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THE MAGAZINE OF THE CRUISING YACHT CLUB OF AUSTRALIA

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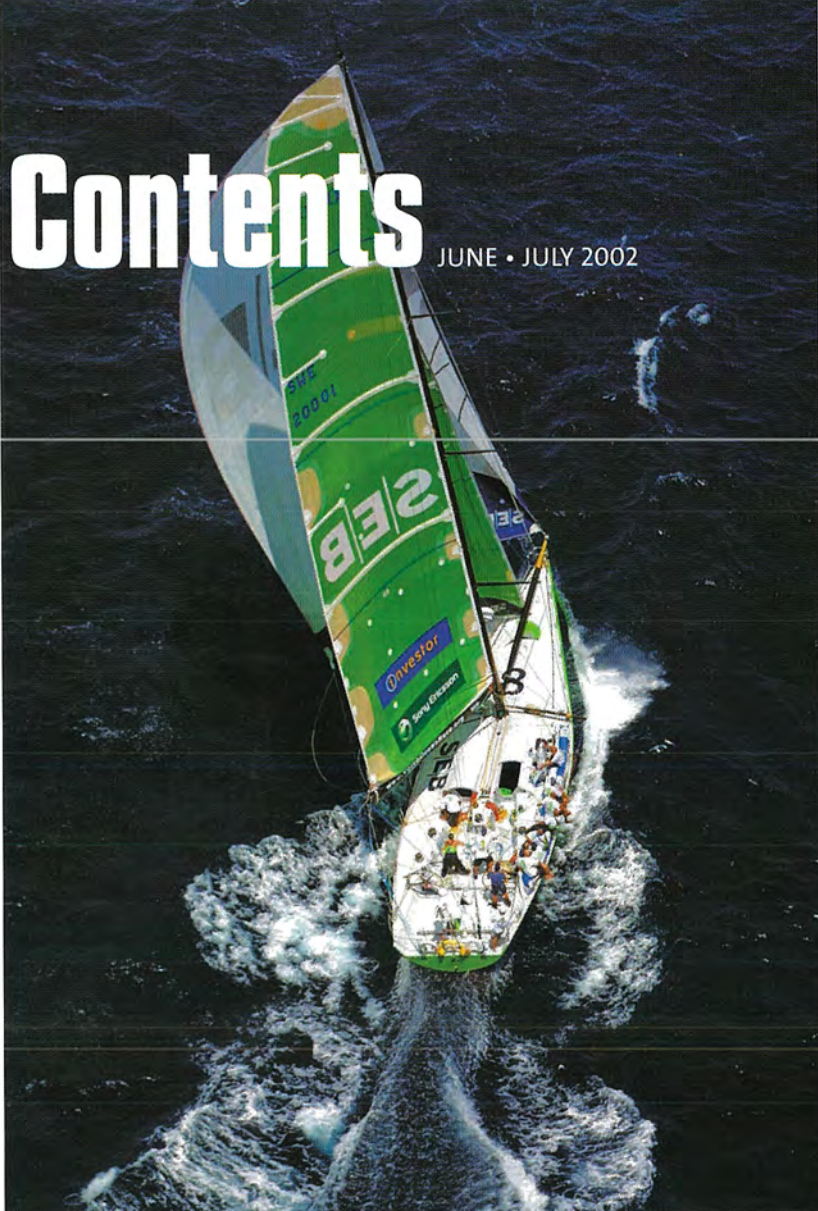
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**“A STYLING AND PACKAGING MASTERPIECE
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– Autocar Magazine



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John Bevins PAA16901-COU

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Photo - Andrea Francolini



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HANS SOMMER · COMMODORE CRUISING YACHT CLUB OF AUSTRALIA



AS THIS will be my last report to you as Commodore of the Cruising Yacht Club of Australia, it is an opportune time to reflect on some of the changes and events that have affected our club over the past few years.

One of the most rewarding achievements for us was our ability to put the CYCA's five-year plan into action and complete most of our goals.

Our outdated marina was replaced by the most modern and user-friendly floating marina available. This has dramatically increased the activity on it. We now all use our boats more often because of the ease with which we can get on and off them. We spend more time on the marina and, as a result, the camaraderie between the yachties has improved noticeably.

The building of the old clubhouse was done over many years from the time the club was first formed. Sections were added and modifications made until it finally became near impossible to keep the building in good order. In the end we had no option but to almost completely demolish the old clubhouse and replace it with the new structure that you see today.

The Members' Bar is now located in a prime position, making it an increasingly popular area for members. We have an excellent and versatile function facility upstairs that is well utilised by us for our club events, especially prizegiving and sailing activities. The Blue Water restaurant, the Bistro and the refurbished deck provide a wide range of dining options for members and their guests. The Sydney Hobart Bar is a favourite watering hole.

To achieve these improvements has taken an enormous amount of work and dedication by many volunteers, especially past Commodores and Directors, as well as staff. We now have a state-of-the-art marina and clubhouse facilities of world-class standard.

I was very pleased that we were able to complete the work prior to the Sydney 2000 Olympic Games. Many of the Olympic sailors and support team members enjoyed the hospitality provided by the CYCA and almost all the feedback from our overseas visitors was very positive.

On the sailing side we have seen increases in fleet sizes in our twilight and winter races. Numbers in the

offshore racing remain stable, which is in line with international trends.

The tragic events of the 1998 Sydney to Hobart Race have put enormous pressure on the club, and yachting in general. Everybody connected with that race went through hard times in dealing with the issues. I believe we have come out of it stronger and more able to deal with difficulties that confront us.

The Coroner's findings, as well as our own investigation and recommendations, have changed ocean racing forever. There is now a lot more responsibility placed on race organisers and participants. We have been able to show leadership in implementing these changes and thereby making yacht racing safer than ever.

After running last year's Sydney Hobart Yacht Race successfully without a naming rights sponsor, it is

The Coroner's findings, and our investigation and recommendations have changed ocean racing forever

pleasing to have formed a multi-year partnership, starting this year, with one of the world's most prestigious companies, Rolex.

I am very proud of all of our achievements, which have come from the hard work and commitment of our dedicated staff and volunteers, especially the Board members. As you remember, the huge success of the Sydney Olympics was put down to the commitment and hard work of the volunteers. The same principle applies to us and I urge as many of you as possible to put your hand up and volunteer your services to your club. It has certainly been personally rewarding for me to be able to give something back to the club and the sport that have given me so much pleasure.

Overall, the most disappointing event for me in my time on the Board has been the litigation taken out by one of our members against his own club and two of its past Commodores. But all in all, our club is doing well and is in very good shape to go forward. I want to thank everybody who assisted me during my time on the Board, and to wish the incoming Board every success.

