, kayaks and float planes – arrived at the magnificent 11km long stretch of white sand on the eastern side of Whitsunday Island for the famous Whitehaven Beach party. The IRC, Sydney 38 and Performance Handicap classes raced to the island, the rest of the fleet and the extraneous craft cruised (and flew) from Hamilton Island for an afternoon of swimming, eating and drinking.

The racers encountered a 20 knot south-easterly and a short steep sea. The race took the boats over a triangular course before sailing through a narrow pass to finish off at Whitehaven Beach.

Grant Wharington and his *Skandia* crew bounced back to take a line honours/handicap double in the IRC class, scoring an 18 second corrected time win from *Aftershock* and *Wild Oats*. The race produced some close off-the-wind finishes, including the spectacular one second difference between the New Zealand sloop *Hydroflow* (Ronald Britain) and CYCA Commodore Martin James's *Infinity III*, which saw a dramatic gybe by the Sydney boat right on the line.

Another Kiwi boat, *Second Life*, scored its third win of the week in the Performance Handicap class, beating race three winner *Zutem* and *Dehler Magic*.

The Sydney 38s produced some spectacularly close leeward mark rounding in the fresh breeze and steep seas, with first place going to *Calibre*, skippered by Geoff Bonus, second to series leader *Cydon* and third to *Another Challenge*.

#### DAY SIX: Friday 17 August

With just two races left to sail, the pointscores were still wide open in each of the classes and the day's results left the top placings undecided.

The IRC and Performance Handicap yachts sailed the 30 nautical mile Baynham Island Race, the Sydney 38s two wind/leeward races while the Cruising classes also sailed an islands' course.

New Zealand super maxi *Konica Minolta* won the Baynham Island Race, rounding Baynham and Pentecost



Islands, by a commanding 5 minutes 35 seconds, inflicting her second win of the week over *Skandia*.

The Kiwi boat gained a significant advantage on the long beat to windward to Baynham Island, picking up stronger pressure offshore under rain clouds to round the island more than three minutes ahead of *Skandia*, which had sailed closer to the islands and failed to lay the Baynham Island on its final tack.

*Konica Minolta* and her crew capitalised on that break to double the lead on the long spinnaker downwind gybing leg to the leeward mark and on the second beat to windward to round Pentecost Island.

Despite the super maxis' big margin they could not hold out the smaller boats, with prominent Queensland yachtsman Bob 'Sir Robbo' Robertson winning his first race with his newly launched Bavaria Match 42, *Monkey Magic*, with second place going to *Prime Time*, third to the Bavaria Match 38, *Game Set*, skippered by Tony Kirby.

The Performance Handicap class sailed a similar islands course, with the New Zealand boat *Second Life* scoring its third win, beating *Zutem* and *Debler Magic* again.

The Sydney 38s sailed two short windward/leeward courses, each producing a different winner in exceptionally close contests. *Altiris Easy Tiger*, skippered by Geoff Masters, scored its first win of the series in the morning race, beating *Another Challenge* by three seconds with *Cydon* third. In the afternoon *Another Challenge* got up ahead of *Alex* (Jock MacAdie) and *Calibre*.

The cruising divisions had a wonderful sail in sunshine and steady breeze. In the Premier Cruising class, the Swiss yachtsman Thomas Streit took the honours with his 20m Judel/Vrolijk cruiser, *Rubino*. *Eagle Rock* placed second, *Laizex Faire* third. In the IRC Cruising class, *Afternoon* scored its second win of the week, finishing narrowly ahead of race three winner *White Satin* and *Pamela C*.

The Cruising class produced yet another winner, *Marisa*, Reaburn Reynolds' Morgan 780 from the Gold Coast, second place to *Outsider*, a Farr 11.6 skippered by Darwin yachtsman Bo Wharton, third to *O.D.*, its second placing of the regatta. *Koomooloo* took out the Classic Yacht class from *Sundowner* and *Astor*.

#### DAY SEVEN: Saturday 28 August

Race Week ended with the traditional Lindeman Island race and a night of great festivities ashore.

In the IRC class, *Konica Minolta* took line honours for the third time and scored her first win on corrected time with a comfortable margin from *Skandia* on both line and handicap, with *Wild Oats* third. *Skandia's* second place on handicap was sufficient to give her the IRC class trophy by four points from *Prime Set*, with the consistent *Aftersbuck* third, followed by *Wild Oats*, *Quest* and *Another Duchess*.

Lou Abrahams showed his race experience in sailing *Another Challenge* to victory in the final race for the Sydney 38 class, beating *Cydon* and *Calibre*.

However, *Cydon's* third place was sufficient to give it the series by four points from *Another Challenge* and



*Calibre*, which beat *Asylum* for third place on a countback.

A third place clinched a comfortable victory for the New Zealand yacht *Second Life* in the Performance Handicap class, with the consistent *Ice* and *Wallop* filling second and third overall.

A margin of only 11 seconds decided the overall winner of the Premier Cruising class. *Gomez* won her third race of the regatta in beating *Eagle Rock* by that margin and that gave the brand new Sydney CR47 a one point overall margin. *Expresso Forte* finished third overall.

Beneteau notched up a win in the IRC Cruising class when the new 44.7 *Afternoon* scored its third win to finish three points clear of *White Satin*, with *Pamela C* taking third overall. In fact, the overall order was the same as the finishing order in the last race.

Max Prentice clinched victory in the Cruising class when he steered the chartered Bavaria 47, *CCCC's Apples*, to a fourth place in the race won by Greg Maguire in the Hamilton Island-based Jeanneau 54DS, *Rex*, a suitable reward for his 15th year's participation in Race Week. Two other Jeanneau's, *Jamata* (Michael Milne) placed second, *Le Bateau* (Robert Maidment) third.

*CCCC's Apples* sailed a consistent series in the huge Cruising class fleet, with placings of 5-12-3-11-7-4 to win by six points from *Serion*, John Collett's Radford 11.4 from Adelaide, third overall going to another Adams 11.9, *Grizzly Adams*, fourth to *O.D.*, fifth to *La Bateau*.

Setting full sail in the moderate breeze, the beautiful *Astor* won the final race for the Classic Yacht class to finish equal on points with *Sundowner*, but the first prize went to *Sundowner* on a countback, third overall going to *Fair Winds*.

It was a wonderful finale to the 2004 Hahn Premium Race Week, marking 21 years of racing at Hamilton Island and setting the scene for many more years of enjoyable winter sailing along the tropical east coast of Australia to come. ■

THE KIWI CREW  
LINE THE WEATHER  
RAIN OF KONICA  
MINOLTA (ZANA)  
PHOTO:  
ANDREA  
FRANCOLINI

# A HOG LOT OF FUN



Hundreds of yachties from around Australia went completely 'troppo', embracing the famously fun Hog's Breath Race Week at Airlie Beach, as Ian Grant uncovers

BEAUTIFULLY RESTORED KOOMOLOOQ, A FORMER SYDNEY HOBART HANDICAP WINNER, COMPETING IN THE HOG'S BREATH RACE WEEK AT AIRLIE BEACH. SHE ALSO COMPETED AT HAMILTON ISLAND PHOTO: ANDREA FRANCOLINI

'Going troppo' in the winter month of August became a health kick for a record number of sailors, who contested this year's 15th International Hog's Breath Race Week hosted by the Whitsunday Sailing Club.

Originally launched as a cruising race week by event founder Don Algie, the event has become a full-blown international offshore regatta growing in stature every year.

The move to a professional race management team, under regatta director Andrew Palfrey, has seen a significant gain for the regatta, which is also the warm-up for the Hahn Premium Race Week at Hamilton Island.

### The fun factor

However, Hog's Breath Race Week stands alone as the friendly warm-water party regatta, now internationally identified as Australia's Tropical Shirt sailing event.

Andrew Palfrey has now set the foundation for Airlie Beach to become a true 'Regatta City' by making the event an open invitation for serious and not so serious yacht racing crews to come and enjoy a unique opportunity to actually enjoy sailing in the official winter season.

The regatta caters for all classes from the grand prix IRC ocean racers to the very relaxed cruising crews, where one of the rules is to leave the bagged spinnaker below deck. Sure, it has taken 15 years for Hog's Breath Race Week to build a record 107-strong fleet, but no doubt that will be challenged when the nominations are accepted for 2005. All of this positive planning has been built from a high degree of 'fun factor' onshore and topped up with great racing offshore.

Unfortunately, while the sun shone and the crews enjoyed the opportunity to escape the chill factor the,

“Hog’s Breath Race Week stands alone  
as the friendly warm-water party regatta,  
now internationally identified as Australia’s  
Tropical Shirt sailing event”



AFTERSHOCK, COLIN O'NEIL'S  
DAVIDSON 59 PROVED THE  
FASTEST YACHT AT THE 2004  
HOG'S BREATH RACE WEEK  
WHICH SAILED OUT OF  
AIRLIE BEACH  
PHOTO: ANDREA FRANCOLINI



SYDNEY 38S RUNNING  
DOWNWIND DURING THE  
HOG'S BREATH RACE WEEK  
AT AIRLIE BEACH  
PHOTO:  
ANDREA FRANCOLINI

normally reliable winter season trade winds were in hibernation. In fact, the cycle of winter westerly winds were not only unpredictable – they were also unstable.

However, Hog's Breath Race Week 2004 will still be remembered as a great way to cast off the mooring lines and go yacht racing in an environment that puts a spring into the sole of the deck shoes.

#### Stand-out stars

There were several star performers in the regatta, and all proved their consistency in a varied range of sailing breezes, which presented some interesting tactical challenges.

The pre-regatta benchmark for the IRC class championship was set by Matt Allen's Australian champion, the Farr 52, *Ichi Ban*, and Tony Kirby's Bavaria Match 38, *Game Set*.

Both crews had the runs on the board and were nominated as the combinations to beat. But the betting board changed dramatically when the new generation *Aftershock*, skippered by Admiral's Cup winning team skipper Colin O'Neil, powered to a line and corrected time win in the opening 28 nautical mile Double Cone/Armit Island race. *Aftershock*, racing for the first time since undergoing a Riechel/Pugh keel upgrade, which included a trim tab, sent shockwaves through the IRC class crews preparing to race at Hamilton Island.

O'Neil and his principal crew members, helmsman Stephen McConaghy, navigator Adrienne Cahalan and

mainsheet trimmer Richie Allanson continued to develop unmatched speed as the series progressed.

*Aftershock* went on to take the line honours title with a perfect eight bullets, also winning the IRC handicap pointscore with a race to spare, 10 points head of *Ichi Ban*, with another point to *Game Set*.

Leon Christianakis and his consistently well-sailed *Cydon* ended the four-year winning reign for the popular 77-year-old Lou Abrahams and his *Another Challenge* crew, when they dominated the Pan Pacific Sydney 38 class championship.

Racing with the talented Wilmot brothers – Jamie and Robbie – *Cydon* took a firm grip on the trophy when it clearly won the first three races. In fact, *Cydon* was in a class of its own winning the 10-race championship by 11 points from *Another Challenge* and the Wayne Kirkpatrick skippered Hamilton Island sloop, *Asylum*.

Another outstanding performance was the regatta debut of John Bacon's new Sydney 39er *Hussy*, which won the Premier Cruising division with a perfect score from the Garry Anderson-skippered Victorian yacht *Esprit* and the David Todner-helmed *Berani VII* from Sydney.

*Stealthy* stole the show in the Australian championship, which showcased some of the nation's most exciting sports boats.

The Allan Carwardine-designed and built sprint machine, skippered by Ben Carwardine, won all race line honours and scored a runaway class win from *Max Power* (Paul Heyes, Victoria) and *Road Warriors* (Steve Battley, WA).

Former *Hammer of Queensland* helmsman Neil Sherring skippered his Blazer 23, *Urgent*, to a final heat win to claim the Australian Trailable championship by 0.5 over *Threads* (Ron Turner, NSW) and Graham Sherring in the Gold Coast Blazer 23, *Roulette*.

The Boss Hog trophy presented by Don Algie as a special award for the crew who commits to the true spirit of Hog's Breath Race Week by "having fun as they race in their tropical shirts" was won by Craig Piccinelli and his Whitsunday Sailing Club crew in the Young 9, *Wobbly Boot*. ■



## KINGURRA

– 43 FEET MASTHEAD SLOOP

Classic wooden yacht designed by Peter Joubert. Built by Bill Barnett, 1972. Current survey, registered as an Australian ship. New engine (260 hours). Fully equipped.

Record includes 14 Sydney Hobart Yacht Races, one Hobart-Auckland (1974). Cruised to Bay of Islands, NZ (1991) and many times round Tasmania.

Price: \$280,000.

Contact Peter Joubert by fax: (03) 8344 7611

*THIS WILL PUT  
WIND  
IN YOUR SAILS.*



*Proud Sponsors of the  
Cruising Yacht Club of Australia's  
Twilight Summer Series.*



**St. Arnou**

MIRACLES DO HAPPEN





# ORIENTAL SOJOURN

Two weeks' seclusion in a tropical paradise and racing the Phuket to Langkawi Yacht Rally should provide that ideal holiday combination, reports Trevor Joyce

The lush tropical islands of the Andaman Sea, between Phuket and Langkawi in Thailand, have recently come onto the Australian sailing holidaymakers radar, with the opening of a new Sunsail yacht charter base at the Royal Langkawi Yacht Club.

The existing Phuket-based fleet has also been enhanced with the arrival of 18 new yachts with the prospect of more to come. The breaking news is that one-way

charters between the two islands is now possible as a result of changes to Thai regulations, which means charterers can get two destinations for the price of one.

The best time to sail the Andaman Sea is during the Australian summer, or the Thai dry season, between October and April. During this time, gentle winds come from the north-east and the air and water temperatures hover around the 30-degree mark.

THE TROPICAL ISLANDS OF THE ANDAMAN SEA, IN THAILAND ARE SPECTACULAR (LEFT) WITH THE BEACH SAND WHITE LIKE TALCUM POWDER (ABOVE)  
PHOTOS:  
TREVOR JOYCE



THE RALLY WILL STOP AT SECLUDED ANCHORAGES WITH THAI RESTAURANTS PERCHED ON THE EDGE OF THE SAND

So, the scene is set for the inaugural Phuket to Langkawi Yacht Rally, an all-charter event, to be sailed from 13–17 February, 2005.

There will be three short races during the first five days of the rally. Using the alternate race-day/lay-day format, successfully employed by Mariner Boating Holidays for similar events in other exotic destinations, the rally will start in Phuket and sail initially in a north-easterly direction into the Gulf of Phang Na.

Here, the typical limestone formations will make for the most extraordinary mark roundings you will ever encounter in a yacht race. Most famous of these natural wonders is the one seen in the James Bond movie, *The Man With the Golden Gun* – the island of Koh Ping Khan.

Next comes spectacular Krabi on the mainland, famous for its sheer cliff faces that were surely designed for rock climbing. Then there's the Phi Phi Islands, which burst at the seams these days after having been billed by US Condé Nast *Traveler* magazine as the world's number-one holiday island.

Following Phi Phi, four lay days allow for leisurely exploration of these simply wonderful islands as the rally sails down to Koh Tarutao. Small deserted anchorages with restaurants located on the edge of the blinding white talcum-powder-like sandy beaches are typical throughout this area.

Then there is the hong on Koh Muk, a tiny beach completely encircled by towering cliffs and entered, by dinghy, through a barely navigable tunnel in the cliff face.

Total darkness and a low howling sound caused by the movement of the sea through the chimneys in the limestone probably mean leaving the children on board.

The area boasts some of the world's best scuba diving and snorkelling and scuba gear can be rented from licensed operators. Onshore, palm trees abound. The 12 million-year-old tropical rainforests on Koh Tarutao feature the most incredible range of plant and animal life you will ever see. The largest of the 51 islands in this marine national park, Koh Tarutao has many walking trails that lead to waterfalls, caves, lookouts and isolated beaches.

There will be ample opportunities throughout the rally to sample Thai and Malay cuisine. Prices are unbelievable. A three-course meal there costs as little as an entrée in an Australian Thai or Malaysian restaurant. In fact, the exchange rate makes the whole experience in Thailand and Malaysia an inexpensive adventure.

Once again, there will be three short races during the last five days of the rally. The terminus for one of them, the race from Koh Lipe in the Butang group to Datai Bay on Langkawi, will be the luxurious Andaman Hotel, which hides at the water's edge of another ancient rainforest. The anchorage is to die for and the setting for the beach barbecue will take your breath away. The only other intrusion on this bay is a championship golf course, which is a shame I guess, but at least it's green.