It has been a privilege to serve you, and may the winds always favour you. ■

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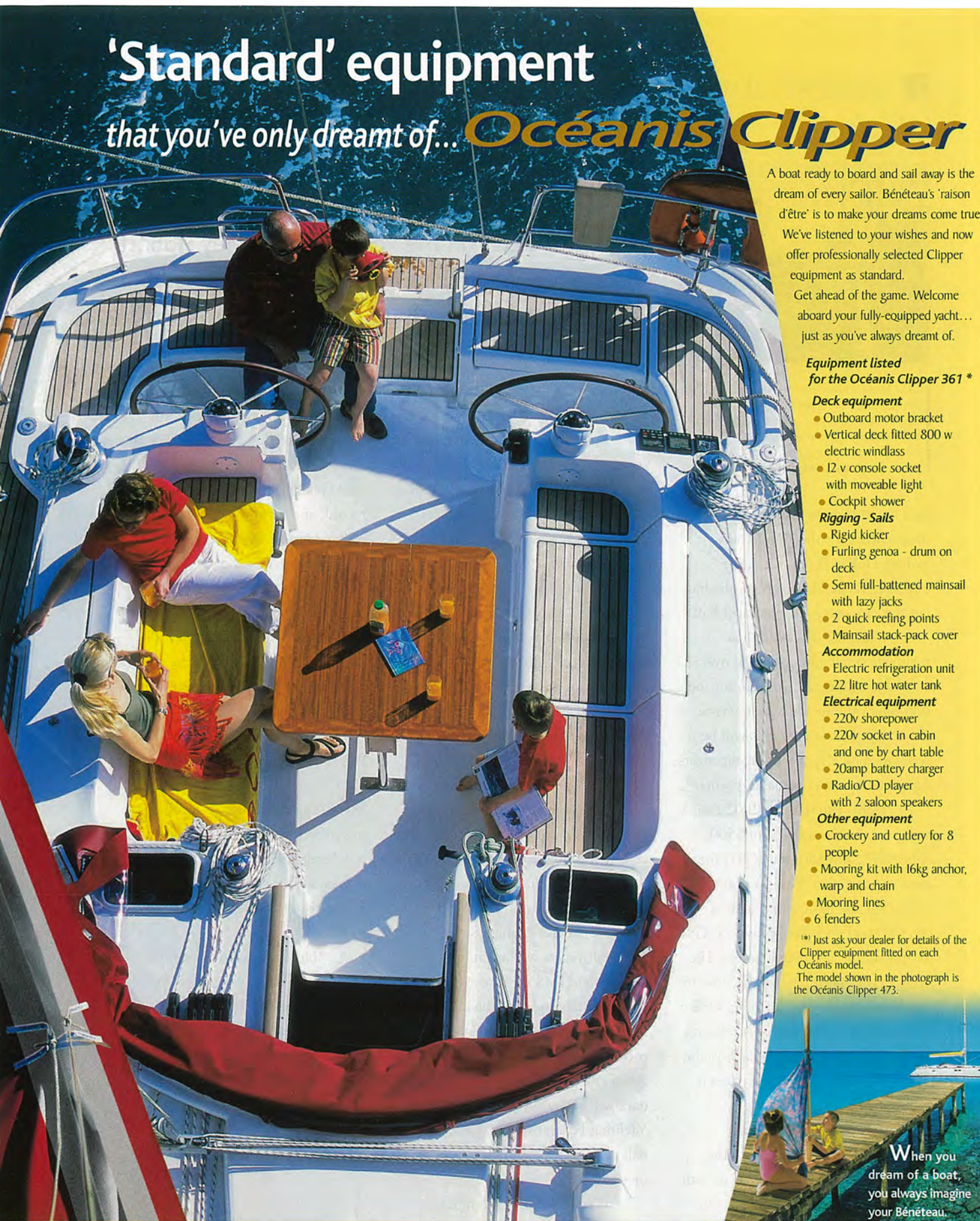
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CYCA Vice Commodore Martin James (right) presents a CYCA burgee to Richard de Leyser, General Manager, Rolex Watch Australia Pty Ltd, at the announcement that Rolex is the new sponsor of the Sydney Hobart Yacht Race
Photo – Ian Mainsbridge

IN A POSITIVE move aimed at attracting more entries for the 2002 Rolex Sydney Hobart Yacht Race, the Cruising Yacht Club of Australia has cut the race entry fee by almost half.

While the fees are only a relatively small amount in the overall cost of mounting a campaign for the 630-nautical mile bluewater classic, the CYCA believes the cuts will be welcomed by all potential competitors, especially owners of smaller yachts.

Yachts entering the 2002 race will pay a basic entry fee of \$500 (plus GST) and \$50 (plus GST) for each crewmember. For last year's 57th race, the basic entry fee was \$1,100 (GST included) plus \$75 (GST included) for each crewmember. The crew fee has been retained because the workload of the CYCA Sailing Office in processing yacht entries is related to the number of crew on each yacht.

The reduction in entry fees is the first step in a plan being formulated by the CYCA to encourage a lift in starters for the event. "We are confident that we can attract owners and crews back into the Rolex Sydney Hobart Yacht Race and have rising fleet numbers from now onwards as we look towards the

Changed conditions ahead

The latest news on the 2002 Rolex Sydney Hobart are the big cuts in race entry fees and the ability of yachts to enter both IMS and IRC categories

60th race in 2004," says Commodore Hans Sommer.

"In particular, we would like to see more of the Australian boats that have been the backbone of the Sydney Hobart Yacht Race over the years competing again in 2002," he adds.

TATTERSALLS CUP TO IMS WINNER

The IMS (International Measurement System) corrected time results will again decide the winner of the historic George Adams Tattersalls Cup in the 2002 Rolex Sydney Hobart race.

In an innovative move, the CYCA will allow yachts to enter both the IMS and IRC (International Rating Club) handicap categories. The club will continue to include the PHS (Performance Handicap System) for yacht owners who prefer not to compete under a rating system.

All yachts will again have to have a valid IMS-rating certificate as proof of stability, with the exception of yachts over 70ft LOA, which may provide hydrostatic data from their designer as proof of stability. This data will be verified by an Australian Yachting Federation measurer, who will perform an inclining experiment on the vessel.

CYCA Sailing Committee chairman Roger Hickman says the CYCA is enabling yacht owners to enter both divisions of the race in

order to stimulate their interest in entering the event. He says: "The quality of the fleet will be so high that it is conceivable that the same boat could take line honours, break the race record, and win the IMS and IRC-rating divisions on corrected time.

"The CYCA Board is unanimous that the Rolex Sydney Hobart Yacht Race should maintain the tradition of having an overall winner on corrected time, the winner receiving the George Adams Tattersalls Cup," he adds.

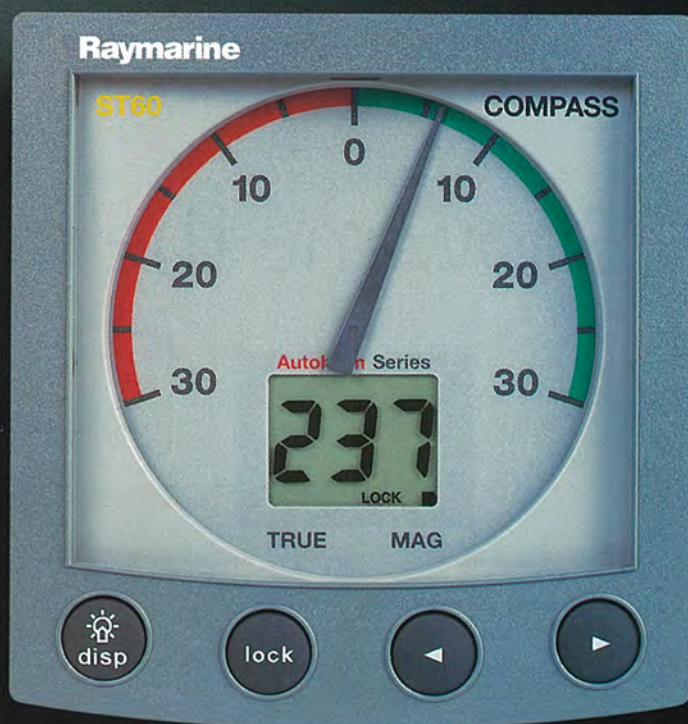
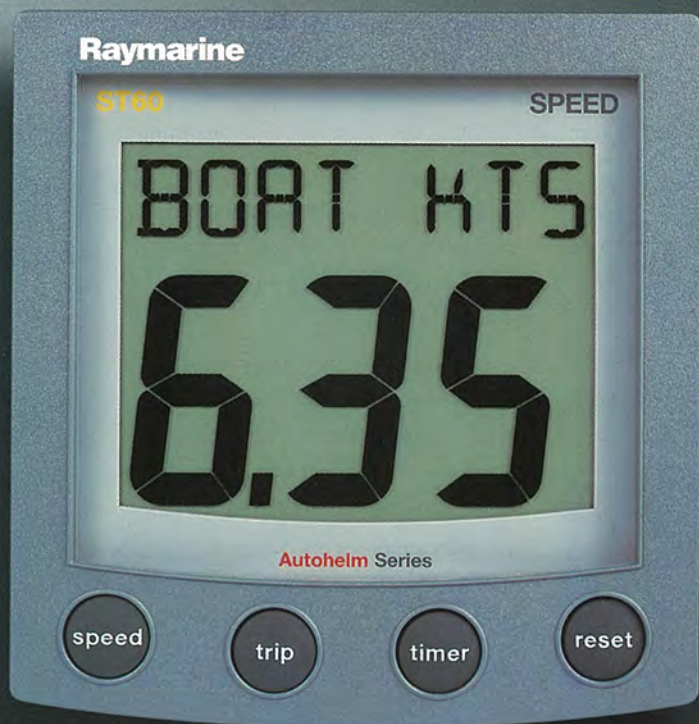
Hickman says that the CYCA will establish a boat's upper speed limit from either their IMS or IRC-rating certificate. "Once a boat has proven its upper speed limit it will be eligible to enter both rating categories, provided it complies with all the regulations of that rating rule," he says.

"However, yachts wanting to use water ballast will not be eligible to compete in the IMS-rating category, although the international rules allow them to compete in the IRC category." ■



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The challengers for the coming summer's America's Cup are spending up big in an attempt to win the Auld Mug from the Kiwis. Bruce Montgomery of *The Australian* newspaper visited Auckland to look at preparations already under way

Show me the money

Below: Ian 'Fresh' Burns, one of many Australians holding key positions with America's Cup challenge syndicates
Bottom: America's Cup berths in Auckland
Photos – Bruce Montgomery



THE WINNER of the 31st America's Cup Match will not be decided until February 2003, but already the challengers are on the water six days a week on Auckland's Hauraki Gulf, refining the designs, rigs, teamwork and computer technology that will decide the race.

Auckland is still enjoying the economic metamorphosis that began in 1995 when Team New Zealand beat Young America 5-0 to bring the Cup to New Zealand for the first time.

Winning the Cup, and defending it on Hauraki Gulf in 2000, brought an estimated \$640m to the New Zealand economy. The syndicates alone for this next challenge are spending \$150m.

A glance around Viaduct Basin in Auckland shows the financial benefits New Zealand is reaping – new apartment blocks and office buildings on the waterfront face onto the syndicate bases on Halsey Street, separated by the super-yachts of syndicate bosses such as Oracle Racing's Larry Ellison.

Each day the challengers for the next America's Cup head out for their day's training on the gulf. Australia, a non-starter this time, falls further behind in the race in which it should be pre-eminent, given that it took the Cup from the New York Yacht Club for the first time in 1983.

THE CHALLENGERS

On 15 February, the first of the nine races will be held between Team New Zealand and the team that will challenge the Kiwis for sailing's most coveted trophy. Between now and then is the Louis Vuitton Cup, the challenge series that will produce the challenger for the America's Cup itself.



It begins in Auckland on 1 October this year, and will deliver the challenger by mid-January.

At least nine syndicates from six countries are challenging – three from the US, two from Italy, and one each from Switzerland, Sweden, France and the UK, back for the first time in 15 years. The German *illbruck Challenge*, whose VO60 skippered by John Kostecki is winning the round-the-world Volvo Ocean Race, has withdrawn.

As Australians can only sit and watch on the sidelines, the battle for the next America's Cup is underway.

Secrecy shrouds the syndicate bases on waterfront Halsey Street, cameras are banned, journalists' questions often go unanswered, they are not trusted, and stories about spying and trading in secrets are

commonplace. As the *NZ Herald* noted recently: "The America's Cup has long discarded the aim stated in its founding document, for 'friendly competition between foreign countries'.

"A century-and-a-half of creative rule-making and bending, obsessive secrecy, snooping and spying, make the latest murky chapter of the America's Cup seem like business as usual."

The latest 'murky chapter' involves former Team New Zealand and OneWorld Challenge adviser Sean Reeves allegedly trying to sell \$6m of design and technical plans to rivals.

He counterclaims that former Team New Zealand and Prada staff took sensitive design and technical information with them to rival syndicates. Reeves also alleges that

OneWorld Kiwi designer Laurie Davidson's \$3.5m design package for OneWorld was derived from his previous Team New Zealand work. Davidson says he didn't need to steal any designs because he could reproduce his Team New Zealand line drawings from memory, to within centimetres.

Each day the syndicates go to great lengths to try to maintain an edge on the competition. Six mornings a week, the trial horses of the contenders, including the Kiwis, are lowered into the waters of Viaduct Harbour and towed out to the gulf to go sailing.

Most teams have two boats. All the yachts are lowered with skirts

The US Oracle Racing Team yacht sailing on Hauraki Gulf

Photo – Bruce Montgomery



hiding their keels. The Kiwis have gone to extraordinary lengths to hide the aft or rear end of their hull, giving rise to speculation that it includes an unorthodox rudder.

Once out on the gulf, the challengers race among themselves or practise pre-start manoeuvres. The Kiwis remain apart, a 200-metre exclusion zone around them.

Dennis Conner, the most respected foe in America's Cup racing, is conspicuous by his absence. He won't bring his New York Yacht Club campaign to Auckland until August. But is this too late?

"Never underestimate Dennis," says Australian Ian 'Fresh' Burns, navigator on Larry Ellison's Oracle Racing team. "He brings with him a strong afterguard (tacticians) and so much knowledge."

US billionaire Larry Ellison is making his America's Cup debut with his Oracle racing team challenge
Photo – Bruce Montgomery



Oracle has been at Auckland since October 2000, funded by \$US80m from Ellison's personal cyber-fortune, second only to Microsoft's Bill Gates. Oracle is also backed by Swiss watchmaker Tag Heuer. This is a natural extension of its Formula One interests, says

company president Jean-Christophe Babin. Tag Heuer is bringing out a new sailing watch to coincide with the Louis Vuitton challenge series. At \$US2,500, the watch is symbolic of the time and money that goes into an America's Cup challenge. It does no more than a Seiko Yacht Timer, now



Above left: The rigger's work is never done
Above: America's Cup challenger training on Hauraki Gulf

Photo – Bruce Montgomery



out of production and one-tenth the cost, but Babin says it's a case of chalk and cheese. "This will be a timeless watch," he adds.

The Oracle budget will see two new boats on the water in June. Two-boat testing is now seen as the only serious option if you want to win the Cup. Multi-billionaires back all three other major contenders: the Swiss, the US OneWorld Challenge and the Italian Prada team.

COME ON AUSSIE

The lack of a personal sponsor is the reason why Australia isn't in Auckland. Only perennial campaigner Syd Fischer tried to have a go, but his



challenge was scuttled, he says, when star helmsman James Spithill defected to the OneWorld challenge.

Ian Burns believes Australia has to move soon if it is again to become

a force in America's Cup racing. "Australia is potentially a great competitor in this event because there is great depth of sailing that you don't find in other countries," he says.

"The money required to put together a team is not outside the realms of Australian sponsorship, but it's getting close. The Murdoch involvement in the Volvo Ocean Race through Team News Corp – and the involvement of some of the world's wealthiest people in this event – could inspire some of those guys (Australian sailors) to become involved.

"They are not out completely, but it becomes harder and harder as time goes by when you don't compete to rekindle a team and to get things going. This is because you miss out on a generation or two of knowledge."

The competition, even within teams, is cut-throat. On the Oracle team, Ellison has already taken skippers Paul Cayard, ex-AmericaOne, and Chris Dickson, ex-New Zealand, Nippon and Tag Heuer challenges, off the sailing team. Both are still on the payroll as 'consultants'.