The last race will start from the Hole in the Wall which, as its name suggests, is a spectacular anchorage



situated on the north-eastern corner of the island of Langkawi. This race will take the fleet around the island to the Sunsail charter base at the Royal Langkawi Yacht Club on the mid-south coast.

The final night's celebrations will be held in the gardens of the Sheraton Hotel, which is in easy walking distance from the marina.

Facilities along the way are limited, and recently learned water-saving practices, now the norm in Australian capital cities, will come to the fore during the rally.

The rally will be accompanied by a mother ship that will be on call to replenish supplies and to assist in general with information, technical support and, of course, to perform the race committee function.

Bookings for the Phuket to Langkawi Yacht Rally, an all-charter event, will soon be available from Mariner Boating Holidays in Sydney.

For further information phone (02) 9966 1244 or visit the website [www.marinerboating.com.au](http://www.marinerboating.com.au)

THE ANCIENT TROPICAL RAINFORESTS  
FEATURE AN INCREDIBLY DIVERSE RANGE  
OF PLANT AND ANIMAL LIFE



## There's more than 7000 reasons to discover the world of Plastimo.



**RFD**

The quality range of over 7000 Plastimo products is now available through RFD Australia.  
For details on your nearest RFD outlet call RFD 1800 646 086 or visit our website [www.rfdaust.com.au](http://www.rfdaust.com.au)

**PLASTIMO**

# A CLEAN SWEEP



ED PSALTIS; HE AND ROB THOMAS NOTCHED UP A FIRST WIN FOR THEIR LATEST *AFR MIDNIGHT RAMBLER*

Eight boats raced the stunning 530 nautical mile course of the second annual Southport to Mackay Blue Water Yacht Race, as Georgie Brown reports

Ed Psaltis and Rob Thomas, who won the storm-wrecked 1998 Sydney Hobart Yacht Race, have notched up their first win with their latest boat named *AFR Midnight Rambler*, taking out both handicap divisions of the second annual Southport Mackay Blue Water Yacht Race.

Conducted by Mackay Yacht Club, in association with the Cruising Yacht Club of Australia and Southport Yacht Club, the event provided a race northwards for yachts competing in the big regattas in the Whitsundays. At 530 nautical miles, this beautiful passage event is the longest race on the east Australian coast.

The course took the small fleet up the Capricorn Coast past Lady Musgrave and the Keppel Islands, the Percy Islands and Prudhoe Island in the lower Whitsundays to Mackay.

Unlike their two previous boats, a Hick 35 (the 1998 winner) and a Northshore 369, which were designed specifically for long ocean racing, their latest boat is a Farr 40 One Design, a class that primarily races inshore or in a short offshore course events.

After contesting the Hahn Premium Race Week at Hamilton Island, they planned to 'beef up' the Farr 40 for the 60th Rolex Sydney Hobart Yacht Race, an event the CYCA members know will be a tough test in the rugged waters of the Tasman Sea.

The Southport Mackay Race was a pleasant sail north in light to moderate breezes, with *AFR Midnight Rambler* winning both the IRC and PHRF divisions. In

IRC she beat *Ichi Ban*, Matt Allen's Farr 52 from the CYCA, and *Double-O-Seven*, an NSX38 skippered by Airlie Beach resident Warren Smith, sailing for the Whitsunday Sailing Club, which was the last boat to finish.

In the PHRF division, the placegetters were *Double-O-Seven* and *Ichi Ban*. Line honours went to the Volvo 60, *Andrew Short Marine*, skippered by Andrew Short, after a close duel all the way north with another Volvo 60, *Seriously Ten* (Woodruff/Robinson).

Race Committee Chairman Dale Robinson says that all skippers had indicated they would compete in the long race up the Queensland coast next year. "As the race grows, more sailors are appreciating the challenge and diversity of the course with its islands and varying winds," he says. "They are also discovering the huge facilities of our recently developed marina at Mackay." ■

## FINAL RESULTS

### IRC Division:

1. *AFR Midnight Rambler*, Farr 40 OD (Ed Psaltis/Bob Thomas, CYCA) corrected time 3 days 14 hours 22 min 03 sec
2. *Ichi Ban*, Farr 52 (Matt Allen, CYCA) 3 19:13:44
3. *Double-O-Seven*, NSX38 (Warren Smith, Whitsunday SC) 4 01:08:02

### PHRF Division:

1. *AFR Midnight Rambler*, 3 19:13:23
2. *Double-O-Seven*, 3 21:04:31
3. *Ichi Ban*, 4 00:15:51

### Line Honours:

*Andrew Short Marine*, Volvo 60 (Andrew Short, CYCA) 2 days 20 hours 7 min 38 sec

# Wauquiez

A WORLD OF DIFFERENCES



C45s ◀  
C40s

## The New Centurion 45s:

"A beautiful yacht!" All true sailors know what this expression really means: timeless elegance, remarkable performance and exceptional quality of the construction and yachts finish. To discerning yachtsmen, a Wauquiez Centurion belongs to this exclusive club. The brand new Centurion 45s enhances the incomparable personality of this cruiser-racer, built for those who take the fun of sailing...seriously.

### For the Discerning Yachtsman.



BENETEAU – VICSAIL d'Albora Marinas  
New Beach Road Rushcutters Bay NSW 2027  
Tel: 02 9327 2088 Email: info@vicsail.com  
www.vicsail.com



Centurion 40



Centurion 45

# A RETROSPECTIVE: THE SYDNEY HOBART RACES FOURTH DECADE, 1974-1984



Historian and author David Colfelt continues tracing the Sydney Hobart Yacht Race history, unfurling a decade marred by controversy and drama, yet spectacular and ever-increasing fleets



The fourth decade of the Sydney to Hobart Yacht Race was possibly the most eventful in the history of the race. More or less from the outset of the decade the International Offshore Rule (IOR) seemed to lose its grip on yacht design, and its mission of fostering wholesome, seaworthy craft was slipped as new materials and designers' ingenuity kept one step ahead of the game.

It all started in New Zealand, where a bright, young designer, Bruce Farr, was churning out some pretty radical new lightweight designs that bore some resemblance to big dinghies.

The evolution of these designs in New Zealand was given further impetus by a crop of other young designers, who had come out of small centreboard craft and who wanted to carry some of the concepts of these boats through to ocean racers.

New technology had made stronger and lighter materials available, and a harbinger of what was to come in the next 10 years was the 1975 New Zealand Southern Cross Cup team member, *Prospect of Ponsonby*, designed by Farr. In the Southern Cross Cup series that year it took out two firsts, a second and a third (and came fifth overall in the Sydney Hobart race). *Offshore Yachting* columnist John Brooks reported:

"*Prospect of Ponsonby* [gave] the best performance since *Ragamuffin* in 1969. It did not seem to make much difference what the weather was doing ... it would seem that Farr has achieved some sort of a breakthrough for moderate conditions – in Australian waters, at least."

It also seemed that Farr had learned how to make his boats go fast upwind, too.

The 1975 Sydney Hobart Race posted a record of 102 entries. No fewer than nine yachts broke *Helsal's* course record set two years earlier. The American maxi yacht *Kialoa III* set a new course record – 2 days, 14 hours, 36 minutes, 56 seconds – a record that would stand for the next 21 years.

The 1975 race was marred by tragedy, the second death of a crewman in the Sydney Hobart Yacht Race, when the navigator of *Zilvergeest III*, Barry Vallance, collapsed with a fatal heart attack trying to get the yacht free after grounding near the Iron Pot.

#### Time's a changing

Two more harbingers from the board of New Zealand designer Bruce Farr took the limelight in the 1976 race, the three-quarter-rigged one-tonners, *Piccolo* and *Rockie*, which were described in *Seacraft* magazine as

POLICE CAR LEADS THE SECOND WAVE OF THE 124 YACHTS CHARGING DOWN THE HARBOUR IN 1979. THIS WAS ONLY THE SECOND TIME THERE HAD BEEN A SPINNAKER START  
PHOTOS: DAVID COLFELT



VARIAG FACES THE VERY BRISK CONDITIONS IN THE 1977 RACE IN WHICH THE WEATHER FORCED RETIREMENT OF 58 OF THE FLEET – ABOUT 45 PER CENT.  
PHOTO: SANDY PEACOCK

“freakish light-displacement boats”. They took out first and second in the race among a fleet of 85.

The year 1976 was also notable because the Cruising Yacht Club of Australia announced that the cost of running the Sydney Hobart Race had made it necessary to take a sponsor. The race was to be officially called the 1976 Hitachi Sydney Hobart Race, creating the first commercial association with the race. Sponsorship of the race has continued to the current day.

Initial reaction against the announcement was quite strong in some quarters. Now it is accepted as a positive element, bringing benefit to the race and competitors alike.

### Screening causes screaming

The 1977 race marked a turning point and the ramifications of this race were felt throughout international ocean racing.

Before the event, there was much controversy over the stability of some of the lightweight designs, particularly the centreboard designs that were turning up at level rating regattas.

It all started in mid 1977, when the Farr design school threw up its latest developments. These were closely followed by other big-name designers producing what John Brooks prophetically referred to as “the ultimate light-displacement boats”. Some of them even had centreboards, all had twitchy rigs, and most were of flimsy hull construction.

The World Level Rating Half Ton Championships had just been conducted in Sydney, and the World One Ton Championships in New Zealand, and there were reports of incidents that gave the CYCA cause for



THE SECOND DEATH IN THE HISTORY OF THE RACE OCCURRED IN 1975, WHEN BARRY VALLANCE, NAVIGATOR ON *ZILVERGEEST III*, SUFFERED A HEART ATTACK WHILE HELPING GET THE YACHT OFF THE BRICKS AFTER SHE GROUNDED. THE NAVIGATOR'S TROPHY WAS DEDICATED IN HIS NAME

severe concern – knockdowns, capsize, and some structural damage. A number of entries from these competitions had applied for entry in the Sydney Hobart Race, including swing-keelers and ultra-lightweights.

The implications of knockdowns in Bass Strait were frightening, and realising that any likely action by the ORC would come long after the Sydney Hobart Race, the CYCA Sailing Committee calculated a self-righting screening formula and devised a physical inclination test to be applied to prospective race entrants of suspect stability. It drew scathing comment from those most likely to suffer from it, including Bruce Farr.

Enough protests reached the ORC that it issued its own screening formula, one which was too lenient and, in effect, exempted all but the most radical designs from the CYCA inclination test. The controversy subsided temporarily, until the events of the 1977 race overtook the world policymakers.

The 1977 race started in light easterly conditions, but by the next afternoon the record fleet of 130 encountered the first of three cold fronts. SSW-SSE winds of generally 50 knots (some higher gusts reported) and, more significantly, a very lumpy sea, took an extreme toll – 58 of the fleet (about 45 per cent) retiring to ports along the NSW coast. Seasickness and broken gear took its toll throughout the fleet, but among the seven ultra-lightweights, five retired with hull damage, one called it off on the first night of the storm because it was “too rough”, and one was nursed to Hobart with broken ribs.

*Kialoa*, the yacht that had smashed the course record two years before, failed to better her time, but she did become only the third yacht in the history of the race to capture the double of line and handicap honours.

The events of the 1977 Sydney Hobart Yacht Race probably came none too soon; design had gone beyond the limits, and this strengthened the resolve of the CYCA to press on with its own self-righting formula. This was later to become the world standard, and to make further inquiries into the issue of scantlings.

In 1978, *Love & War* joined the exclusive ranks of yachts that had collected more than one Sydney Hobart victory. In second place was that classic yacht that had made her first appearance 10 years earlier – the great *Ragamuffin* – this year racing under the name *Margaret Rintoul II* and with a good age allowance. *Constellation*, originally the third *Ragamuffin* (German Frers), was third. *Apollo* took line honours.



### Tragedy hits sport

The Fastnet Race disaster in England in 1979 caused a lot of soul-searching, with the International Technical Committee later finding that there was a correlation between the beam/depth ratio of yachts and the likelihood of them rolling over; it recommended that designs with high beam/depth ratios and high centres of gravity be discouraged. Reference was also made to the issue of scantlings and the absence of any such requirements.

The 1979 Sydney Hobart Race had an unpleasant preamble. *Charleston*, the latest in Holland one tonners from Tasmania, disappeared without trace on her way to Sydney. Other yachts completing the same passage reported severe storm conditions off the north-eastern

tip of Tasmania, the area from which the yacht had last reported in by radio. A large fleet (124) set out in fresh southerly conditions. For only the second time since the race's inception the fleet had a spectacular spinnaker start, flying down the harbour, the first yachts clearing Sydney Heads in less than 10 minutes.

It was a year for the little boats, the first eight places going to them. The winner was the smallest ever to win the race, the 30-foot *Screw Loose*, a Dutch designed half-tonner from Tasmania. *Screw Loose* took four and a half days to complete the course.

*Bumblebee 4*, a new maxi-racer designed by Frers and built in Australia, took line honours. In a race from Hobart to Auckland after the Sydney Hobart, in which

*VENGEANCE* REACHES PAST TASMAN ISLAND TO RECORD THE BEST TIME IN THE 1981 RACE, BUT IT WAS STILL 32 HOURS SLOWER THAN THE THEN RECORD OF *KIALOA III* SET IN 1975

PHOTO:  
RICHARD BENNETT



SYDNEY TO HOBART. STOP. ADMIRAL'S CUP. STOP. BURKE FOOTWEAR DESIGNED TO RACE AS HARD AS YOU DO. **NON STOP.**



**BURKE**   
www.burkemarine.com.au



AN EARLY  
INCLINATION  
EXPERIMENT  
BEING  
CONDUCTED AT  
THE CYCA MARINA  
PHOTO:  
COURTESY  
DAVID COLFET  
(ORIGINAL SOURCE  
UNKNOWN)

a number of New Zealand entries participated, *Smackwater Jack* (owned, sailed and designed by New Zealander Paul Whiting) encountered severe storms and also vanished without trace.

This, the *Charleston* incident and other incidents in the south-west Pacific during the year were responsible for the establishment of a Hull Integrity Sub-committee of the CYCA Sailing Committee to take positive steps towards coming up with minimum design strength requirements. The outcome, after much analysis and correspondence with specialists in North America, would be known in 1981.

The race provided conditions for the big boats again in 1980, and the fleet carried fresh north-east winds right down across Bass Strait and down the Tasmanian coast. The leaders got home on fresh southerlies, and then the breeze died. The round-the-world racer *New Zealand* became the fourth yacht to take both the handicap and line honours prize. The graceful old lady, *Gretel*, gained second, and a great campaigner, the S&S design, *Challenge*, was third.

Another landmark year was 1981 in that, as a result of the 1979 Fastnet Race and also the Sydney Hobart race of 1977, the first recommendations were forthcoming on minimum scantling requirements.

The American Bureau of Shipping (ABS) issued a scantling rule in February 1981. The ORC gave it 'recommended only' status for 12 months, but the CYCA, having been working on a standard of its own which was slightly more strict, immediately adopted it as the 'best game in town'.

It was a positive step and probably goaded the international racing authorities into overdue action and perhaps the ABS Rule would be the basis for better recommendations to come.

Another Southern Cross Cup year, 1981 attracted another record fleet (159) and had a dramatic spinnaker start, just the third. But it was generally a race of light airs, frustrating and slow. The best time was that of *Vengeance* (formerly *Siska*), just under two days slower than *Kialoa III's* record set in 1975. The smallest yacht in the fleet won the race, the Joubert Currawong class 30-footer, *Zeus III*.

The 1982 race will always be remembered for its thrilling finish, perhaps the most dramatic yet. The two largest entrants, *Apollo* and *Condor of Bermuda*, fought a close battle all down the NSW coast, across Bass Strait, down the east coast of Tasmania, and across Storm Bay.

Only seven seconds separated the two maxis as they crossed the finish line to a throng of delighted well-wishers in Hobart with *Condor of Bermuda* the victor.

The battle for handicap prize was also one of the most closely fought in the history of the race. All places went to the fractional rig sloops; *Scallywag* won from *Audacity*, with *Police Car* coming third. Fractional riggers, in fact, that year took eight of the first nine places.