Ellison, sailing *Sayonara*, won line honours in the 1998 Sydney Hobart. He was so affected by the trauma of that year's race that he's vowed never to race offshore again.

The America's Cup has become his Holy Grail. There's no place for egos, even his own. He wants to helm the boat in the coming regatta, but according to Oracle's David Hulse, Ellison won't take the wheel if he's seen as the weak link in the team. "Larry wouldn't do anything to jeopardise Oracle winning the America's Cup," Hulse adds.

The great debate in Auckland is whether New Zealand, its 2000

winning team decimated by poachers from the US and Swiss syndicates (Russell Coutts and Brad Butterworth are on \$US5m contracts), can retain the Cup.

Leading New Zealand designer Laurie Davidson, now working for OneWorld, says New Zealand can't win. He told *The Australian*: "The competition among the challengers is now so fierce that whoever wins the Louis Vuitton challenge series will go on to win the America's Cup."

THE MAIN EVENT

Oracle's likely helmsman, Peter Holmberg, says this year's race is probably the biggest America's Cup campaign in history. "Everyone has raised their game in the past years," he says. "The Cup is about technology and skill.

"In 2000, Team New Zealand took a long step on us all. Now we are all at that level."

Mark Hauser is one of the few with a real insight into the state of play. In 1990, Hauser and some colleagues bought a small Auckland mast-building business in receivership. They started with five employees. Today they have a staff of 200, with workshops in Auckland and Nevada, supplying the syndicates, including the Kiwis, with masts, booms and rigging. They have to build 40 by next year. Each mast is built to the syndicate's secret specifications.

'Fresh' Burns says New Zealand has won the past two America's Cups with superior masts, so Hauser's Southern Spars is the key player. "Team New Zealand will be just fine. They're still looking good," Hauser says, and he probably knows better than anyone. ■



The Australian marine industry not only satisfies the needs of the local sailing and general boating public, but is also highly regarded on the international scene

AUSTRALIAN MADE

RONSTAN, MCCONAGHY Boats, Sydney Yachts, Boatspeed, Doyle Fraser Sails, North Sails — they're just some of the major names in the Australian marine industry that have also made their name on the international market for their high-quality craftsmanship, innovative expertise in engineering and technology and reliability.

And you can add to that the more personalised expertise in yacht design from naval architects such as Murray Burns & Dovell, Jutson Yacht Design and David Lyons. Then there are high-quality local clothing and personal boating equipment companies such as Bourke, winch-handle manufacturer Titan and many others.

Australian expertise in race management, yacht design, high-tech boat building, sail making and on-the-water sailing skills must also be compared with our personal marine exports, the 'brain drain' of sailing. One has only to look at the Aussies involved in America's Cup and Volvo Ocean Race campaigns, names like Peter Gilmour, James Spithill, Grant Simmer, Glenn Bourke, Ian 'Barney' Walker, 'Alby' Pratt and Ian 'Fresh' Burns. These sailors are in high demand not only for their sailing skills, but also their expertise and experience in much broader fields of the sport of sailing.



Above: Australian designed and built Sydney 38s are in major demand here and overseas. Left: The home-grown AFR *Midnight Rambler*, a Hick 35, and *Local Hero*, a Sydney 36, racing to Mooloolaba

Photo — Andrea Francolini and Peter Campbell



SPECIAL FEATURE



CHINA GROVE II

Based at Somersby on the New South Wales Central Coast, Boatspeed Performance Sailcraft has established an international reputation for its mastery of customised technical boat building in composite and traditional materials. *China Grove II* is a prime example

Comprising 26 metres of high-tech performance cruising, *China Grove II* was designed and built for a seasoned owner wanting a high-performance cruising experience.

China Grove II can be handled with or without crew support, and the boat's efficient use of space and cutting-edge technology makes it a success story in Australian yacht design.

Following the successes of IMS maxi *Brindabella* and Sydney Hobart corrected-time winner *Yendys*, Boatspeed built *China Grove II* to the design and specifications prepared by Stanyon Marine Design in 2000.

"Cutting-edge composite technology is fundamental to the boat's performance. A foam-cored hull, decks and bulkheads means that interior volumes and construction weight are optimised beyond the levels possible in an aluminium vessel," says naval architect Paul Stanyon.

Features such as water ballast, efficient hull and foil

China Grove II, an outstanding yacht built by Boatspeed Performance Sailcraft at Somersby on the NSW Central Coast
Photos - Michael Ng



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The main saloon of the luxurious yacht *China Grove II*
Photo – Michael Ng

design, composite construction, a proficient sail plan and moderate to light displacement, ensure synergy on the water and performance in all conditions. “*China Grove II* sails like a dream,” says its experienced yacht crew, “it’s responsive and powerful.”

With bow and stern thrusters, fully automated anchoring systems and the latest in sail-handling technology, the need for permanent crew has been eliminated, meaning that space otherwise required for crew is freed up for more luxurious private cruising or for corporate entertaining and day guests.

Great attention is also paid to aesthetic detail and flow through the interior of the boat. The grand saloon, described as the ‘centrepiece’ of the vessel, is based on an open plan and is big enough to be used for entertaining, formal dining or relaxing. The table collapses away and is surrounded by vast views of ocean or port. All materials epitomise style and freshness, from marbles through to varnished timbers and luxurious upholstery.

Privacy is a priority for the owner. The owner’s cabin is accessed via a sweeping spiral staircase and this generates a feeling of intimacy and comfort. The space is generous, noticeably comparable to that of a much larger yacht. Boatspeed claims that the en suite – which comprises a full-sized spa, separate head and lightweight marble

panelling – is superior to any others on a yacht of this size, with most cabins comparable to vessels of 120 feet or more.

To keep the interior free from damp, a locker located by the main entrance is used for stowing wet-weather gear. Below the main saloon, a full-size watertight door leads to the engine room. With full standing headroom, this contains all the vessel’s operating systems. The main engine is rated at a continuous 276hp and drives the retractable hydraulic bow and stern thrusters.

An ample hydraulic system powers the hardware for hoisting and sheeting sails, anchoring and extending the boarding platform. Anchor chains 120 metres long are retracted to the bilge area under the mast via guide tracks and slave gypsies, keeping the centre of gravity aft and low and weight distribution optimised.

BUSY YEAR FOR LYONS

Lyons Yacht Designers has had a successful year in offshore yacht design and new work being undertaken in 2002 is as plentiful as it is varied

Initial design work has commenced for two Australian firms whose identity remains a secret. However, what can be said is that one of the boats is a new series-produced 12.5-metre cruiser/racer, the other a 15-metre fast, short-handed cruising yacht to be built in Australia with export markets firmly in mind.

These projects will break new ground in terms of styling, performance and ingenuity. And they add weight to

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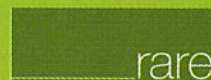


THE FINEST ANCHORAGE ON LAND

Close to the CYCA, Privé is in an exceptional location for those who want to be close to the water. With a spectacular vantage across the parkland and waters of Rushcutters Bay, Privé's four residences offer all the space and luxury that you would expect from the inner-eastern suburbs. Designed with the best in fittings and fixtures, these residences are a private oasis that will give you the inspiration to explore your inner style. Completion Spring 2002.



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the notion that Australian-designed and built yachts are the equal of or better than their imported counterparts.

Recent and upcoming launchings include Geoff Hill's new Lyons 49 *Strewth*, to be based in Sydney. This is the second yacht from the MKL49 moulds at Mackman Boats in Queensland, which produced *Never a Dull Moment*. She differs with respect to her masthead rig and 'club'-level fit-out with cruising amenities such as a desalinator, power anchor windlass and dinghy stowage. Alan Saunders' Extreme 50, built by Applied Yachts in Melbourne, will also be launched soon.

Other work includes a redesign of the MINAC mini-America's Cup day sailers, updated with Lyons carbon rig and removable Etchell's draft keel.