Another record fleet of 171 yachts took the starter's gun in the 1983 Southern Cross Cup year. The race saw yet another dramatic finale in the Derwent River between two of the world's greatest maxis, *Nirvana* and *Condor* (not *Condor of Bermuda*). These two yachts, in fact, had a thrilling race right from the word go, remaining within sight of each other throughout with *Condor* finally taking line honours.

The winner was a popular one; Lou Abrahams, who had distinguished himself over the previous 20 years in Australian ocean racing, finally captured the elusive Sydney Hobart with his maroon-hulled *Challenge*. He was favoured by stronger breezes in western Bass Strait. Peter Kurts, twice winner with *Love & War*, took second with *Once More Dear Friends*.

The size of the fleet had reached almost epic proportions, leading to a number of incidents at and shortly after the start – some unavoidable – which were later the subject of protests. As a result of these and some unreported incidents at the start, the CYCA was forced to look at alternative penalties for this 630 nautical mile race, where disqualification for a minor infringement at the start is generally felt to be too harsh.

### Out with a bang

The fourth decade of the Sydney Hobart Race went out with a bang rather than a whimper as had the previous decade. The 1984 race was compared with the 1979 Fastnet, although the principal feature was not so much the wind as the nasty seas whipped up by gale force southerly winds.

A very short, heavy southerly swell, opposed by the East Coast current and exacerbated by the formation of secondary lows seawards of Jervis Bay, combined to decimate the fleet of 150-plus yachts (only 46 finished). Sadly, the race also claimed its third victim, when 70-year-old Wally Russell was lost overboard from *Yahoo II* and never seen again.

The 12.3m 'twitchy' Farr-designed *Indian Pacific* sailed a distinguished race to win on handicap, legging it with much bigger boats.

*New Zealand*, skippered by the late Peter Blake (later Sir Peter), took line honours. ■



THIS AERIAL VIEW  
SHOWS THE  
CLOSENESS OF THE  
COMPETITION  
PHOTOS:  
PETER DUNCAN

# OUR ETHELLS WORLD CHAMP

The Etchells 2004 World Championship at Mooloolaba saw seven different heat winners in eight races and another Australian yachtsman become World Champion. Peter Campbell was there to enjoy a great series

The International Etchells is arguably the world's most prestigious one-design keelboat class and the 2004 World Championship at Mooloolaba on Queensland's Sunshine Coast attracted 85 boats. Many of these were helmed and crewed by past and present America's Cup sailors, past Olympians and former Etchells and other one-design class world champions.

The crews came from all Australian fleets, New Zealand, Britain, Italy, Hong Kong and the US. Among the skippers were America's Cup legends John Bertrand, seeking his first Etchells World Championship, and Dennis Conner, out to make it three in this class and something like 29 in total in his illustrious career. Both have won Olympic medals, too.

They came to enjoy a superbly organised and managed event put together by a team of volunteers, not to

mention the famous hospitality of the Mooloolaba Yacht Club. They enjoyed days of brilliant winter sunshine; some certainly did not enjoy the shifty winter breezes, but others did and made capital of the changes in pressure and direction that characterised each race.

#### Shared honours

Honours were well-shared with seven different winners of the eight races and 19 different placegetters. In the end, the best helmsmen and their crews came out on top, although some of the pre-series favourites did not.

Judging by the standing ovation at the trophy presentation dinner, the new Etchells World Champion, Lake Macquarie yachtsman Peter McNeill, could not have been a more popular winner. He is the seventh Australian in 29 years to win the World title.



PETER MCNEILL  
ACKNOWLEDGES  
HIS WORLD  
CHAMPIONSHIP  
VICTORY

### Extraordinary events

The eight-race series ended as it began, in light breezes, when McNeill and his crew of Greg Torpy and Paul Turner sailed their boat, named *Tom Pepper XVIII* for the series, into fourth place and a comfortable win.

Going into the final heat, after an evening and morning of protests and changing decisions by the international jury, McNeill and 1999 World Champion Cameron Miles from Pittwater, sailing *Pacesetter*, were only two points apart. Miles had come back into contention after the jury reinstated him to third place in race six after he sought redress from being scored OCS (on course side).

Extraordinary events surrounded race seven, beginning with the race committee abandoning the morning's first attempt at running the race as the leaders headed halfway down the first spinnaker leg. There had been a 45-degree wind shift. The race was successfully resailed in the afternoon, but back at the clubhouse the jury received a swag of claims for redress by unplaced competitors who claimed they had been unfairly prejudiced.

### RESULTS

1. *Tom Pepper XVIII* (Peter McNeill, Lake Macquarie) 2-8-11-13-9-5-(37)-4, 52 points
2. *Pacesetter* (Cameron Miles, Pittwater) 11-12-8-5-11-3-(33)-18, 68 points
3. *Satu* (Glenn Collings, Mornington) 14-23-16-12-(29)-1-6-7, 79 points
4. *Odyssey* (Julian Plante, Pittwater) 13-1-29-18-(43)-8-3-8, 80 points
5. *Menace* (Dennis Conner, San Diego) 23-11-(44)-8-2-19-4-28 ZFP, 95 points
6. *Squid* (Chris Pratt, Adelaide) 9-(40)-6-25-12-7-36-19, 114 points
7. *Moody Blues* (Rob Bird, Perth) 4 8-2-(51)-11-13-9-7-26, 116 points
8. *Whooska* (Lucas Down, Mooloolaba) 29-(47)-1-31-5-23-8-22, 119 points
9. *Barry White* (Damien King, Melbourne) 16-18-26-(51)-7-25-14-14, 120 points
10. *The Croc* (Michael Manford, Perth) 19-57-33-1-1-(86 OCS)-13-12, 136 points

Their arguments were largely based on a technicality that a class rule required no start for course 2 to be within four hours of sunset. The race started at 13.25, sunset was 17.22. The jury vindicated Principal Race Officer Arthur Hodge's decision to abandon the first attempt to run race 7, but decided to abandon the resail, finding that the race committee had acted improperly in starting the resail within four hours of sunset.

Next morning, however, jury chairman Ronnie McCracken from Hong Kong announced that it had reversed its decision and reinstated race seven, concluding that that "the jury had erred in awarding redress by abandoning race seven as during the hearing no boat demonstrated that the improper action of the race committee resulted in their finishing place in race seven or the series was made significantly worse through no fault of their own". Several skippers sought redress against this decision, but each was dismissed and the eighth and final race got under way several hours late – but well within the time limit.

### Champions slip

Miles had a mediocre start in the big fleet and 5–7 knot easterly seabreeze, but climbed back up through the huge fleet from 40th place to finish 17th, sufficient to secure second place. Third place overall went to Mornington sailor Glenn Collings, *Satu*, who won a redress claim against the Race Committee's ruling that he had been OCS as a premature starter in the final race. He was reinstated to seventh place, displacing the provisional third placegetter, Pittwater sailor Julian Plante (*Odyssey*) who finished eighth in the final race.

America's Cup legend and two-times Etchells World Champion Dennis Conner from San Diego sailed *Menace* into fifth place overall despite being penalised 20 per cent of placing as a Z flag premature starter in the final race. A total of 18 boats were called as premature starters after Principal Race Officer Hodge hoisted the Z flag after two general recalls.

Three boats, including *Menace*, dipped back and re-started, still attracting a 20 per cent penalty, while the others were scored OCS. Only Collings sought redress from the race committee's call, and the international jury granted it 30 minutes before the official trophy presentation.

Remarkably, Peter McNeill did not win a race in finishing with 51 points. Nor did Cameron Miles, who finished with 66 points. Third placegetter Glen Collings had one win in collecting 79 points. Collings is a former World Champion in the OK Dinghy class and has been sailing Etchells for only the past year.

Julian Plante had one win in finishing with 79 points. His win made Etchells World Championships history as the first by a boat sailed by a crew of four. The Etchells is normally sailed by a crew of three to keep under the 285kg weight limit, but lighter weight sailors can elect for four crew.

Dennis Conner finished fifth overall with 94 points, enjoying the light wind races, while *Squid*, skippered by

NECK TO NECK AT  
THE ETCHELLS



two-times Olympic Finn sailor Chris Pratt from Adelaide placed sixth on 112 points.

Pre-regatta favourite Bertrand with *Two Saints and a Magpie*, ended a generally disappointing series in 14th place overall finishing with an OCS as a premature starter in race 8 that dropped him down from seventh on the leader board. Cameron Appleton, deputy helmsman of the New Zealand America's Cup team, began the series badly and, although he had a couple of good races, was never up among the leaders overall.

Brisbane sailmaker Mark Bradford, now with Larry Ellison's BMW Oracle America's Cup team in California, notched up one heat win but his other placings were not good enough to get him in the top 20.

However, an encouraging performance came from young Mooloolaba sailor Lucas Down who won race 3, also with a four-man crew, and finished a most creditable eighth overall.

Michael Manford from Perth, a two-times National champion in Etchells, was the only skipper to win two races, placing 10th overall in *The Croc*.

But for an OCS in race 6, he would have placed higher, as would have Tasmanian Andrew Hunn in *Zulu*, who was black flagged in race seven.

Grant Wharington, the 2004 Etchells Australian Winter Champion, who pulled out of the Sydney Gold Coast Race while leading with his super maxi *Skandia* to get to the series, slipped from third overall after six races to finish 24th. A 68th place in race seven followed by a last race OCS crunched his result.

A bonus for the winner is that not only did he win the World Championship with sails from his own sail loft, but fourth place getter Julian Plante also used his sails in a fleet in which the majority of sails were from North, along with some from Doyle and other US lofts.

"After the Australian Winter Championship here at Mooloolaba, Julian and I thrashed out some ideas about the best sail shapes to win the Worlds," McNeill said. "We hit the nail on the head."

McNeill has now sailed in a dozen Etchells World Championships, finishing third to Cameron Miles at Pittwater in 1999 and fourth to England's Stuart Childerley in Auckland in 2002. He began his sailing at the Royal Prince Alfred Yacht Club (as a 13-year-old sailing with me on my Hood 23) but represented the Lake Macquarie Yacht Club in this regatta. ■



# Fastfind Plus

406 Mhz PLB



- Built in GPS
- 3 minute alert time
- Accurate to 30 metres
- 121.5 Mhz homing signal
- 20 minute positional update
- Replaceable 5 year battery
- 24 hour operation
- Weighs only 0.26 kg
- Supplied with lanyard and carry pouch

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

**painswessex**  
.com.au



# ISLAND INTERLUDE

This year's Gosford to Lord Howe Island is geared up to impress, and has even lured two octogenarian ocean racing skippers writes Peter Campbell

LORD HOWE ISLAND VISTA  
PHOTO:  
PETER CAMPBELL

The 31st annual Gosford to Lord Howe Island Race is a unique event, firstly as the only major annual ocean race from the Australian mainland across the Tasman Sea to an offshore island.

It is also the only ocean race on the east coast conducted by a non-metropolitan club, the Gosford Sailing Club, a long-established skiff, dinghy and yacht club on Brisbane Waters north of Sydney. The Lord Howe Island Race is also the last long ocean race in Australia to have IMS as its premier division, the Club electing to stay with IMS rather than switch to IRC.

The nominal distance from Broken Bay, where the race will start on Saturday, 30 October, to World Heritage-listed Lord Howe Island is 408 nautical miles on a north-easterly rhumbline course.

The original race in 1974 was 420 nautical miles as the fleet rounded Balls Pyramid, south of Lord Howe, before finishing off the island's unique coral lagoon.

“While the fleet for the Lord Howe Island Race has always been limited to no more than 25 boats, new restrictions have further reduced the number of yachts that can moor within the coral lagoon”

*Helsal* set that record and the record for the direct course set by *Helsal III* in 1988 stood until 2002 when *Merit*, a Volvo 60, set the current record of 33 hours 34 minutes 21 seconds. This year the line honours winner will establish a new record as the fleet will round a mark laid close off Terrigal Beach to give the public ashore a spectacular view of the fleet before it heads offshore. The official race distance is now 414 nautical miles.

With two Volvo 60s, *Andrew Short Marine* (Andrew Short) and *Seriously Ten* (Shaun James/Eric Robinson/

John Woodruff) heading the fleet, the race for line honours should be exciting.

While the fleet for the Lord Howe Island Race has always been limited to no more than 25 boats, new restrictions have further reduced the number of yachts that can moor within the coral lagoon.

This year 11 boats will be able to moor within the lagoon and five in the South Passage. However, the Club has offered entry for further yachts on a turn-around basis, which may increase the final line-up on the starting line.

The two octogenarian yachtsmen, Peter Kurts and John Walker, are competing, Kurts with his dual Sydney Hobart winner *Love & War* and Walker with *Impeccable*, with which he won this year's Mooloolaba Race.

Kurts has been sailing *Love & War* single-handed to Lord Howe Island almost every year for the past decade, and is racing this year in preparation for yet another tilt at the Rolex Sydney Hobart Yacht Race. *Impeccable* has been a regular competitor in the Lord Howe over the same period.

Most of the rest of this year's fleet will also be racing to Hobart, including past Lord Howe Race winner *Polaris of Belmont*, now owned by Greenwich Sailing Club member Chris Dawe. *Polaris* won the 1997 Gosford to Lord Howe Island Race, when owned by John Quinn from the Royal Prince Alfred Yacht Club, as well as several times winning its division of the Sydney Hobart.

Returning after missing last year's race is regular competitor Warwick Sherman with his Cookson 39, *Occasional Coarse Language*, which won the IMS division in 2000. ■

# TAKING TIME OUT

Make some time between now and March to explore the concept of time – visit the fascinating new exhibition 'About Time' at Sydney's Australian National Maritime Museum. Peter Campbell reports



FAR LEFT: HARRISON 1 (1735) THE FIRST MARINE CHRONOMETER DEVELOPED BY BRITISH CLOCKMAKER JOHN HARRISON IN HIS QUEST FOR THE BRITISH PARLIAMENT'S £20,000 REWARD FOR ESTABLISHING LONGITUDE ACCURATELY AT SEA

LEFT: SHIP'S POOP DECK CLOCK (FRENCH, C. 1890) MADE OF BRONZE, GOLD AND MARBLE FEATURES A PAINTED HELMSMAN WHO SWINGS FROM SIDE TO SIDE IN TIME WITH THE PENDULUM. COLLECTION AUSTRALIAN NATIONAL MARITIME MUSEUM

We have 'time' on our minds constantly. As it tick-tick-ticks along, it rules our lives. We have work time, bedtime, lunchtime, play time and the list goes on. When we think more about it, 'time' can become a little more complex. We talk of gaining time, losing time and even having time on our hands.

And for sailors, accurate time is as significant in accurate navigation as it was when James Cook sailed into the South Seas.

About Time, a new exhibition at the Australian National Maritime Museum, considers the concept of time and surveys how people have measured it at different periods in history and in different cultures.

One section of the exhibition, which runs until 6 March 2005, concentrates on what time means to the mariner and how time is measured at sea. A highlight here is a working replica of English clockmaker John Harrison's first marine chronometer, the famous Harrison 1, which he finished in 1735 and which paved the way to him winning a coveted £20,000 reward for determining longitude at sea.

To measure the time difference (and thus the angle of longitude) between two points on the globe, Harrison had to invent a chronometer that would keep accurate time on board ship despite changes of climate and the vessel's rolling and pitching movements.

Harrison 1, now conserved at the Royal Observatory, Greenwich, is a large surprising-looking brass contraption with four dials crowned with a cluster of brass rods and two elevated brass balls connected by a coiled wire spring.

About Time presents more than 80 diverse timepieces ranging from a portable sundial (created in Germany, 1640) made from ivory and string to an atomic clock (made in US, 1967), which is accurate to one second in six million years.

The Fun Time section shows all sorts of novelty timepieces, from a 1890s French clock in the form of a ship's poop deck where the helmsman swings from side to side, to a 1930s clock from Japan where the dial revolves in a rather spectacular fashion.

“'About Time' is a new exhibition at the Australian National Maritime Museum that considers the concept of time and surveys how people have measured it at different periods in history and in different cultures”

About Time is sponsored by the International Watch Company, of Schaffhausen in Switzerland, which has loaned several historical timepieces from its own museum in Switzerland – including a gold pocket watch inscribed and presented as a gift to Winston Churchill in 1944. ■



# TECHNOLOGY & CREWING

Bruce Morrow believes Plato's statement that you can discover more about a person in an hour of play than you can in a year of conversation equally applies to the crews of ocean racing yachts

SAILING UNDER PRESSURE CAN BRING OUT THE BEST – OR THE WORST – IN A CREW  
PHOTO: IAN MAINSBRIDGE

Yachting has to be one of the greatest activities for enabling us to learn about others and, importantly, ourselves. Often, it is only when we test our boundaries that we learn who we are.