In its fourteenth year of continuous operation, Lyons Yacht Designers applies modern design technologies, including CAD and VPP performance analysis, and has been involved in the supervision of post-graduate structural analysis project work at the University of New South Wales, with finite-element analysis of an IRC 16-metre racing yacht.

Research investment is a central objective of the office's work, which is self-funded in order to strengthen the quality of designs offered to clients.

UNDER SAIL

The largest sail loft in the Southern Hemisphere, Doyle Fraser Sailmakers of Somersby, north of Sydney, has been making a big impact on the export market over recent years

"The innovative sail construction technology used in D4 sails, developed and proven on the Australian racing scene, has found ready markets around the world," Managing Director Bob Fraser tells *Offshore Yachting*.

Southern Ocean champion yachts, including *Nicorette*, *Brindabella*, *AFR Midnight Rambler*, *Nips 'N' Tux*, *Ragamuffin* and *Quest*, have shown the real benefits of the D4 systems – increased durability and speed. Now, sailors around the world are enjoying the same advantages.



Ragamuffin uses her Doyle Fraser carbon-fibre D4 genoa as she powers her way to Mooloolaba
Photo – Peter Campbell

In 1999, the Doyle Group embraced the D4 sail system and now 45 lofts around the world are selling these unique Australian-built sails. Sail Design director Brad Stephens explains: "When we first started building D4 it was the racing sailors who were first to recognise the sails' clear advantages of durability and speed. These features have proven to be the real mark of the system."

As Doyle Fraser quietly works on developing carbon fibre sails for offshore and inshore racing yachts, the benefits of using the D4 system are expanding. "We're producing outstanding carbon-fibre sails with enormous benefits in better sail-shape retention and improved durability," Fraser says. "We're seeing a major shift to this next generation material in Australia and among our worldwide users."

"With these continuing improvements and innovations in fibre selections, our carbon-aramid D4 sails are being used across the entire spectrum, from mega-yachts to racing and cruising yachts."

Doyle Fraser D4 clients include mega-yachts such as the *African Queen*, a new Dubois 43-metre sloop undergoing completion in Holland. The classic 130-foot J-Class yacht *Velsheda* has just won the Antigua Classic with D4 carbon/aramid sails.

Other yachts of note using D4 include Graeme Dalton's new Open 60 *HSBC*, with sails supplied through Doyle New Zealand. The Sydney 38 *Stella*, which recently won the Philippines President's Cup for the second year in a row, is sailing with two-year-old aramid D4 sails.

On the smaller side, Italian Mumm 30 sailor Alberto Signori used D4 sails when he won the 2000 European Championships and finished second in the worlds with a borrowed boat. Following this success, Australian



yachtsman Richard Perini used all Doyle and D4 sails to win the hotly contested Key West Race Week in his Mumm 30 *Foreign Affair*.

The Doyle Fraser website (www.doylefraser.com) features a lot of information on the D4 sail systems for anyone contemplating the purchase of new sails.

TO THE MAX

McConaghy Boats, based in Newport on Sydney's northern beaches, has gained international status for building ocean-racing yachts and using the latest in high-tech composite construction

After 12 years building mostly dinghies, skiffs and rowing shells, John McConaghy moved into building ocean-racing yachts in 1979. At the same time, he has continued to build state-of-the-art 18-footers.

Over the past 23 years, the list of boats McConaghy Boats has constructed reads like a *Who's Who* of the Australian ocean-racing fleet. Many of them are Sydney Hobart Yacht Race winners and Admiral's Cup team members, together with some outstanding big boats and maxis made for overseas clients.

Names such as *Once More Dear Friends*, *Drake's Prayer*, *Great Expectations*, *Wild Oats*, *Madelaine's Daughter*, *Windward Passage II*, *Ragamuffin* and *Exile* are recorded for posterity at the modern boat-building complex at Newport.

Added to those, of course, are four International America's Cup Class yachts for Australian syndicates – Challenge Australia and Spirit of Australia in 1991 and One Australia and Australian Challenge in 1994. Then there's *Silk Cut*, a 60-footer built specially for the Whitbread round-the-world race, and 10 Farr 40 One Design yachts.

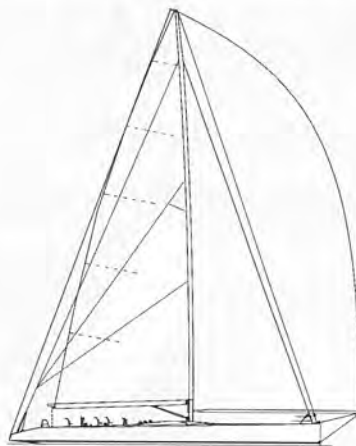
McConaghy Boats and the US naval architects Reichel/Pugh have a long-established partnership in designing and building maxi yachts for the US and European markets. They started with the 70-footer *Windquest* (now *Alexia*) in 1992 and since then have built *Exile* (now *Blue Yankee*), the 80-footer *Morning Glory* that German yachtsman Hasso Plattner sailed to a line-honours and record-breaking win in the 1996 Sydney Hobart Yacht Race. Then there's Neville Crichton's 80-footer *Shockwave* (now another *Morning Glory*), two 75-foot 'sleds', *Chance* and *Pegasus*, and the recently launched 86-footer *Zephyrus*, the first water-ballasted maxi to come from the drawing board of Reichel/Pugh.

Due to be launched in late May/early June is D118, a bigger Reichel/Pugh water-ballasted maxi for Neville Crichton, expected to be named *Shockwave*. A line honours win in the 2002 Rolex Sydney Hobart Yacht Race is the major aim for the Sydney-based New Zealand yachtsman.

San Francisco yachtsman Dr Bob McNeil commissioned Reichel/Pugh to design and McConaghy Boats to build *Zephyrus V*. The yacht is described as a maxZ86, marking the beginning of a bold initiative to bring a fast, new, streamlined look to the top end of the owners' game in sailing.

With water ballast, a sail plan bigger than an America's Cup-class boat, and the easy-to-drive, highly efficient characteristics of a modern turbo-sled, the maxZ86 will be the new line-honours class for the Transpac in 2005. McConaghy Boats started construction in May 2001 and the finished hull was shipped to the US in April this year. Built from pre-preg carbon fibre and a Nomex honeycomb core, it's this type of ultra-light and stiff construction method that has made McConaghy world renowned. This is the fifth consecutive maxi utilising this high-tech method of construction to be completed by McConaghy Boats.

Zephyrus V will begin trials in San Francisco soon, and debut in the West Marine Pacific Cup Race from San Francisco to Kanoeha, Hawaii, in July. She and other maxZ86-class yachts, including another for US sled-racing veteran Roy Disney, may race in Australia in 2003.



A line drawing of the hull and sail plan of the first maxZ86, designed by Reichel/Pugh and built in Sydney by McConaghy Boats

SYDNEY YACHTS WINNING WORLDWIDE ACCLAIM

Specialising in offshore racers, cruising yachts and large powerboats, Sydney Yachts is using America's Cup technology to build some of the fastest racing yachts and most luxurious cruisers in the world

Australian-designed yachts built by Sydney Yachts have won the Sydney Hobart, the Transpac and the Fastnet, three of the world's toughest ocean races. Most recently, *Bumblebee 5*, the Sydney Custom 62, followed her British Trophy series win with the Sydney Hobart 2001 IMS overall win. She stayed on in Tasmania to take another IMS win in the inaugural Sailing South regatta.

Sydney Yachts director Iain Murray steered *Bumblebee 5* to victory. "In the tough 2001 Sydney to Hobart Yacht Race, superior construction played a large part in our overall victory," he tells *Offshore Yachting*. "We knew we'd built a very strong boat and we could push her very hard.

"We use these same construction techniques and principles in our production yachts. These qualities have seen Sydney Yachts become the largest volume yacht manufacturer in the Southern Hemisphere and we continue to grow strongly."