While participation is a great educator, discussion and training also brings forth a wealth of knowledge and understanding. This point was highlighted to me some time ago when the CYCA ran a heavy weather sailing forum, with some of our leading sailors sharing their experiences with an audience that filled the room. It was a challenging session because the old truths were being questioned and new research was being exposed about wind and wave behaviour. Key among these questions was the issue of whether, with today's lightweight and fast yachts, one should continue sailing when in extreme weather conditions or should hove to or lie ahull.

In the 1998 Sydney Hobart Race, David Pescud and his crew on *Kaz* reached off to a course around 50 degrees to the wind so as to ease the pressure on the boat and made it through to Hobart. *AFR Midnight Rambler* similarly continued on to win the race. Others chose to take one of the other options and also succeeded in surviving the conditions. While the answers to the questions raised at this forum may not have been definitive, it is clear that such forums are of great value. They help us to deal with the new boundaries of technology.

Inspired by this session I went and re-read Adlard Coles' book *Heavy Weather Sailing* – a classic text on the subject and well worth the read. In this book, Mike Golding's chapter on 'Managing a large amateur racing crew' was particularly of interest. The chapter lays down some key considerations for good crew management –



lessons that are relevant for crews of large and small yachts alike. It was these events that precipitated the question: How do those involved manage new technologies and change?

#### Technology and crew skills

During my discussions with members of the expert team who contributed to the articles published in *Offshore Yachting's* April/May and June/July issues on crew selection, Grant Wharington mentioned that the introduction of canting keels had changed the structure of the optimum crew. He highlighted the trend towards smaller numbers of crew members on even the largest of yachts, suggesting that a crew of 10 or 12 people could successfully race the 98-foot (30 metre) *Wild Thing*. Wharington also noted that he had chosen to stay with

his larger number of trusted long-time crew. Of course, Shaun Langman, skipper of the 20-metre-long *AAPT*, has raced with a crew of eight on long races for some time. Wharington says that with the new ballasting systems and the narrower yachts, crew weight on the rail is not as critical, but still important.

One thing for sure, crew members are not going to have quite so many hours contemplating the world and the meaning of life as they sit on the rail for days at a time. They are going to be much more active as the same numbers of tasks are shared between fewer people and the roles and responsibilities are shared among the smaller crew.

Now that canting keels have been accepted into the realm of everyday yacht racing, it will not be long before we see the technology permeating fleets to the smallest yachts, and the pressure will be on to have crew capable of taking advantage of the technology.

As much as the advent of lightweight, yet immensely strong, yachts has led us to reconsider the optimum way we manage a yacht, it also has raised the question of what changes are needed in crew management, crew selection and crew training to address the issues posed by emerging technologies.

#### Changes in training

In an ideal world we have the instant ideal crew who can sail with whatever technology is available, sail in any conditions and whenever they want. Sadly, life is not like that, and we have to accept the role of continually developing ourselves and our crew if we are looking to win.

With fewer crew, each member of the crew will need a more comprehensive range of skills and be able to handle more, if not all, positions on a racing yacht. This was a point driven home to me in the interviews.

"I look for the all-round skills. I like to see people grow. I like to bring people on," says George Snow, owner of *Brindabella*.

Peter Franki and his coaching team at EastSail highlighted to me the importance of structured training and the importance of the National Training Scheme. For most people, once they have had the basic training, the process of skills development has been ad hoc. The majority learn their skills through sailing with other people and through reading and attending the odd presentation.

Superior sailing skills obviously come from focused study, training and practice. The challenge for training organisations is to develop relevant courses that address the impact of new technologies.

In early July, Rob Brown Yachting launched its series of new courses targeted at yachties who have undertaken basic skills courses and have a number of years of experience.

"We recognised that there was a gap between training for beginners and relatively experienced sailors, who have gone through the standard courses, and the realm of training for professional sailors who have



ANDY PAYNE CHECKS THE SPINNAKER POLE OF *QUEST* BEFORE AN OCEAN RACE  
PHOTO: PETER CAMPBELL



COMPLETE TEAM WORK IS ESSENTIAL IN SAILING A YACHT DOWNWIND UNDER SPINNAKER IN HEAVY AIR  
PHOTO: IAN MAINSBRIDGE

professional coaching and more rigorous training programs. We are planning to run about four different advanced level presentations each year at each venue, with a mixture of seminar and training days. We already have nine of these presentations scheduled before Christmas in New South Wales, Victoria and South Australia," Rob Brown Yachting says.

At the first of these presentations, held at the CYCA, Rob Brown and tactician Scott Lawson gave a detailed overview about boat and crew management, starting tactics and planning, upwind tactics and techniques used to manage wind variation. Internationally famous Australian navigator Adrienne Cahalan, who was recently part of the record smashing circumnavigation on the catamaran *Cheyenne*, described the practical aspects of race meteorology and technology. (For more on Adrienne Cahalan, see June/July issue, page 56.)

#### More scientific approach

What is clear from this presentation and the views of our expert panel who contributed to the earlier articles, was the need for those involved in crew management to take a more scientific view of the people in their crew and how they are developed.

There are many management theories that provide us with the tools to view our crews in a scientific way. One approach is to use the 'Expertise – Motivation' (commitment) matrix, not only to analyse our crews but as an active management methodology. This approach enables us to understand how we might work with crewmembers to improve technical knowledge, skill and performance in an ever-changing environment. The model proposes that people can be classified into one of four groups depending on whether they exhibit high or low degrees of expertise and high or low degrees of motivation.

As with many aspects of life, the management approach should be modified to fit with the mix of characteristics of each crew member and task in question. For example, the management style used for a person who is highly skilled on the foredeck will be different to the style used when that person takes on a sail trimming role, in which they are less skilled.

The model sets down that there are four different types of management styles:

- Directing
- Coaching
- Supporting

- Delegating.

Directing is as it sounds. It is a very specifying approach requiring micro management at the detail level. Coaching is a mixture of providing technical capability and motivation. Supporting is a less hands-on form of coaching. The last style is delegation where the greatest freedom is given to the members of the team. Results are still monitored, but the detail processes are not.

Remembering that the introduction of a new technology or role may only be a small component of a crewmember's overall contribution, the management style you adopt may vary for the different skills being called upon from each member. Equally, the style of your communication is important and needs to be tailored to the person and the situation.

#### Let's examine the approaches for the different situations:

- **Low competence, high commitment.** The management style recommended here is the directing style. These people need direction and supervision to get them started. Required leadership style – directing.
- **Some competence, low commitment.** These people need direction and supervision because they are relatively inexperienced. They also need support and praise to build their self-esteem and involvement in decision-making to restore their commitment.

**Note:** Low commitment here means a reluctance to take action through a lack of certainty that they are doing the right thing. It is not a question of the person being lazy or disinterested. The required leadership style is coaching.

- **High competence, variable commitment.** Here, not much direction is required because of the greater skill levels, but support is necessary to bolster confidence and motivation. Supporting is the required leadership style.
- **High competence, high commitment.** These people are able and willing to work on a task themselves with little supervision and support. They are happy to take on a whole area of responsibility and drive for peak performance. The required leadership style is delegating.

While the introduction of canting keels is a significant change, there are many other revolutionary technologies infiltrating sailing. For example, the Internet has provided us with greater volumes of information while putting greater strain on power management on yachts. Wireless technology is bringing information and control out of the nav station and onto the deck, and GPS systems have us sailing closer to objects than we might have done some years ago. How will you deal with the introduction of new technologies on your yacht? Maybe it is all in our philosophy to sailing?

As Matt Allen, owner of *Ichi Ban*, said, "Most boats have a chance of winning. We just aim for perfection, and if you aim there and achieve, then you do really well." ■





Rebecca Hayter

# Oceans Alone

Chris Sayer's  
solo adventures on the high seas

# MINI HERO

## Oceans Alone: Chris Sayer's solo adventures on the high seas

by Rebecca Hayter. HarperCollins, May 2004. \$34.95  
Website: [www.paperplusbooks.co.nz](http://www.paperplusbooks.co.nz)

In 1994, when Chris Sayer first decided to compete in the Mini Transat, he saw it as a stepping stone, a leg-up towards his teenage dream of entering the biggest solo race of them all: the Around Alone.

A decade later, Sayer has hand-built three Mini Transat yachts. He has lost a boat in dramatic circumstances and in 2003 created controversy by sailing in the race as a 'pirate' entry after rule changes had made his boat ineligible.

Sayer's tale of triumph over adversity is recounted in the just released book *Oceans Alone*. The book tells the compelling story of his campaigns for the 1999 and 2003 Mini Transats (the biennial southern route trans-Atlantic race from France for 21 foot craft). Written by a journalist who has followed this story for eight years – *Boating New Zealand* editor, Rebecca Hayter – the book provides insights from many of those who have supported Sayer's dream.

This is much more than a yacht racing account: it is a look into Sayer's world and how a race on the other side of the globe – little known in Australia and New Zealand – has shaped his life.

The book charts Sayer's out-of-the-ordinary early years cruising the Pacific and Indian Ocean to Africa on his parents' yacht. During that time he developed a taste for adventure and became confident in his ability to tackle oceans alone.

But on his return to New Zealand, he quickly realised that the several million dollars required to compete in the Around Alone event was substantially beyond his meagre salary as a newly qualified boat-builder.

So, too, was a Mini Transat campaign, but the 21-year-old's tenacity outweighed his naivete to the colossal challenge he was taking on and he slowly persuaded others to buy into his dream.

John Welsford, designer of the first of Sayer's 21-foot Mini Transat boats, is one of many supporters who contributed to the book.

"Let me tell you something about Chris Sayer," he says. "Shy, yes. Tall, angular and seemingly awkward but as conversation progresses there emerges a personality of exceptional intelligence, drive and determination, the sort of man who will face totally overwhelming odds with an assuming quiet confidence that generates a faith and willingness to follow in those around him."

Sailors will appreciate the mini-stories of the many warm-up events and two Mini Transat races that Hayter recounts with accuracy.

The book also tells how Sayer felt during the low ebbs: times of no money, following the loss of his boat in the Tasman, the atrocious weather and constant seasickness and his determination to soldier on rather than let down those who believed in him.

Ironically, on this side of the world, Sayer is best known for his rescue following the loss of his boat in the Tasman after it struck a submerged object than for his Mini Transat achievements. Perhaps this superb book will turn the tide and provide some recognition for a largely unsung sailing hero. ■



# WOMEN AFLOAT

Sailing has long been a sport in which women have competed along with men but now, as the number of women in the sport increases, more are taking on top administrative roles



MARION COOPER:  
FIRST WOMAN  
COMMODORE  
OF THE ROYAL  
YACHT CLUB  
OF TASMANIA  
PHOTO:  
DR DES COOPER

## Woman Commodore for RYCT

Marion Cooper has become the first woman Commodore in the 123-year history of the Royal Yacht Club of Tasmania (RYCT), one of Australia's oldest yacht clubs.

Cooper, who had previously held the flag officer positions of Vice-Commodore and Rear-Commodore, was elected unopposed by members to take over from Robert 'Biddy' Badenach, who had completed the fourth year of his second term as Commodore.

She has a busy 12 months ahead of her with the RYCT expecting to host a significantly larger fleet for the 60th Rolex Sydney Hobart Yacht Race, followed by the third annual Sailing South Race Week, and to oversee major extensions to the marina at Sandy Bay.

The new Commodore has an outstanding background in administration, in business and in yachting, as well as great enthusiasm for the long traditions of the sport of sailing in Tasmanian waters.

In particular, Cooper played a major role in the RYCT's successful bid to extend its marina at Sandy Bay and should follow this work through to completion during her term as Commodore.

Cooper's sailing background has mostly been enjoying the cruising waters of southern Tasmania with her husband, Dr Des Cooper, himself a former Commodore of the RYCT and a noted ocean racing yachtsman in the 1970s.

Upon being elected Vice-Commodore, Cooper then set about learning everything regarding the sailing



WOMEN HAVE TAKEN ON ALL ACTIVE ROLES IN YACHTING INCLUDING JOBS SUCH AS MENACING THE FOREDECK  
PHOTO: NEIL SMITH



WHILE WOMEN CAN BE FOUND IN MANY CREWS, SOME HAVE FORMED SUCCESSFUL ALL FEMALE CREWS  
PHOTO: NEIL SMITH

first woman Commodore of the St Kilda-based club.

This year's six race series attracted entrants from most Port Philip clubs and also from Apollo Bay to contest the six race series in a variety of keelboats, skippered and crewed by women only.

The winner was Hobson's Bay Yacht Club's Michelle Tey, sailing the cruiser/racer *Good Company*, with second place going to Lisa Deppeler from Apollo Bay Yacht Club, sailing the Flying Fifteen, *Black Pearl*. Third place went to Royal Melbourne Yacht Squadron's Cath Jones, helming the Adams 10, *Salamander II*. – Pauline Lister

#### First-up helming win

Lisa Allen was determined not to become a 'sailing widow' after she met her now husband, international yachtsman Matt Allen, so she quickly learned how to sail.

Now an experienced crew member of Matt's ocean racing yacht *Ichi Ban*, Lisa showed new skills on the helm of the Farr 52 in winning Spinnaker Division I of the CYCA's BMW Sydney Winter Series Ladies Day on Sydney Harbour.

"I've sailed aboard *Ichi Ban* in every ocean race over the past two years, except the Sydney Hobart, usually in the pit, handling spinnakers, but today was my first ever race on the helm," a delighted Lisa said after collecting her trophy. – Peter Campbell

#### Stars from South of Perth

Western Australia's South of Perth Yacht Club confirmed its emerging status as one of the leading match racing clubs when a crew from the club won the WA Women's Match Racing titles in mid-July.

The crew, skippered by Adele Freen, won the right to represent the state against visiting challengers from eastern Australia and New Zealand in the Australian national titles hosted by Royal Perth Yacht Club in late September. The victors in the WA eliminations had the lowest average age of any team chosen to represent the state in an open national title.

Other members of the crew were Sophie Higgins, Julie Duns, Nikki Amann and Kirstin Norris who mastered the fresh easterly and north-easterly winds and sloppy surface chop on the course – all displayed maturity and skill that belied their age. – Neil Smith

administration of the club, not only ashore but also afloat as part of the committee boat team for club races, regattas and Australian and world championships.

However, it is perhaps Cooper's role as the club's spokesperson on the marina development that brought her administrative skills to the fore, with her untiring work and lobbying of the Hobart City Council resulting in the council approving the marina application, which was subsequently upheld on appeal.

As retiring Commodore Badenach commented: "Many people incorrectly perceived the club as being full of rich old buggers sipping pink gins; she quickly dispelled those perceptions." – Peter Campbell

#### Victorian keelboat title

On Port Philip, the Royal Melbourne Yacht Squadron recently conducted the 14th annual Women's Keelboat Regatta introduced by Gai Clough when she became the

# MARTEN 49 FOR HOBART

A significant new ocean racing design, the high tech Reichel/Pugh Marten 49, is scheduled to make its major international debut in the 60th Rolex Sydney Hobart Yacht Race. Peter Campbell reviews this and other new designs from Sydney Yachts

Prominent German yachtsman Felix Scheder-Bieschin became the first overseas entrant for this year's 60th Rolex Sydney Hobart Yacht Race when he lodged an Application to Enter for his new boat, *Vineta*, currently being built in Auckland by leading New Zealand boat-builders, Marten Marine.

*Vineta*, which will be sailed by an experienced ocean racing crew, is expected to be a strong contender for the Tattersalls Cup, the historic perpetual trophy for Overall Winner under IRC handicaps.

The 15m LOA Marten 49, described as a sports cruising yacht, is being built almost totally in carbon fibre, including the hull, keel, rudder and rig. Unlike many of Reichel/Pugh's recent high-profile designs, the Marten 49 does not have a canting keel, but has a lifting keel with a large bulb.

*Vineta* will be rigged with a Marten Spars carbon double-sweptback-spreader tapered mast and is due for launching in November before being sailed across the Tasman Sea to Sydney.

The Marten 49 is built in accordance with European CE-Certification and meets the CE-directive 94/25/CE for recreational craft. These rules require certain minimum standards of hull and deck strength, structural bulkheads and stringer, keel and rudder attachment to the hull, safety and stability, engine installation, gas installation, sea cocks, manuals and documentation of all major installations.

Hull construction is carbon fibre SPRINT with CoreCell foam core, reinforced at high stress areas with carbon fibre. Bulkheads, structural frames, longitudinals and centre case are of the same construction. Carbon fibre chain plates are built into the hull laminate.

The lifting keel is raised and lowered with a hydraulic lifting ram and dedicated hydraulic powered pump. The rudder stock is laminated with carbon fibre with the rudder blade of composite construction. A carbon retractable bow pole enables

the boat to carry a masthead gennaker of 280 sq m. The mast and boom are carbon, with standing rigging of discontinuous rod rigging, rod forestay and rod permanent backstay, while all the running rigging is Spectra.

The sails (owner supplied) allow for a mainsail of 85 sq m; 108 per cent jib 59 sq m; 95 per cent jib 52 sq m; masthead gennaker 280 sq m; fractional gennaker 248 sq, reacher 74 sq m and Code Zero 74 sq m.

There's a large cockpit split by the mainsheet traveller and has twin-wheel steering. The Harken winches comprise two primaries, two secondaries and two halyard winches, with trim lines, mainsheet and halyards led under deck to the winches. The deck, plus the cockpit seats and floor are surfaced with a nominal 7mm laid teak.

The modern interior is lightweight veneer with the layout including a master cabin forward and two aft cabins, each with double berths. The saloon is fitted out with a curved sofa and dining table to port and the navigation centre and large galley to starboard. The galley includes a gas oven, front opening refrigerator and top opening freezer.

Both the yard and the owner will develop the final electronic package which will include communications, instrumentation, navigation equipment and entertainment units.

Auxiliary power is provided by a 75hp, four-cylinder Yanmar 4JH 2-THE diesel engine with leg drive and Briski 18-inch two-blade folding propeller.

## Murray's canting keel

Builders Sydney Yachts and acclaimed Australian helmsman and designer Iain Murray have developed a concept canting keel yacht, implementing new design initiatives to further enhance this technology.

Murray's latest concept has been incorporated in *Belicymo*, already nicknamed the 'red rocket', a 34-foot turbo version of the Atomic 52, designed by Murray for Sydney yachtsman Denis O'Neil.

In *Belicymo*, Murray has incorporated the proven passive wing system from the Atomic 52 that eliminates the complication of using centreline daggerboards or canard rudder systems. The keel arrangement allows *Belicymo's* keel to be canted a further 15 degrees than Atomic to a total of 45 degrees.

Murray has, however, gone far beyond the keel concept with an innovative rig configuration for this boat.

CONSTRUCTION IS ALMOST ENTIRELY CARBON FIBRE INCLUDING KEEL AND RIG



## MARTEN 49

LOA:	15m (49.2ft)
Beam:	4.17m (13.68ft)
Displacement (sailing):	11,229kg (24,775lb)
Displacement (light):	9,500kg (20,943lb)
Ballast:	3,413kg (7,524lb)
Draft keel down	3.7m (12.14ft)
Draft keel up	2.1m (6.89ft)

Full fore and aft adjustment of the shrouds allow the boom to extend to 90 degrees when running downwind, compared with the restrictions of conventional swept-back spreader rigs.

### Sydney 38 derivatives

Sydney Yachts, the largest ISO 9002 accredited production yacht builder in the Southern Hemisphere, has released its latest cruiser/racer range, the Sydney 39CR and the Sydney 47CR.

Specifically designed for Australian conditions, the two new boats offer large cockpits, uncluttered decks and cruising comfort below decks. The new designs are, however, well suited for IRC and club racing.

This innovative cruiser/racer range incorporates the latest in hull, foil and rig developments from Sydney Yachts which will ensure the boats are competitive while also suitable for leisure and cruising use.

The 39CR uses proven specifications from the highly successful Sydney 38. The main difference between the cruiser/racer and the one design yacht is the interior. Hull windows in the main saloon ensure the cabin is light and well ventilated. The standard furnishings are excellent but can be customised to an owner's taste. The fuel tank is large for extended cruising.

The standard layout provides a double master cabin for'ard, a large saloon, galley, a navigation station and two aft cabins.

Halyards and control lines are concealed below deck to ensure an uncluttered deck layout for racing or social sailing.

The 39CR has a modern sweptback spreader rig with non-overlapping headsails. It can be further customised on request for short-handed sailing and extended cruising with motorised winches, furlers and autopilot.

The largest production yacht in the Sydney Yachts range is the 47CR, which provides a high level of cruising comfort. The main saloon is fitted with a port dinette with myrtle table and a starboard seating area that can quickly be transformed into a navigation station.

Below decks, the interior is light and airy and the large cabin windows provide outside views from the settees. Accommodation includes three double berths with ample stowage and two heads/showers. The galley includes all requirements for extended cruising.

The design is still very competitive and well suited to IRC racing. A custom twin-wheel steering system ensures visibility from the helm at all times.

Sydney Yachts has continued with the modern swept-back spreader rig for the 47CR for easy sailing and, like the 39CR, the yacht can be customised for short handed sailing.

The large cockpit area increases the appeal of this Australian design as opposed to conventional imported cruising yachts which usually have quite restricted cockpit areas. ■



IAIN MURRAY'S NEW CONCEPT *BELICYMO* HAS A CANTING KEEL PHOTO: SYDNEY YACHTS

### SYDNEY 39CR

LOA:	11.735m (38ft 6ins)
Waterline:	10.75m (35ft 3ins)
Beam:	3.75m (12ft 3ins)
Draft:	2.65m (8ft 8ins)
Displacement:	5500kg (11,575lb)
Sail area (main & foretriangle)	87 sq m (936 sq ft)

### SYDNEY 47CR

LOA	14.2m (46ft 6ins)
Waterline	12.1m (39ft 8ins)
Beam on deck	4.07m (13ft 4ins)
Draft	3.15m (10ft 4ins)
Displacement	8500kg (18,740lb)
Sail area (main & fore triangle)	116 sq m (1248 sq ft)



# RETURN TO DUFOUR ROOTS

Barry Tranter tests the Dufour 44, one of the current range of fast cruiser/racers from Dufour Yachts France, the home of modern production cruiser/racers

Dufour virtually invented the modern production cruiser/racer almost 40 years ago with the Arpege. It was a fast, roomy, affordable cruiser/racer of a type never seen before, the distant ancestor of the cruiser/racers of the late 20th and early 21st centuries.

Their current style of fast cruiser/racers, the Dufour 40, and now the 44, are a relatively recent development, having only appeared in the marketplace in the past couple of years. A third craft in the same style, the 34, won the 10–12m category in the 2003 European Yacht of the Year awards, judged by Euro yachting magazine heavyweights. The first 34 to arrive here was recently landed by Dufour importers Pacific Yachting.

This sportier Dufour range doesn't have a name, but the boats are easily recognised. Naval architect Umberto Felci and designer Patrick Roseo (who does the decks and interiors), have drawn hulls that are quite severe in their simplicity but which, I reckon, are among the prettiest of current cruiser/racers. Dufour uses quite sophisticated moulding techniques; the hulls are

vacuum-bagged PVC foam sandwiched in glass and reinforced with Twaron, a Kevlar fibre. The decks are vacuum-bagged and resin-injected. The keels have the parallel-sided profile (with a flared tip) that designers reckon works best under IRC.

The numbers show that the 44 has quite a light hull, with a displacement to length ratio of 157, lighter than most of her classmates.

With a sail area/displacement ratio of 21.2, a fraction below the others, the horsepower should be on the money for a cruiser/racer. The rig is straightforward – the mast has two spreaders and the headsail hoist is almost at the masthead.

Two interior layouts are available – three cabins with two heads, or four cabins with two heads. The former will be the most favoured by private owners as it has the master stateroom forward with the head en suite, two cabins aft and the second head off the main saloon where it will serve as the day head. The dinette table has a large drop leaf that spans the walkthrough when it is



THE DUFOUR 44  
IN ACTION  
PHOTOS:  
BARRY TRANTER



## DUFOUR 44

LOA	13.67m
Hull length	13.35m
Beam	4.25m
Draught:	
Full	2.30m
Shoal	1.75m
Displacement (light)	9300kg
Keel weight	3250kg
Sail area:	
Total	108 sq m
Auxiliary	55hp Volvo Penta with saildrive
Fuel	250 litres
Water	410 litres
Cabins:	3-4 plus saloon
Berths	8-10
Rating: IRC	1.098

### Price

Base model, with three cabins and shoal draft keel, starts at \$458,274. For the deeper keel add \$8,668, both prices include GST. The options list is comprehensive.

For more information, contact Pacific Yachting, Newcastle, NSW. Telephone (02) 4962 5288.

raised, so the seats on the starboard side boost the numbers at banquet time. This is a beamy 44 footer (4.25m overall, with plenty of beam aft) and there is plenty of volume below deck.

The big wheel is well aft, its nether regions set in a trench in the cockpit floor. The mainsheet traveller is immediately ahead of the wheel, and the skipper can reach the traveller lines (4:1) which are controlled by cams on the vertical faces of the cockpit seats. The primaries (Harken No. 53s) can also be reached by the helmsman, but the split mainsheet is controlled by Harken No. 44s on the coachroof each side of the companionway. The backstay is adjusted by a mechanical system operated by a winch handle.

The life raft fits under the cockpit sole; in the Dufour 40 it goes under the helmsman's seat. In a clever bit of geometry, on both boats, this seat folds and drops to the sole to provide access to the boarding area on the transom.

In the words of a great philosopher, "some days are diamonds, some days are stone," the day of our test was

a diamond – cool enough to produce a nice offshore breeze, warm enough for a comfortable sail, and bright enough to saturate the colours of sea, sky and beach as we reached across Newcastle's Stockton Bight.

There are no tricks to handling the Dufour 44. The boat sailed to its polars; we saw 5.7 of boatspeed in around 8 knots on the wind, figures which agree with the designer's predictions.

We could have handled a bit more breeze to test the boat. The gust of the day was only about 11 knots, but in this game you take what you get.

The steering was slowish but nicely weighted; the helmsman's foot supports seemed well-placed, but you don't get a true picture of boat handling until the hull is under pressure. The 55hp Volvo saildrive was quiet. With the boat at a dead stop, I slipped the Volvo into gear and, at idle speed, she turned in about 1.5 boat lengths.

The Dufour 44 is like the Arpege in that it is quick, good-looking and easy to like. You could say that it represents a return to the Dufour roots. ■



# SUPER STYLER HANSE 531

Super-yacht features, not to mention understated style, will make the German-built Hanse 531 the marvel of the marina, as Barry Tranter explains

We used to describe the Hanse range from Germany as a conservatively styled cruiser/racer that was particularly likeable because of its self-tacking headsails. That was before we saw the 531.

Builders Hanse and designers Judel/Vrolijk have made a massive leap into the realms of super-style. The 531's high-freeboard hull is aggressively styled, and below deck the consultant designer has adopted a modern, minimal apartment-style approach. The style has not been allowed to dominate. Those pragmatic Germans have made sure that form has not dominated function.

The yacht featured here will be sailed most often by a husband and wife team. Handling the yacht is made possible by superyacht-style features that include the tender garage in the stern, a self-stowing anchor system (below deck level), electric winching and, of course, the self-tacking headsail.

Lifelong yacht owners and sailors, John and Sarah, chose the optional bow thruster – which was essential because the yacht lives in a marina berth only 30cm wider than the yacht – and an autopilot (both by Lewmar).

“Our four children love sailing, but the youngest is now 27, and they are not always available to sail with us,” says John.

Neither John nor Sarah are deterred by the yacht's size. “Bigger yachts are often easier to sail,” says John. “They're not quite as twitchy.”

The luxurious below deck has a level of design usually only seen in custom yachts. You can choose from two, three or four cabins, with four saloon layout options.

John and Sarah chose the two cabin option, both of which are actually huge staterooms. They selected the saloon layout that features a U-shaped galley and two fixed armchairs on the port side.

“We are tired of being forced to sit at the table all the time that we are below,” says Sarah. Seating on the inboard side of the dinette table is provided by folding chairs; beautifully crafted items that stow away when not needed.

There is a touch of O30s German-style in the interior. The timber trim is satin-finished American cherrywood, but you can also have Hanse's trademark high-gloss mahogany.





THE MILLION  
DOLLAR BOAT  
PHOTOS:  
BARRY TRANTER

## HANSE 531: FAST FACTS

LOA	16.15 metres
Hull length	16.15m
LWL	14.60m
Beam	4.91m
Deep draught keel	2.80m
Medium draught keel	2.43m
Shoal draught keel	1.95m
Displacement	18.7 tonnes
Keel weight (deep, as tested)	6600kg
Water	750 litres
Fuel	400 litres
Mainsail	77 sq m
Self-tacker	56 sq m
Designed by	Judel Vrolijk
Price:	\$959,000

For more information, contact Windcraft Australia, Bayview, NSW. Telephone (02) 9979 1709.



The floor comprises large squares of near-white Canadian maple that can be lifted to reveal a massive grid system (some 500mm deep at its maximum). This grid system stiffens the skin, takes the loads from keel and rig and provides a horizontal-like pigeonhole system to house the 11 batteries (two for the engine, nine for the house), tanks and other systems.

The owner's stateroom aft has a centreline double berth and en suite bathroom. The forward stateroom has a double to starboard and a single to port. The head is in the bow; this would presumably serve as the day head.

The 100hp Yanmar (good for when more than 9 knots is needed) eases the yacht out of the berth and the bow thruster lines it up for the exit. The mainsail (the two standard sails are German North) goes up on the electric winch, and once you unroll the self-tacker, you are away and sailing. If you want, you can vary the sheet's position on the jib clew to control that vertical leech.

When we went out for a cruise, we only had light breezes. The hull is quite light, with a displacement/length ratio of 167. The polars show that with 105 per

cent jib, she should give seven knots (and a bit) at 40 degrees in 10 of breeze. The numbers we saw confirm that. John will specify a number one of only 108 per cent, as cruising is the yacht's primary role.

Life in the cockpit is sybaritic. The lines are led beneath the deck mouldings and the main sheets to fixed points on the coachroof, so there is very little spaghetti in the cockpit. The main lounge is U-shaped; there are two wheels, each with a seat, the cockpit table has drop leaves and there is no impediment to moving through to the stern.

The only drawback to the layout is you have to step up and over the settee to reach the companionway. The cockpit is big and comfortable; the owners will add dodger and bimini.

The Hanse 531 is a terrific blend of style, performance and easy handling. You could say it is easy to like a million-dollar yacht, but this is a very good million-dollar yacht (\$959,000, to be precise).

And, for what it is worth, not all million-dollar yachts are likeable. ■



MORNING GLORY  
AND PYEWACKET  
CROSS TACKS  
PHOTO:  
PAUL GRIESER

# BERMUDA TRIANGLE

A new breed of super-maxis hotted up the action in the 2004 Newport to Bermuda race.  
Report by Jodie Thompson

The 49th biennial Newport to Bermuda race provided all the excitement expected when a trio of MaxZ86s blasted onto the scene. Hasso Planter's *Morning Glory*, Roy Disney's *Pyewacket* and Dick Devos's *Windquest* rounded out the star-studded lineup to compete in one of international offshore racing's premier events.

The June race served as the third event in a series of six regattas on the inaugural MaxZ86 class circuit.

"We were actually trying to get a class started of similar big boats that could race together without handicaps," says Roy Disney, "And while it never came to pass, we did get three big boats built and we all want to race them somewhere. So the question arose whether the Bermuda race committee would reconsider their high-end rating and allow us in."

And they did. The race committee created a demonstration division open to IMS racers that used water ballast or canting keels and fitted within the rating band. This emphasised the appeal of modern designs without disrupting other divisions. Their vision is exciting for the future of high performance yacht racing and this trend towards lighter bigger boats is hard to refute.

The latest generation of Reichel/Pugh-designed MaxZ86s, *Morning Glory* and *Pyewacket*, are both CBTF (canting ballast twin foil) boats, but the original MaxZ86, *Windquest* (ex-*Zephrus V*), uses water to enhance stability. So what is the major difference between the canting keel maxis and the maxis that we've seen in the past?

"They're fast," says *Morning Glory*'s 'Big Mikey' Howard. "They're just a new breed; it's like going from a Corvette to a Ferrari."