D4 THE CHOICE OF RACING & From Mega yachts to Mumm 30s, from Grand Australian made D4 sails provide greater



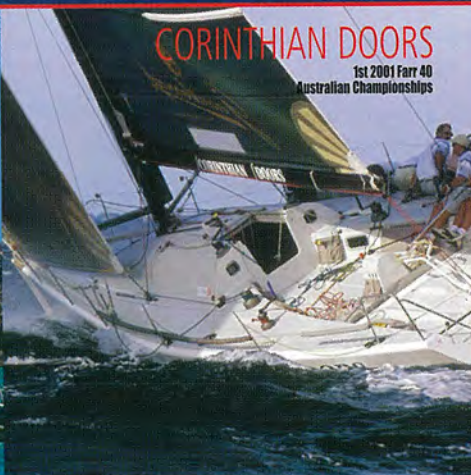
FOREIGN AFFAIR
1st 2002 Key West Race Week

Mumm 30



QUEST
1st 2001 Hamilton Island Race Week
1st 2002 Sydney-Mooloolaba

Nelson Marek 46'



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1st 2001 Farr 40 Australian Championships

Farr 40 OD



BLOWFLY
1st 2001 JP Morgan Regatta
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Sydney 38

Whether you plan to win a major regatta, cruise around the world or anything in between, call us and let us show you how D4 sails can improve your boat's performance.



A record fleet of 18 Sydney 38s contested the first of the NSW state championships on Pittwater

Photo – Andrea Francolini

Darren Williams, Sydney Yachts Joint Managing Director, agrees. “The quality and care we build into all Sydney Yachts is being recognised by sailors worldwide and it’s exactly this ocean performance which our custom yacht clients are seeking in luxury cruising yachts,” he says.

“We’ve developed a synthesis of high-tech construction and world-class interior finish which will deliver owners some truly magnificent yachts.

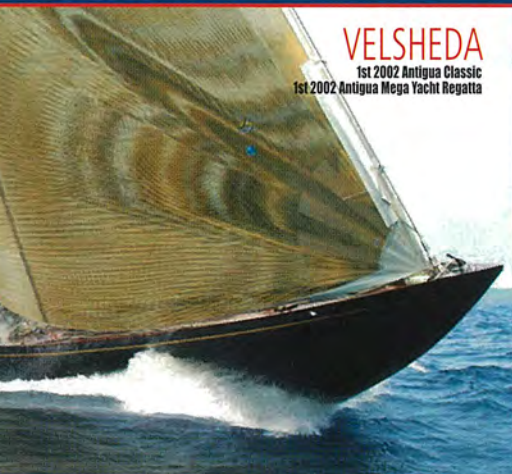
“We have a World Class ISO 9002 accredited construction facility with the capacity to handle yachts up to 100 feet. With favourable currency rates, Sydney Yachts Custom Division can offer outstanding value. We currently have building slots available for major custom projects.”

Williams adds that the volumes of production yachts continues to grow strongly. “We’re about to deliver our Golden Jubilee 50th Sydney 38 One Design, and with ever-increasing Australian and international orders, this boat is shaping up as the most successful offshore One Design racer ever built,” he says.

“Our new Sydney 32 One Design is clearly going to duplicate that success. Our overall range from the Sydney 32, 38, 40, 41, 46, 60 and the custom yachts is one of the strongest in the world and we’re experiencing record international sales.” ■

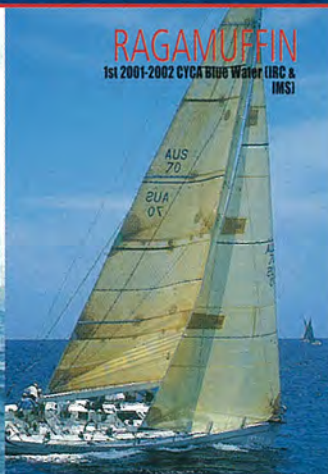
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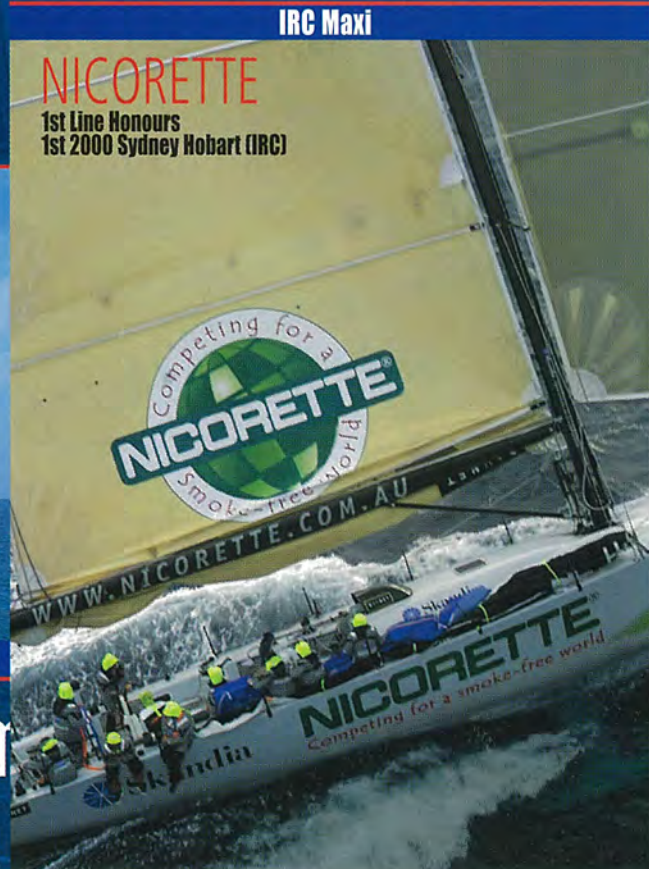
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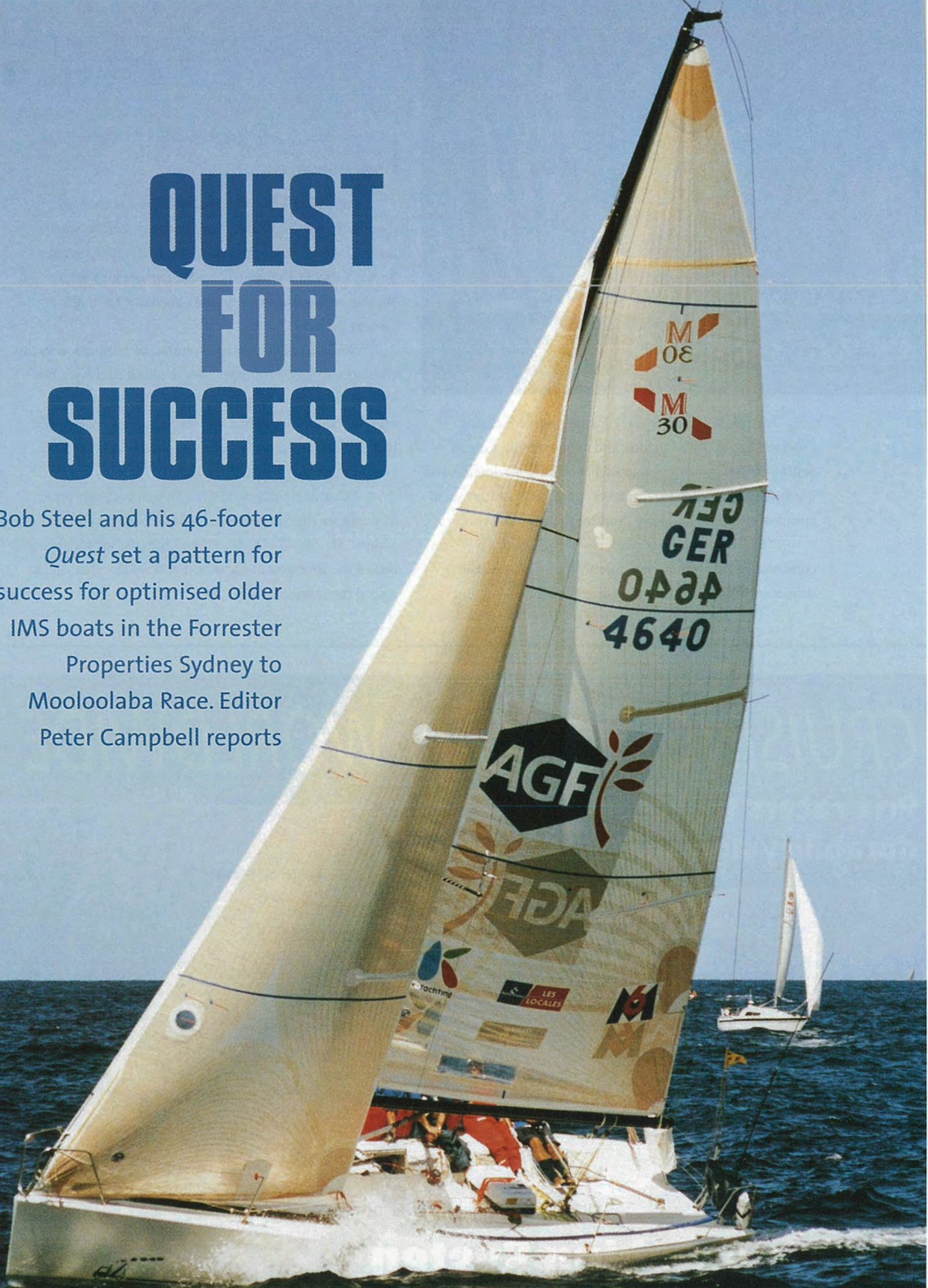
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QUEST FOR SUCCESS