"These boats are a lot higher calibre of construction," he says. "They're built to be much lighter and by being able to cant the keel you don't [need to] have as much weight in the bulb. So moving the keel out helps your stability and you're able to adjust your heel angle on different points of sail."

"Being lighter with a big sail area means they're a lot quicker on all points of sail, especially when you get on the reaching angles."

For the twin maxis, *Morning Glory* and *Pyewacket*, the Bermuda Race was their first offshore race since being launched late last year. The two boats had lined up against each other earlier this year in the Caribbean in St. Maarten and Antigua, but these were day races between two and three hours long. It's a different way of racing when you are battling it out on a 635 nautical mile offshore course.

## Light start

The Bermuda race start saw light winds and heavy fog as the 159-strong fleet left Newport, Rhode Island, in a 5-10 knot northerly downwind starting sequence. The waters off Castle Hill were filled with spectator boats all keen to get in on the action and see the latest maxis and IMS boats hoist their gennakers and head off toward the horizon.

The smallest boats in the fleet got underway first with 12 other classes following at 10-minute intervals. The MaxZ86s were the last to start, but it wasn't long before they were leading the fleet southbound.

"Our plan for the race," explains *Morning Glory*'s Dee Smith, "was to work very hard in the first 24 hours and get a good lead; we felt the boat that got a lead would just get further ahead. The wind was to go light and lift from behind, so to use the power from our keel we worked to keep the wind forward as much as possible."

*Morning Glory* played to the left of the fleet on the first night, and the crew were able to keep the pressure longer to get a nice 11 nautical mile lead before heading up and hitting the Gulf Stream. The Gulf Stream adds a twist to this event because the currents are so strong, getting from one side to the other can really be the whole race. Navigating through the stream adds to the excitement, making it one of the most challenging

CREW MEMBER  
NICK BICE ON BOARD  
MORNING GLORY  
PHOTO:  
JODIE THOMPSON



offshore events. It is no easy task finding an ideal crossing point avoiding adverse direction eddies that can set a boat back significantly.

The conditions in this year's event made for smooth sailing, a far cry from two years ago when the fleet encountered 20-35 knots of breeze and rough, confused seas, especially in the Gulf Stream.

Stan Honey, who navigated Roy Disney's previous *Pyewacket* to victory two years ago, says, "All the conditions are the same in lighter air conditions, but you have to be more careful about the current in the Gulf Stream because you are likely to spend more time in it.

"The key to getting through the Gulf," he says, "is a pretty straightforward mathematical process. You know how fast the boat can go on each point of sail and you have estimates of where the current is and estimates of what wind you have and then you work out the fastest course to get to Bermuda. You also have to think about the implications of the data being wrong and pick a course that is not too risky."

Perhaps risks pay off, or it may have just been luck, but *Morning Glory* was the only fast boat to get east of an adverse eddy in favourable current. "When we hit the stream," said Dee Smith, "we took it toward the east to set up for the eddy south of the stream. This kept us in better wind and we had a very fast run to the finish."

#### Record run

And did they run! *Morning Glory* smashed the record, taking five hours off for an elapsed time of 48 hours, 28 minutes 31 seconds. *Pyewacket* followed five hours and 26 minutes later with *Windquest* coming into Bermuda one hour, 39 minutes later. To give you an idea of the sheer speed of the MaxZ86s, the first IMS racer to finish, the 80-footer *Carrera*, came in close to 20 hours after *Morning Glory*.

These big boat owners are pushing technology and boat design to the limits. The development of this new style of closely matched super maxi is encouraging for the growth of the sport both in design and competitive sailing. ■



### Stick and twist

Deck Grip Profile. Ultra light. Superb grip and stability. Sticky rubber outsole.  
Water dispersion channels. Dual directional razor-cuts. Non marking. Quick drying.  
Nylon "air mesh" construction - super fast draining. Low water "pick-up" design.  
EVA mid-sole and heel for enhanced comfort. Discover more at [www.henrilloyd.com/footwear](http://www.henrilloyd.com/footwear)

**HENRI LLOYD**  
enjoy sailing



GEARING UP FOR THE AMERICA'S CUP  
PHOTOS:  
JODIE THOMPSON

America's Cup action returned to Newport, Rhode Island, with defending champion *Alinghi* going head-to-head against *BMW Oracle* for the UBS Trophy series reports Jodie Thompson

# THE THRILL OF THE CHASE

The UBS Trophy marked the return of the current America's Cup yachts to the shores of Newport, Rhode Island – home to America's Cup racing for more than half a century.

Not since *Australia II* won the coveted America's Cup trophy in 1983, and broke the longest winning streak in sport history, had an overseas rival successfully defeated an American syndicate in the event's history.

While many of the older, refined 12 metre yachts can still be found sailing around the Narragansett Bay, a new era in America's Cup racing has started. The latest International America's Cup Class (IACC) yachts are close to 80 feet long, with masts that reach 110 feet high. A spectacle to behold, these sleek agile designs command reverence.

In an unprecedented format, the defending Cup champions – team *Alinghi* – revamped the rules to introduce multiple events throughout the four years leading up to the America's Cup in 2007. The first regatta in the new format, the Moët Cup, was held in

San Francisco in September last year. The UBS Trophy marked the last event in the US, before both syndicates head over to Europe to compete in a regatta in Marseille (France) and two in Valencia (Spain).

"This is ensuring that the America's Cup becomes a little more like Formula One, where there's a circuit around the world and we are racing regularly," says BMW Oracle Racing founder Larry Ellison. "That is good for the professional sailors; it is good for the sport and the fans."

BMW Oracle Racing Chief Executive Officer and skipper Chris Dickson echoed the importance of events like the UBS Trophy, adding: "We can train on our own and go racing with two yachts all day long, but it's not the real thing. Racing *Alinghi* here there's no quarter asked, none given; there are things that happen in the heat of battle that just don't seem to happen in the nice controlled environment inhouse."

*Alinghi* set up camp at the Newport Shipyard next to former rival *BMW Oracle* to compete in a series of

12 pro-driver races and four owner-driver match races. The venue was geared to be accessible for yachting fans to view the trophy and mingle with syndicate team members in a somewhat relaxed environment.

In a remarkable turn of events, the notable absence of *Alinghi* helmsman Russell Coutts, signalled unrest in the *Alinghi* camp. While there had been speculation for some time about the rift between Coutts and the Swiss *Alinghi* syndicate, it was confirmed here.

"We hoped that Russell Coutts would be helming and leading us to victory in the UBS Trophy; he clearly decided not to helm," says Bertarelli.

BMW ORACLE AND  
ALINGHI GO HEAD  
TO HEAD OFF  
NEWPORT,  
RHODE ISLAND  
PHOTO:  
JODIE THOMPSON



### ROCKY TIMES

While the *Alinghi* team was one entity in 2003 with Coutts working on equal ground with Michel Bonnefous, the creation of the America's Cup Management (a 'neutral' body reshaping the event) has meant a loss in Coutts' decision-making authority and influence in reshaping the America's Cup.

With differing opinions of the management direction, Coutts' commitment to Team *Alinghi* wavered and his role on *Alinghi* has now ended. An amendment by the America's Cup organisers, preventing contracted sailors from joining other syndicates, means that Coutts may be sidelined in the next America's Cup.

As the most successful skipper in America's Cup history, Coutts brought with him his right-hand man for the last three America's Cup, tactician Brad Butterworth.

In another blow for *Alinghi*'s afterguard, Butterworth was unable to sail in the series after injuring his ankle in a car accident the day before the event. This meant *Alinghi* had to rely on Peter Holmberg and Jochen Schumann to helm. A little thin at the back of the yacht, they introduced American Cup veteran Ken Read as guest tactician for a little local knowledge.

The Narragansett Bay was the ultimate course location with both yachts entering from opposite sides, settling into a usual two windward-leeward leg race. Instead of crowds scrambling to get on boats to watch the Cup yachts race, as was the case in the past, the best

spectator viewing was on land at Fort Adams, where Dawn Riley provided live race commentary.

Andy Green, starting helmsman for past challenger *GBR Challenge*, said later there was one race when the yachts got so close to the spectators, the crew could almost touch them. "There was cheering and shouting; I think both the crews and the teams loved it," he recalls.

With up to three races a day, starting at about midday, there was only one day when light wind and dense fog pushed the venue north of the Pell Bridge. Although less spectator friendly, it allowed the yachts to stretch their wings.

"It's not entirely appropriate, with these shifting conditions," says Green, of the inshore conditions on the Bay, "but they are trying to get the races as close to shore as possible for everybody's viewing pleasure. They will do the same in Valencia."

Unique to the Moët Cup and the UBS Challenge was the choice to run with shortened courses, in a format that deviated from the traditional America's Cup racing. The courses in the America's Cup are typically 18 nautical mile courses; the standard in this event was around two and a half miles. "I think it's great," says *Alinghi* helmsman Peter Holmberg. "It does put a premium on crew work and it does change the game a little bit because starboard advantage becomes more important as well as yacht handling, it sharpens the crew and tests us harder."

Whether it was working out a new combination in the afterguard on *Alinghi*, or lack of time on the water, *Oracle* was dominant on the leader board going into the final day of racing. *BMW Oracle* used the New Zealand summer to complete a six-week training session, and with an afterguard that included Chris Dickson, Gavin Brady and John Kosteki as tactician, they were certainly on fire.

"We're realising that *BMW Oracle* has been working hard and we really haven't been training or doing any development," says Team *Alinghi* design coordinator Australian Grant Simmer. "They have clearly moved forward, so it's good for us to check in and sail against other teams."

With a clean slate going into the last day of racing, as with any low point's regatta, it all came down to the last race. With so many points at stake, the final two races could have gone either way, but *Oracle* was at its best, winning both the pro-driver and the owner-driver race, taking home the UBS Trophy.

"It's a nice reminder of the value and the importance of time training," says Holmberg. "We're going to ramp things up a bit in preparation for the ACT's in Europe."

The road to the next America's Cup will certainly be more difficult for Team *Alinghi*, now they are the defenders. "We have to be prepared for all of the challengers that will face our team in 2007," said Bertarelli. "But the UBS Challenge was a great opportunity to gauge our strengths and weaknesses, and we will be doing that every time we compete on the water." ■

# SCRAMBLED, NOT STIRRED

Top chef Bill Granger takes time out from the kitchen to share his delicious scrambled eggs recipe with Hugh Fitzhardinge



Sometimes this column may seem a little Sydney-centric, for which I must apologise. But work and family forbid me from travelling too far afield. A friend of mine who returned recently from Angola, where her husband works for the United Nations, asked me: "What is this obsession with food?"

It's true. Sydneysiders – and possibly Australians as a whole – are obsessed with food. And real estate. In fact, alongside sport, these two things have become national pastimes. In turn, the food obsession feeds chefs who then capitalise on it and make themselves television stars. Some should just stay put in the kitchen.

First there was Neil Perry, then Luke Mangan, Kylie Kwong and Matt Moran ... and the list goes on. However, my favourite TV chef was one of the originals, Englishman Keith Floyd.

There was an absolute lack of pretence about Floyd and he wasn't tricky or 'nancy'. He'd rock up, setting up his stove wherever he found himself. With wine glass in hand, and half sozzled, he would cook simple, hearty, mouth-watering food. And some of it (God forbid) wasn't even healthy. He was a true pioneer. His favourite dish (or so I was told by his agent) was equally unpretentious – mashed potato from French roadside diners.

In celebration of simple food, I've got a recipe from one of our own homegrown television chefs to share with you. Bill Granger has a cooking show on Foxtel and a cracker of a cafe in Darlinghurst, Sydney, called Bill's (there's also Bill's 2 in Surry Hills), where he does the most amazing breakfast. So much so that one of my favourite food writers, Terry Durack who now lives in London, lists Bill's breakfast as one of the things he misses most about Sydney.

Bill does amazing scrambled eggs. I like this recipe because it's cheap, anyone can do it and it's dead simple to cook on a boat. Read the recipe and try making your scrambled eggs this way. The difference between this and the overcooked stuff you're probably used to is as vast as the difference between a waterfront mansion and a fibro shack (whoops, there I go discussing real estate again.) ■

"I like this recipe because it's cheap, anyone can do it and it's dead simple to cook on a boat"

## BILL'S SCRAMBLED EGGS

### INGREDIENTS (PER PERSON)

2 eggs  
1/3 cup cream  
pinch of salt  
10g butter

### METHOD

Place eggs, cream and salt in a bowl and whisk together.

Melt butter in a non-stick frying pan over high heat, taking care not to burn the butter. Pour in egg mixture and cook for 20 seconds, or until gently set around the edge. Stir the eggs with a wooden spoon, gently bringing the egg mixture on the outside of the pan to the centre.

The idea is to fold the eggs rather than to scramble them. Leave to cook for 20 seconds longer and repeat the folding process. When the eggs are just set (remembering that they will continue cooking as they rest), turn out onto a plate. Serve with hot toast.

*Note: If you are making more than two serves of scrambled eggs, make sure you cook separate batches so as not to crowd the frying pan.*

*(Recipe courtesy of Sydney Food, published by Murdoch Books)*

PHOTO:  
PETRINA TINSLEY

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

# STAR OF GREECE

Cruising in South Australian waters? Here is a port of call not to be missed, along with a shoal that most definitely should be, writes Paul Foster

Star of Greece Café isn't a café but a restaurant. Nor is it Greek. It's modern Australian, and if quaint describes its look, famous describes its food. It is a serious eatery that operates in the kiosk of an earlier era of seaside life, above the beach at Port Willunga on the Gulf of St Vincent, a short way south of Adelaide. Close by is the town and wine region of McLaren Vale. Yes, the wine list is truly impressive and, yes, they still sell ice creams.

Sitting on the edge of a low cliff, the building looks like it's listing and is as unpretentious as painted weather-board can be. But there's plenty of style, inside. Bright striped old metal sun-chairs set the tone. Salt water bric-a-brac decorates the walls and, taking it in, you'd reckon Poseidon had okayed the job. Tribute is paid to his might, anyway, and etchings depict the fate of the *Star of Greece*, a 227ft three-masted square-rigger that was lost in a storm on the reef off the headland in 1888. Seventeen people perished.

The menu is exciting and prices are fair, mid-tens for entrees, high twenties for mains. Two starters my wife and I found outstanding were the crab and fennel omelette (is that really truffle?) and onion tart with grilled tommy ruff (an odd combination that works). Then Kangaroo Island crayfish and prawn cannelloni did main course battle at our table with crispy roast duck breast and confit of duck leg. Don't ask about sweets; the list looked good, but you know how it is when you're filled.

Before lunching at Star of Greece, however, and slipping into a lazy day, visit a local winery. There's surely no shortage of them. Off Main Road at Willunga on McLaren Vale flat is Richard Hamilton, a winery that can claim origins in the earliest days of South



**CHapel Hill THE VICAR 2001**  
BLESSED MARRIAGE, BOTH OF VARIETIES AND REGIONS. SUCCULENT, WITH BLACKCURRANT AND CHERRY FRUIT. ELEGANCE WITH OOMPH. MEDIUM-TO-FULL-BODIED: \$45



**RICHARD HAMILTON**  
**CENTURION SHIRAZ 2001**  
McLAREN VALE MOCHA, IN ITS PLUMMY DEPTHS. FIRMLY-MUSCLED AND RICHLY-TEXTURED. RESTRAINT WITH WOOD MEANS THE MARVELLOUS FRUIT SHINES THROUGH BOLDLY. BIG: \$50

Australia's settlement, and a red worth every cent is their Centurion Shiraz 2001. It's not just good, it's wondrous, their flagship from fruit off 109-year-old vines.

Then take ten minutes to travel to the top of the McLaren Vale Range and visit Chapel Hill. Here, at the cellar door, alongside the small 19th century church, try The Vicar. The wine, that is. The 2001 is lovely with local material – 48 per cent Shiraz, 25 per cent Cabernet Sauvignon, 9 per cent Merlot – lifted by Coonawarra Cabernet. It's smoothly textured, richly flavoured and wonderfully well-bred. Fine on its own and way better, still, with Star of the Sea Grilled Fillet of Beef.

Take note. Top guests at Star of Greece don't sail down for lunch. True trendies, I'm told, fly in and out by helicopter. This avoids navigating the shoal, after all. ■

*Paul Foster writes, teaches and talks about wine and has, over the last ten 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.*



# QUICK & SMART

New products and developments in Australia's yachting world



## WIRELESS MAGIC

The advanced wireless data service, Telstra Mobile High-Speed, played a key role in the efficient running of the ACE Etchells World Championship at Mooloolaba in August.