Bob Steel and his 46-footer *Quest* set a pattern for success for optimised older IMS boats in the Forrester Properties Sydney to Mooloolaba Race. Editor Peter Campbell reports



Opposite: The well-sailed Lake Macquarie Mumm 30 *Tow Truck* is skippered by Anthony Patterson

Photo – Peter Campbell



THE SUCCESS of *Quest* in winning the 2002 Forrester Properties Sydney to Mooloolaba race is proof of the view that revitalising older grand prix offshore racing yachts is a rewarding investment for owners of IMS-rated boats.

Added weight to the argument came when *Ninety Seven* and *Ragamuffin* placed second and third in the IMS division, admittedly in a race that favoured bigger boats.

Owner Bob Steel had considerable success with *Quest*, a Nelson/Marek 46 built in 1997, before engaging his long-time sailing tactician Ron Jacobs to optimise the boat through his Performance Boating Services. The yacht had twice been named Australian IMS champion, twice won the Hamilton Island Race Week, and finished second overall at the Kenwood Cup in Hawaii. Under charter to British yachtsman Chris Bull, she finished second overall in the 2000 Sydney to Hobart. She didn't race to Hobart last year.

Jacobs' recommendations included changing the alloy mast to

a carbon-fibre sweptback spreader rig, with smaller limited overlap headsails, and re-siting the mast further aft. At the same time, Steel ordered a new set of carbon-fibre D4 working sails from Doyle Fraser and three new spinnakers.

The revitalised *Quest* returned to racing with an easy win over a small fleet in the Joico Regatta at Pittwater in early April. She then lined up in a 33-boat fleet for the 469-nautical mile race to Mooloolaba, scoring a brilliant win from Graham Gibson's Farr 47 *Ninety Seven* and Syd Fischer's Farr 50 *Ragamuffin*.

These older boats had also undergone refurbishment in the lead-up to the Cruising Yacht Club of Australia's (CYCA) 57th Sydney to Hobart race. *Ninety Seven*, launched in 1993 and line-honours winner of the gale-battered Sydney to Hobart that year, had keel and rig changes and new sails; *Ragamuffin*, with a launch date of 1995, had new sails, including a carbon-fibre D4 genoa. In the last Hobart race, *Ninety Seven* placed second and *Ragamuffin* third to *Bumblebee 5*, another boat that

Above: *Quest*, Bob Steel's IMS winner of the Forrester Properties Sydney to Mooloolaba Race, powers to sea past North Heads

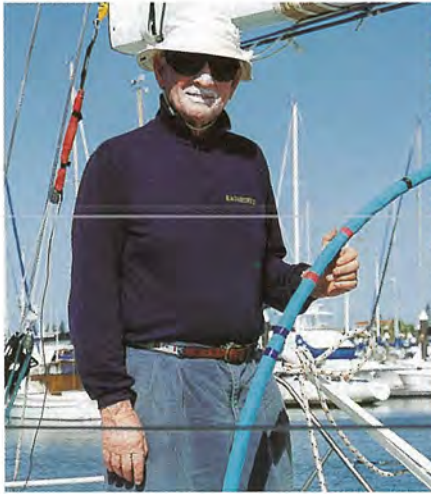
Photo – Peter Campbell

had reached its peak after undergoing significant changes.

Quest's coming spring/summer campaign will include the Hahn Premium Race Week at Hamilton Island in August and the British Trophy Regatta and Rolex Sydney to Hobart race in December. "The changes to the rig and new sails have given her a new lease of life," said owner Steel as his crew celebrated at Mooloolaba Yacht Club.

Apart from being an autumn offshore classic, the Mooloolaba race was the final offshore event in the CYCA's Blue Water Championship, the season-long pointscore that also includes the Sydney to the Gold Coast and Sydney to Hobart races.

Quest did not contest the 2001 to 2002 Blue Water Championship events, other than the Mooloolaba race. *Ragamuffin* sailed a consistent season that produced two first places, two seconds and a third on corrected time in the seven events she raced.



It was, in fact, the veteran yachtsman's eighth win in the Blue Water Championship, each with a boat called *Ragamuffin*, over many years of ocean racing. *Ragamuffin* also won the IRC season pointscore for the Cape Byron Trophy.

Ninety Seven finished second in the Blue Water Championship. Third went to *Shipping Central*, Ashley Reed and Michael Spies' Beneteau 40.7, despite the yacht's withdrawal from the Mooloolaba race following the tragic on-board death of Reed from a heart attack.

The Sydney to Mooloolaba race was first held in 1964 by Middle Harbour Yacht Club (MHYC), and has been conducted by the CYCA with the Mooloolaba Yacht Club for the past three years.

The event lived up to its reputation as a race in which tactical navigation and sail-handling play a key role. And although this year's race attracted only 33 starters, due in some respects to the early Easter, in quality it was as good as you get, with the four fastest big boats in Australia setting the pace, not to mention some excellent IMS and IRC-rated boats.

Most of the fleet, particularly



the mid-fleet and tail-enders, encountered light to moderate headwinds. Only the front-runners were able to hoist spinnakers when they picked up a fresh south-westerly land breeze and then a south-easterly sea breeze on the third day off the far north coast of NSW. Most of the 13 retirements were forced out early in the race because of time restraints.

The three top place-getters headed the IMS division progressive corrected time calculations, with *Quest* making her mark as she, *Ragamuffin* and the other bigger boats in the division pulled away from the 40-footers after passing Cape Byron. However, as they sailed past Moreton Island it was still anyone's race for corrected time honours. The larger *Ragamuffin* rounded Cape Moreton

first, with just under 30 miles to sail to the finish off Alexandra Headland, but then sailed into a 'hole'. She still crossed the line at 3.06pm on the fourth day at sea well clear of *Quest*, but couldn't hold her time on either the Nelson/Marek 46 or *Ninety Seven*.