As the communications sponsor, Telstra Country Wide provided high-speed PC card modems (a small card with an aerial that is inserted in the laptop modem slot), as well as high speed ADSL and ISDN internet connections.

Using St Pete Scorer results software loaded on a laptop, the race committee calculated

results and progress points after each race. The data was then emailed via wireless network to the Mooloolaba Yacht Club as an HTML file, which was then printed as a hard copy and published on the official website.

Press officer, Peter Campbell (shown at left) also used the PC modem card to transmit news releases, while media centre manager Tracey Johnston updated the website from out on the water.

**For further information, visit the website: [www.telstramobility.com](http://www.telstramobility.com)**

## BOAT BUILDING ADVANCE

Isle of Wight-based SP Systems has launched S-Core, an innovative thick section laminating material that has practical applications in the marine industry. An efficient core material for the production boatbuilder, S-Core is a moulding material that consists of a single layer of a polyester non-woven material that has a pressure stable structure, applied to a pre-cast, pre-catalysed resin film. It has the appearance of dry reinforcement on one face and resin on the other. The product is highly flexible, making it ideal for use in curved areas.

**For further information, visit the website: [www.spsystems.com](http://www.spsystems.com)**



## AID TO SEARCH & RESCUE

A new search and rescue transponder (SART), released by Pains Wessex, is a welcome addition for survivor location. When activated, the location of the beacon or stricken vessel shows up on a rescuer's radar screen as an easily recognised series of dots.

Designed to meet commercial craft standards, the compact S4 is an excellent addition to safety equipment on long-distance cruising and racing yachts. It carries a 9GHz X-band radar transceiver and is small enough to be carried in a life raft.

Once activated, the S4 automatically transmits a response signal when a 9GHz radar signal is received from a ship or aircraft. This clearly identifies the location of the vessel or survival craft carrying the S4 SART, on the radar screen.

**For further information, telephone Pains Wessex Australia on (03) 9885 0444.**

## MARINE BREATHALYSER

There are many responsible boaters who enjoy a social drink out on the water. The problem, of course, has been knowing when the legal limit of .05 has been reached, or exceeded.

Staying under the legal limit is important, and there is now an inexpensive and convenient product that all boaters can carry on-board.

The Breathscan Breathalyser, manufactured in the US, is a breath alcohol tester that detects alcohol in the body. The units are designed for one-time use and display a reading of either below or above the .05 limit.

Sold in a pack containing three individual units, the Breathscan Breathalyser is distributed throughout the marine market in Australia by Pains Wessex.

**Recommended retail price: \$20.**



**“We knew you’d like it...”**

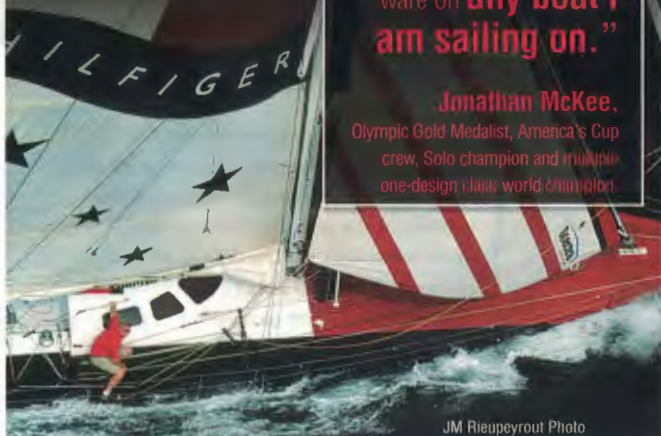


“When we first tested Team McLube Sailkote’s dry film lube seven years ago, we thought we had found something big. We were right! McLube Sailkote has become a favorite of racing and cruising sailors throughout the world. Here’s what Jonathan McKee has to say.



**“I always coat** the sliding hatches, mainsail slider tracks, spinnakers, telltales, and deck hardware on **any boat I am sailing on.”**

**Jonathan McKee,**  
Olympic Gold Medalist, America’s Cup crew, Solo champion and multiple one-design class world champion.



JM Rieupeyrou Photo

**Congratulations to Team McLube for putting the smooth back into sailing.”** — Peter & Olaf Harken

**Team McLube**

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

**HARKEN**  
INNOVATIVE SAILING SOLUTIONS

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

**HARKEN AUSTRALIA:** 6/224 Headland Road, Dee Why NSW 2099, Tel: 02 9905 9400, Fax: 02 9905 9455, Email: [harken@deckhardware.com.au](mailto:harken@deckhardware.com.au)  
**QUEENSLAND:** 1/30 Millenium Place, Tingalpa QLD 4173, Tel: 0427 427 536, Fax: 07 3348 2251, Email: [harkenqld@deckhardware.com.au](mailto:harkenqld@deckhardware.com.au)

Don't forget to ask your sailmaker about Sailkote Plus™

## BOOTS AND ALL

Having warm, dry feet contributes significantly to offshore endurance. Rating highly among the best sea boots is the Henri-Lloyd Ocean Racer Boot. It is totally waterproof and yet allows the foot to breathe.

Made with a waterproof breathable membrane, the boot is formed into a moisture-management system that incorporates high-wicking Dri-lex lining, which transports perspiration to the outside while eliminating water penetration from the outside. Uppers are constructed from the highest-grade waterproof leather, while soles are razor-cut both laterally and vertically for maximum grip on deck.

For further information, visit the website: [www.henrilloyd.com](http://www.henrilloyd.com)



## ALWAYS ON THE WEB

Stratos Global Corporation, a global communications services and solutions provider, has announced the availability of Mobile Packet Data Service (MPDS) for Inmarsat Fleet F33. The service provides the benefit of always-on connectivity and data-transmission-based billing to small vessels.



## LIGHT SAILING JACKET

Here’s a jacket that’s suitable for light weather as well as for warmth under wet-weather gear, the Henri-Lloyd Echo. Providing excellent insulation, the fleece has protective patches on the elbows and articulated sleeves for easy movement. The high-quality fleece draws moisture away from the body, keeping the wearer dry and comfortable.

For further information, visit [www.henrilloyd.com](http://www.henrilloyd.com)



## NEWS FROM ALL PORTS

### 2005 ADMIRAL'S CUP PLANS

The Royal Ocean Racing Club has announced that three-boat national teams will return for the next Admiral's Cup, to be held from Cowes, Isle of Wight, off the south coast of England from 9–17 July 2005.

The 2005 Admiral's Cup will comprise a series of inshore and offshore races sailed in and around the Solent area and the English Channel. The event format has been compressed to attract the world's top sailors without sacrificing the quality of the event.

First run in 1957, the Admiral's Cup is generally considered to be the unofficial world championship of offshore sailing. Member National Authorities are invited to send up to two national teams, with each team consisting of three boats made up of:

- One IRC (endorsed) boat with provisionally a TCC between 1.300 and 1.550 and appropriate limiting DLR and Hull Factors. Precise rating and other limitations will be confirmed in the Notice of Race.
- One Swan 45.
- One Mumm 30.

The principal offshore race in the Admiral's Cup, the 400 nautical mile Wolf Rock Race, will be for the Swan 45s and large IRC boats, with the smaller Mumm 30s sailing a suitably tailored shorter offshore course.

Bob Oatley, owner of *Wild Oats*, the large boat in the winning team from the Royal Prince Alfred Yacht Club in the 2003 Admiral's Cup, has recently launched a new *Wild Oats* to defend the cup for Australia, along with two other owners who have already committed to the defence of the cup.

The RORC chose this combination for both exciting big boat racing and accessible offshore racing.



TOP: THE NEW *WILD OATS* – AN EVEN MORE RADICAL CANTING KEEL DESIGN THAN ITS PREDECESSOR

INSET: *WILD OATS*' OWNER BOB OATLEY AT THE HAMILTON ISLAND REGATTA  
PHOTOS:  
ANDREA FRANCOLINI

### NEW SPONSOR FOR REGATTA

Middle Harbour Yacht Club's (MHYC) Commodore Ian Box has announced that the International Property Group FPD Savills will sponsor the Club's Short Ocean Racing Championship (formerly known as the JP Morgan Regatta). The FPD Savills Regatta is scheduled for 27–28 November 2004.

The FPD Savills Regatta will be the first major grand prix event leading up to the summer's big ocean races including the Rolex Sydney Hobart Yacht Race and the Strathfield Pittwater Coffs Harbour Race. The regatta is expected to attract the cream of Australia's offshore and one-design fleets.

This year's event is expected to attract about 85 yachts and will include a new division for the big V060 round the world yachts.

Racing will be held offshore over two courses with the exception of the V060s, which will make a spectacular start from within Sydney Harbour before sailing a long leg to either Palm Beach or Botany Bay.

FPD Savills is one of the leading firms of international property consultants and real estate agents, with offices and associates throughout the UK, Europe, Australasia and Africa. In Australia, FPD Savills is one of the country's largest commercial property consultants.

## SAILING SOUTH

The Charles Davies Memorial Trophy, one of the finest trophies owned by the Royal Yacht Club of Tasmania, will be the major trophy for the IRC Division of the Boag's Sailing South Race Week in early January 2005.

Yachts will be able to enter two of the three handicap categories, IRC, IMS and PHS. This will increase competition for the 2005 event set to start a day earlier than this year, with the opening races being part of the traditional King of the Derwent on 2 January. Racing will continue over the next three days to 5 January with only one long race on the program. The RYCT expects a stronger interstate involvement with yachts staying on in Hobart following the races from Sydney and Melbourne.

Michael Spies, who skippered the Overall Winner of last year's Rolex Sydney Hobart, *First National Real Estate*, has already confirmed he will enter his new Beneteau First 44.7 in Sailing South Race Week and is to officially launch Race Week in November.

Other Sydney yachtsmen expected to contest Race Week include Matt Allen with *Ichi Ban*, Ed Psaltis with his latest *AFR Midnight Rambler*, Howard Piggott with *Wild Oats* (the original Sydney Hobart Race winning Farr 42) and David Kellett with a yet-to-be-named boat. Melbourne yachtsman Chris Dare has also indicated he will contest Race Week with *Ninety Seven*.



CLOSE COMPETITION ON THE DERWENT IN SAILING SOUTH RACE WEEK

The likelihood of a Cruising Division in the Sydney Hobart Yacht Race is expected to boost the two Cruising Divisions of Race Week. Other changes include the introduction of a Non Spinnaker Division and a Trailable Yacht Division.

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

**2 January:** Race 1, King of the Derwent Race. Separate start for Cruising Divisions.

**3 January:** Two harbour races for IRC, IMS, PHS, Sports Boats and Trailable Yacht divisions. Distance race for Cruising and Non-Spinnaker Divisions.

**4 January:** Distance Race to Storm Bay mark(s) and return. Two harbour races for Cruising Divisions, Non-Spinnaker Division.

**5 January:** Two harbour races for IRC, IMS, PHS, Sports Boats and Trailable Yacht divisions. Distance Race for Cruising Divisions, Non Spinnaker Divisions.

## GREAT SOUTHERN

With the Australian Offshore Championship now not being held in South Australia in 2005, the Cruising Yacht Club of South Australia is planning a new event, the Great Southern Regatta, as a lead-up to the annual Adelaide Port Lincoln Race.

The timing, Saturday, 19 February to Tuesday, 22 February, is such that boats that do a circuit will be able to compete. The regatta will cater for Division 1, 2 and 3 boats, IRC and class racing. For more details, email: david.evans@yccsa.com.au

## KEEP YOUR DISTANCE

New maritime security zones are in place within the ports Sydney Harbour and Botany Bay. Recreational craft must now keep at least 30m clear of any berthed cruise vessel at the Overseas Terminal, Circular Quay and from the Tasmania III passenger ferry or any berthed cruise vessel berthed at 5, 7 or 8 Darling Harbour.

They must also keep 100m clear of any tanker berthed in Gore Cove and, of course, 100m clear of all Navy vessels berthed within the Harbour.

Full details of MARINER BOATING HOLIDAYS  
on [www.marinerboating.com.au](http://www.marinerboating.com.au)  
or call 02 9966 1244

Email [info@marinerboating.com.au](mailto:info@marinerboating.com.au)

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



# DOWN THE RHUMBLINE

A cornucopia of characters, yachts and close encounters collided to produce the most spectacular Hahn Premium Race Week yet, says Peter Campbell

Since its inception 21 years ago, Race Week at Hamilton Island has steadily evolved to become arguably the biggest and most enjoyable sailing regatta on the Australian offshore racing calendar.

Over the years there have been many changes to the regatta's format, as members of the Hamilton Island Yacht Club and its many helpers from around Australia continue to improve the event.

From the outset, Race Week has attracted many of the biggest and best grand prix offshore racing yachts in Australia and, from time to time, similar high performance boats from overseas, notably New Zealand.

The 2004 Hahn Premium Race Week at Hamilton Island has been no exception. There was the clash of the super maxi titans – the 98-footer *Skandia* from Australia and *Konica Minolta (Zana)* from New Zealand; the 2003 Admiral's Cup champion *Wild Oats* snapping at their transoms; the veteran *Brindabella*; and the appearance of brand new racers such as the Beneteau First 44.7, *Prime Time*, and the Reichel Pugh 46, *XLR8*.

Race Week director Warwick Hoban again listened to owners' requests and, on the eve of the regatta, agreed to combine the Big Boat and IRC divisions into one class. It made good sense and it lifted the level and depth of competition for the keen racing crews.

The most significant growth, however, has been in the non-grand prix fleets, with this year's program catering well to those for whom the enjoyment of sailing rates just as high as winning. And who wouldn't enjoy sailing around the beautiful islands of the Whitsundays on a warm sunny winter's day in a light to moderate tradewind?

This year's program catered for IRC Cruising Yachts, Performance Handicap, a new Classic Yacht class, Premium Cruising and a massive Cruising Division that attracted 89 of the record 187 entries. The Premier Cruising class is intended for modern fast cruising yachts of 14 metres LOA and more. The Cruising class is for all types of cruising yachts, although this year's huge fleet was dominated by production yachts.

Unlike the tight racing courses for the IRC class and Sydney 38s, the race committee set excellent longer courses for the Cruising class yachts that used the islands as rounding marks, giving the fleet a pleasant 23 nautical miles course on a sparkling sea most days.



This year's event was a gathering of the clans for Beneteau, Jeanneau and Bavaria yacht owners, with a sprinkling of other production designs such as Elan, Dufour, Northshore, Dehler, the first two Sydney CR39 and CR47 designs, and a couple of magnificent Swans.

Many cruised their yachts to Hamilton Island from as far afield as Auckland, Sydney, Melbourne, Perth and Darwin. Also participating were the famous schooner *Astor*, a three-time line honours winner of Sydney Hobart races in the early 1960s, now owned by an American yachtsman; a little cruising boat from Scotland; and a large cruiser whose owner gave his home port as Switzerland.

Others chartered yachts from Hamilton Island-based companies Sunsail and The Moorings. Sunsail leased 21 Beneteau and Jeanneau yachts to crews from Hobart, Melbourne, Adelaide, Sydney and Brisbane.

Walking along 'A' marina, on the southern shore of Hamilton Island harbour, was like being at a boat show, with pen after pen of Beneteau boats, their crews obviously developing a strong camaraderie before and after the day's racing. The big importers, Beneteau and Bavaria, organised cocktails for owners and potential owners. Beneteau Vicsail held its own pre-race weather and course briefing each morning in the *Hesperus* – 'the boat that don't float' – a landmark on the shores of the harbour.

MATRIARCH BONNIE WALTER, FROM MANLY, NSW, AT THE HELM OF THE FAMILY YACHT *LEGLESS*. CREW INCLUDED HER SONS, BILL, DON AND LEN, DAUGHTER BRONWYN AND GRANDSON BILL. PHOTO: ANDREA FRANCOLINI

BOB OATLEY  
(RIGHT) AND SON  
SANDY, ALONGSIDE  
WILD OATS AT  
HAMILTON ISLAND.  
PHOTO:  
ANDREA  
FRANCOLINI

Bavaria launched its latest import, the Bavaria Match 42, *Monkey Magic*, owned by Queenslander Bob 'Sir Robbo' Robertson, which went on to enjoy some keen competition with *Game Set*, the Bavaria Match 38, skippered by North South Yachting principal, Tony Kirby.

Sailors came from all over. The Oatleys, a famous yachting family who now own Hamilton Island, were taking part as usual – Bob Oatley with his 2003 Admiral's Cup winner *Wild Oats*, and his son Sandy, skippering *Another Duchess*. On the water each day, too, was Hamilton Island chief executive officer Wayne Kirkpatrick with his Sydney 38, *Asylum*.

Media magnate Lachlan Murdoch and his expectant wife, Sarah O'Hare, didn't race but were seen enjoying the sunshine at the Whitehaven Beach Party,

The super maxis, Grant Wharington's *Skandia* and Stewart Thwaites' *Konica Minolta*, came with their army of crewmembers and a rivalry that has existed since the Aussies beat the Kiwis by 14 minutes for line honours in the 2003 Rolex Sydney Hobart Yacht Race.

CYCA Commodore Martin James in *Infinity III*, attending his 10th Race Week, said that he races at Hamilton Island "for the mixture of good racing, family and good food". He was there with his wife Cathy and



aboard the Jeanneau 45.2, *Legless*, in the Cruising Division, with her sons, Bill, Don and Len, daughter Bronwyn and grandson Bill. In fact, her great-grandson, ten-month-old Bligh was also there, but not yet a captain.

Retired Qantas captain Bill Bailey cruised in comfort from Sydney with his Elan 43, *Relish IV* (nicknamed the "Geriatric Express"), with a crew of many past high-fliers. Brad and Maryke Barker (who was the first female Commodore of Port Curtis Sailing Club) sailed up from Gladstone in their Beneteau F435.

Many people have been involved with the race week since its inception, and still are. Yachting scribe Ian 'Stripey' Grant has covered 20 of the 21 weeks, including many times for *Offshore Yachting*.

The only year that Barry King, from Sydney, has missed the regatta in 17 years was the year he got married. Now he brings his bride along and she hasn't missed a regatta since 1986; this year they raced *Sinsail*, a Jeanneau SO 35.

Among the splendid-looking bigger boats in the Cruising class was the 18m Swan, *Lady Godiva*, owned by Melbourne yachtsman David Currie. There were also several Beneteau 47.7s, including John Fischer's *Laissez Faire* from Christchurch, New Zealand, while Vicsail's CEO, Brendan Hunt skippered his newly imported Wauquiez Centurion 45, *Lumina Vitae*.

Brisbane yachtsman Roger Hart won his class in 1994 and returned this year with his Adams 11.9, *Grizzly Adams*, to celebrate the 10th anniversary of his success.

Certainly the most beautiful yacht this year was the magnificent schooner *Astor*, which took line honours in the 1961, 1963 and 1964 Sydney Hobart Yacht Races. The 81-year-old, 86-foot Fife design is now owned by Richard Straman from Newport Beach, California, who has been cruising Australian waters for the past two years, and is a member of the CYCA.

Also present in the Classic Yacht class was *Koomooloo*, the overall handicap winner of the 1968 Sydney Hobart Yacht Race. Her varnished hull has been meticulously restored and maintained by her present owner, Don Freebairn, from Brisbane.

Another old friend Bill Webb (he once ran the famous Hotel Rossi in Port Vila, Vanuatu) was sailing the 34-year-old 15m Van de Stadt, *Sundowner*. ■

"Walking along 'A' marina, on the southern shore of Hamilton Island harbour, was like being at a boat show, with pen after pen of Beneteau boats, their crews obviously developing a strong camaraderie before and after the day's racing"

their two young children, Madeleine, 6, and Alastair, 4.

CYCA Vice Commodore Roger Hickman was also competing as sailing master, with fellow Director Matt Allen aboard *Ichi Ban*, while former Commodore David Fuller, a regular at Race Week, was at the helm of *Bashful*. Former Royal Prince Alfred Yacht Club Commodore Wal Wardle was also there, sailing on Col Crawford's *Pamela C*, which won the IRC division in 2000.

Taking a well-deserved break after being part of the team that organised the highly successful Etchells World Championship at Mooloolaba, were Peter Bayne and Peter Carter who sailed aboard *Amity* in the IRC Class. But it was no holiday for Arthur Hodge, who was principal race officer here too.

I also ran into several Etchells sailors who'd changed boats, including two-time world champion John Savage and Sydneysiders Michael Coxon and Ray Stone, who thinks he's found the right size of boat, "a 50-footer".

International yachtswoman Adrienne Cahalan was back in Australia to navigate Colin O'Neil's *Aftershook*, flying out almost immediately to navigate Bob Oatley's 66-footer *Wild Oats* in the Maxi World Rolex Cup at Porto Cervo, Sardinia, off the coast of Italy.

Then there was Bonnie Walter from Manly in Sydney who, at the fine old age of 92, sailed a couple of races

# OFFSHORE RACING CALENDAR

MAJOR AUSTRALIAN AND INTERNATIONAL OFFSHORE AND INSHORE EVENTS FOR 2004-2005

## AUSTRALIAN

### OCTOBER 2004

- 8 Blue Water & Long Ocean Pointscore Race, Bird Is. course, CYCA
- 9 Ocean Pointscore, Lion Island course, CYCA
- 15-17 Farr 40 One Design Regatta, Peppers Anchorage, Port Stephens, NSW
- 16 Short Ocean Race, MHYC
- 23 Short Ocean Race, Gascoigne Cup, RSYS
- 30 Gosford to Lord Howe Island Race, 408 nm, IMS, PHS, Gosford Sailing Club

### NOVEMBER

- 5 Blue Water & Long Ocean Pointscore Race, Cabbage Tree Island Race, CYCA
- 6 Ocean Pointscore Race, Botany Bay course, RSYS
- 12-14 Farr 40 One Design Rhodes Waterside Regatta, RPAYC
- 13 Short Ocean Race, CYCA
- 19 Blue Water & Long Ocean Pointscore Race, Flinders Island Race, CYCA
- 20 Ocean Pointscore Race, Port Hacking Race
- 28-29 FKP Savills Regatta, Short Ocean Racing Championships, Sydney Harbour and offshore, IRC, IMS, PHS, JOG, Sydney 38, Sydney 32, Farr 40, Middle Harbour Yacht Club

### DECEMBER

- 4 Short Ocean Race, CYCA
- 10 Canon Big Boat Challenge, Sydney Harbour, CYCA
- 11-13 Rolex Trophy One Design classes, Farr 40, Sydney 38, Sydney 32, Mumm 30 OD classes, Sydney Harbour and offshore, CYCA
- 16-19 Rolex Trophy, IRC, PHS, Sydney Harbour and offshore, CYCA
- 16-19 Rolex Challenge international teams series as part of Rolex Trophy, continuing through to Rolex 60th Sydney Hobart Yacht Race, IRC, CYCA
- 26 Rolex 60th Sydney Hobart Yacht Race, IRC, Sydney 38 One Design, PHS, 628nm in Tasman Sea, CYCA
- 27 Melbourne Hobart West Coaster Race, ORCV
- 27 Melbourne Launceston Bass Strait Race, ORCV
- 29-10 Int 5.5 Metre Class World Championship, Sydney Harbour, Royal Sydney Yacht Squadron

### JANUARY 2005

- 2 Pittwater Coffs Harbour Race, IRC, PHS, RPAYC
- 2 King of the Derwent, Hobart, Derwent SS
- 2-5 Sailing South Race Week, RYCT

- 14-20 Int Etchells NSW State Championship, Sydney Harbour, RSYS
- 23-26 Skandia Geelong Week, Royal Geelong YC
- 26 169th Australia Day Regatta, Sydney Harbour, RSYS; Short and Ocean Pointscore Race, City of Sydney Cup, Botany Bay, CYCA
- 29 Blue Water Pointscore, Lion Island-Botany Bay course, CYCA

### FEBRUARY

- 4 Blue Water Pointscore Race, Newcastle Race, CYCA
- 6-10 Hardy Cup International Youth Match Racing Regatta, Sydney Harbour, RSYS
- 12-14 Australian Wooden Boat Festival, Hobart
- 18-20 Farr 40 One Design Australian Championship, Sydney Harbour & offshore, CYCA
- 19-22 Great Southern Regatta, Adelaide, 7 race offshore/inshore series for IRC, Divs 1, 2 & 3 yachts, Cruising Yacht Club of South Australia
- 25 Adelaide to Port Lincoln Race, 150 nm, Port Lincoln Yacht Club

### MARCH

- 1-4 Rolex Farr 40 One Design World Championship, Sydney, CYCA
- 5 Short Ocean Race, RSYS
- 15 Port Cygnet Regatta, Tasmania, Port Cygnet YC

## INTERNATIONAL

### OCTOBER 2004

- 20-1 Rolex Middle Sea Race, Malta

### NOVEMBER

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

### DECEMBER

- 11-19 Rolex Trophy Series, Sydney, Australia, including Rolex Challenge international teams series
- 26 Rolex 60th Sydney Hobart Yacht Race, IRC, PHS, One Design, final race Rolex Challenge international team series, CYCA, Sydney, Australia

### MARCH 2005

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

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

206 | 307 | 407 | 607

ENGINEERED TO BE ENJOYED



PEUGEOT

Australia's newest  
**BAREBOAT YACHT CHARTER  
DESTINATION**

100k white, sandy beaches, white heaven.  
While nearby visit the Margaret River Vineyards,  
Yallingup and Eagle Bay.

Geographe Bay, Bunkers Bay to Bunbury  
**WESTERN AUSTRALIAN YACHT CHARTERS**  
Port Geographe Marina Busseton 6280 WA

Email: bob@gmboats.com.au Web: gmboats.com.au  
Tel: 08 9751 4488 Mob: 0429 088 168

*Whitsunday*  
**rent yacht**

Yachts • Catamarans • Motor Cruisers  
Incorporating AUSTRALIAN BAREBOAT CHARTERS

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

**FREE CALL 1800 075 000**

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



**nannidiesel**

**MARINE PROPULSION**

• ADVANCED TECHNOLOGY • SUPERIOR QUALITY

**NANNI DIESEL AUSTRALIA**

26/17 Bowden St, Alexandria Sydney 2015

**Phone: (02) 9319 5222**

Email: sales@collinsmarine.com.au



**FURLEX**

JIB FURLING & REEFING SYSTEM

*The best selling Jib Furler in the World*

**(02) 9997 4099**

1800 252 368

**Telephone: (02) 9363 2130**

**Facsimile: (02) 9327 1465**

**Mobile: 041 2032 130**

**D. & R. SHIPWRIGHTS**

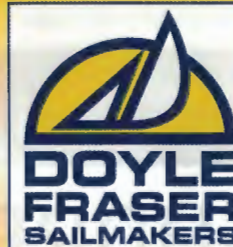
**(C.Y.C.A.) • REPAIRS**

New Beach Road  
Rushcutters Bay NSW 2027

• PAINTING  
• FITTING

**SYDNEY**  
02 4340 5083

**HOBART**  
03 6234 5422



www.doylefraser.com

**MELBOURNE**  
03 9646 5273

**BRISBANE**  
07 3252 5161

**PERTH**  
08 9430 5366

**Proudly Australian - Truly International**



**Halsey Lidgard  
Sailmakers**

For more information please visit our  
great web site at:

www.halseylidgard.com

**SYDNEY LOFT**

PH: 02 9529 4108

3/185 Ramsgate Rd, Ramsgate.

OTHER AUSTRALIAN LOFTS IN BRISBANE, MELBOURNE AND PERTH.

**LEWMAR**

• WINCHES • HATCHES • HARDWARE

**NAVTEC NORSEMAN GIBB**

• ROD RIGGING • DYFORM WIRE • HYDRAULICS • TERMINALS

**Whitlock Steering Systems**

BARLOW DISTRIBUTORS (AUSTRALIA) PTY LTD

177 PHILLIP STREET REDFERN NSW 2016

TELEPHONE: (02) 9318 2128 FAX: (02) 9319 1858

EMAIL: barlow@hotmail.net.au



**Most Medals - Barcelona '92**

**Most Medals - Savannah '96**

**Most Medals - Sydney 2000!**

**Be a Contender ... Buy Contender!**

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

Stockist of: Contender Sailcloth, Putgerson Hardware, P.N.P. Products, Blue Streak Baiters,  
Webbings, Tapes, Adhesive Sailcloths, Furlex Furlers, Selden Rodkickers, Ferrari PVC Fabrics.

*City Boating*  
International 

Phone: 9331 4180  
Fax: 9331 3427  
Paul Williamson

151 Bayswater Road  
Rushcutters Bay  
N.S.W. 2011

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

"10% off wet  
weather gear"



# Rolly Tasker Sails


15% discount for all CYCA Members

At Rolly Tasker Sails – Australia we have made the task of choosing your new high quality and performance sails as easy as it should be.

Whether it be for cruising or racing your Cavalier, Northshore, Farr, Catalina, Hunter, or Beneteau - for great sails at a great price, it's simple:

- Ring Greg or Sam on 0413 705559, or email us at [info@sailsolutions.com.au](mailto:info@sailsolutions.com.au) with your needs
- You'll have a written quote on your desk within 24 hours – less 15% for CYCA members
- We will make your sails and personally fit them to your boat within 21 days
- Naturally, we only use Premium US sail cloths and the best quality sail fittings and battens

## Great Sails at a Great Price

Rolly Tasker Sails – Australia 

"Remember, 37 World and Olympic medals have been won by sailors using Rolly Tasker Sails"



## CREW ON THIS YACHT OCEAN RACING AND CRUISING

Whatever your level of expertise you can develop your sailing skills either racing or cruising on Bright Morning Star  
AYF approved Sailing School

Sydney - Hobart Race .....Dec 2004  
Hobart - Sydney via Flinders Island and or Deal Island ...Jan 2005

Charters in Sydney Harbour weekdays and weekends  
Weekend Cruises in Pittwater

Tel: (02) 9968 1719 Fax: (02) 9968 1719  
Mob: 0408 996 929 Email: [brightmorn@ar.com.au](mailto:brightmorn@ar.com.au)  
VISIT OUR WEBSITE FOR FURTHER INFORMATION  
[www.brightmorn.com.au](http://www.brightmorn.com.au)

TO ADVERTISE IN THE DIRECTORY CONTACT JAMES YEE - 1300 139 305

### [www.wetweathergear.com.au](http://www.wetweathergear.com.au)

Australia's only dedicated wet weather gear site

Dinghy to Offshore Gear, Clothing, Shoes, Safety Equipment, GPS, V.H.F Radio, EPIRB's

Famous brands like-

Musto, Henri Lloyd, Burke, Helly Hansen, Douglas Gill, Sperry, Sebago, Line 7, Ronstan, Dubarry, Stormy Seas, Pains Wessex, Suunto

Lots more stock coming on board soon  
Subsidised freight - Australia Wide

a division of Power Drive Marine Pty Ltd

## Bakewell-White yacht design

[www.bakewell-white.com](http://www.bakewell-white.com)

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



**Rick Youmans**, Marine artist exhibiting at the CYCA, commissions welcome.

Ph 02 9590 9400  
or 0411985 224



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

### World Wide Yacht Racing



Tel: UK +44 (0) 23 8045 8128  
+44 (0) 7905 438 583  
[info@globalyachtracing.com](mailto:info@globalyachtracing.com)

Team Global: two year worldwide race campaign

Other Events:

- Sydney to Hobart '04
- Fastnet '05
- Cowes Week
- Cork Week
- Rolex Middle Sea Race
- R.O.R.C. Races
- A.R.C.

Take Your Place





# LAST THOUGHT

*Konica Minolta (Zana)* dips below a big sea during racing at the Hahn Premium Race Week at Hamilton Island. PHOTO: ANDREA FRANCOLINI

**The new BMW X3  
with BMW xDrive  
available now at  
BMW Sydney,  
Rushcutters Bay**



**To register for your test drive contact Geoff Spears on  
[geoff.spears@dealer.bmw.com.au](mailto:geoff.spears@dealer.bmw.com.au) or on 9334 4555.**

## **BMW Sydney, Rushcutters Bay**

Corner of New South Head Road & McLachlan Avenue,  
Rushcutters Bay, Telephone: 02-9334 4555 DL14639  
[www.bmwsydney.com.au](http://www.bmwsydney.com.au)

**BMW Sydney**

**Sales  
Finance  
Service  
Parts**



**The Ultimate  
Driving Machine**

THERE ARE SOME THINGS EVEN THE  
OCEAN CANNOT WEAR DOWN.



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



**ROLEX**

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