The previous evening, Sydney yachtsman Sean Langman steered *Grundig*, his 66-foot ocean-racing version of an 18-foot skiff, to a brilliant line-honours victory, outsailing the maxis – Grant Wharington's MBD 83 *Australian Skandia Wild Thing* and George Snow's Jutson 80 *Brindabella*.

It was the first time *Grundig* (formerly *Xena*) had beaten *Wild Thing* and her fourth successive line-honours win in races north since setting a race record in the 2001



Far left: Syd Fischer once again wins the Bluewater Championship. Left and above: The fleet heads for Mooloolaba
Photo – Peter Campbell and Ian Mainsbridge

Brisbane to Gladstone. The other wins have been in the 2001 Sydney to the Gold Coast race and the 2002 Pittwater to Coffs Harbour. She followed this year's Mooloolaba win by again getting the gun to Gladstone.

Grundig also won the IRC division of the Mooloolaba race on corrected time and took the same double in the race to Gladstone.

Big boats dominated Mooloolaba IRC division results, *Grundig* beating *Wild Thing* and Ian Treleaven's former Volvo 60 *Line 7*, which at one stage held second place in the fleet.

Wild Thing led the fleet to sea from Sydney Harbour. The 83-footer from Mornington Yacht Club in Victoria continued to lead the fleet in light northerly winds up the NSW mid-north coast, closely challenged by *Grundig*, *Brindabella* and *Line 7* until just north of Coffs Harbour.

Then came the critical decision for the navigator/tacticians of both big boats. While *Wild Thing* elected to sail inside the Solitary Islands, *Grundig* went outside, gained 18

miles, and was never headed.

The Open 60, now with an LOA of 66 feet, was also the first to pick up the best of the early land breeze on the third day. She took off under a spinnaker past Cape Byron and later in the morning picked up a fresh south-easterly sea breeze. *Wild Thing* closed the gap to 10 miles, but *Brindabella* slipped to 46 miles astern when she took a long leg out to sea, ran into the south-running set and gybed back on a long losing leg.

Grundig's time of 55 hours, 43 minutes and 58 seconds was some 14 hours outside *Brindabella's* race record of 1997. *Grundig* finished 68 minutes ahead of *Wild Thing*, with *Brindabella* crossing five hours later.

The domination of the big boats in the IRC division created arguments at the Mooloolaba Yacht Club in

IMS DIVISION

1. *Quest*, Nelson/Marek 46 (Bob Steel, CYCA)
2. *Ninety Seven*, Farr 47 (Graham Gibson, CYCA)
3. *Ragamuffin*, Farr 50 (Syd Fischer, CYCA)
4. *Sting*, Farr 50 (Terry Mullens, CYCA)
5. *Austmark*, Lyons 46 (Gunther Schmidt-Lindner, MHYC)

IRC DIVISION

1. *Grundig*, MBD Open 66 (Sean Langman, SASC)
2. *Australian Skandia Wild Thing*, MBD 83 (Grant Wharington, Mornington YC)
3. *Line 7*, Volvo 60 (Ian Treleaven, CYCA)
4. *Infinity III*, Farr 65 (Martin James, CYCA)
5. *On the Boil*, Sydney 38 (Colin Boyle, CYCA)

PHS DIVISION

1. *Hog's Breath Witchdoctor*, Davidson 40 (Rum Consortium, CYCA)
2. *More Witchcraft*, Dibley 42 (John Cameron, CYCA)

LINE HONOURS

Grundig, MBD Open 66 (Sean Langman, SASC) 55 hours, 43 minutes and 58 seconds

favour of two divisions for the major rating categories.

The best-placed small boat in the IRC division was Colin Boyle's Sydney 38 *On the Boil*, fifth overall on corrected time behind four maxi or pocket maxis. Then came *Tow Truck*, Anthony Paterson's Mumm 30 from Lake Macquarie, and *About Time*, Julian Farren-Price's Cookson 12.

Each deserved recognition for their hard-fought sailing in, at times, boat-for-boat competition. Three of the 38 to 40-footers finished within 14 minutes of each other.

Retirements cut the PHS division to just two finishers, with the Rum Consortium's veteran Davidson 40, *Hog's Breath Witchdoctor*, finishing early on Easter Thursday, day six, to beat John Cameron's Dibley 42, *More Witchcraft*. ■



The slippery Sydney sloop *Grundig* set Australian racing history in this year's Downtown Duty Free Brisbane to Gladstone Yacht Race. Ian Grant reports

Grundig doubles up



Gemini Dream won the PHS division of the Brisbane to Gladstone Race
Photo - Mike Kenyon

WITHOUT QUESTION, Sean Langman's *Grundig* is the most exciting yacht racing offshore in Australia. Her exhilarating performances in Queensland waters this autumn have given her a unique place in the history of ocean racing.

Described as an ocean-racing version of an 18-foot skiff, *Grundig* followed her line honours and IRC handicap win in the Sydney to Mooloolaba yacht race with a similar result in the 54th Brisbane to Gladstone race.

Previously raced as *Xena*, she's the first yacht in the history of Australian ocean racing to take line and handicap honours in the Sydney to Mooloolaba and Brisbane to Gladstone races in the same year.

Designed by Murray Burns Dovell and extended from an Open 60 to a 66-footer last year, she's the first yacht to win the rare dual honour in Queensland's premier bluewater classic since Jack Rooklyn's *Ballyhoo* in 1975.

Grundig was expertly sailed in testing winds to complete the 308 nautical miles in 30 hours, 36 minutes and six seconds – well outside her 2001 record of 21 hours, 44 minutes and 39 seconds, but her crew were rewarded for sailing a smart race when Queensland Cruising Yacht Club Race Director Karen Somerville declared *Grundig* the winner of the 54-year-old Courier-Mail Cup.

It was an impressive result considering *Grundig* sailed through an



Charge of the maxis – *Grundig* beat the maxis to Mooloolaba and then won the Gladstone race. *Sassy of Sandgate* had a more sedate race to Gladstone

Photo – Mike Kenyon

LAURABADA'S 50TH RACE

Yachting history continued in the 54th Brisbane to Gladstone Race when the 15-metre ketch *Laurabada* competed in her 50th consecutive race over this course. This remarkable family record began when the late Ivan Holm built the yacht on the banks of Brisbane's Cabbage Tree Creek back in 1953, and it continued in the 2002 Gladstone Race when his son, Ivan, skippered *Laurabada* once more in the traditional Easter race north along the Queensland coast.

ever-changing wind system that varied between 32-knot line squalls and glassy calms to outsail her massive 1.550 penalty plus IRC handicap rating.

Easter Sunday morning dawned with a strong wind warning that gave former race winners *Saltash 11*, *Wistari* and *Pagan 11* a fast spinnaker sail over the final 100 miles and another chance for glory.

All three sloops entered Gladstone Harbour with a winning chance, but time eventually ticked in favour of *Grundig*. She lived up to her crew's claim that they were racing one of the best-performing yachts competing in long-distance ocean races.

When *Grundig* completed her race she then set the handicap corrected time of 47 hours, 27 minutes and 47 seconds for the smaller and slower yachts to beat.

Grundig's official winning time over Peter Kerr's *Pagan 11* was 10 minutes and 20 seconds, with *Wistari* another three minutes and 11 seconds away. ■

Down Town Duty Free Brisbane to Gladstone Race, 308 nautical miles

LINE HONOURS

1. *Grundig*, MBD 66 (Sean Langman, NSW) 30:36:06
2. *Cruz Control*, Santa Cruz 52 (Maynard Smith, Qld) 42:23:02
3. *Prime Example*, Murray/Davidson 52 (David Benson, Qld) 42:35:27

IRC DIVISION (COURIER-MAIL CUP)

1. *Grundig*, corrected time 47:27:47
2. *Pagan 11*, Tasman Seabird (Peter Kerr, Qld) 47:38:07
3. *Wistari*, Patrick 35 (Scott Patrick, Qld) 47:41:18

PERFORMANCE HANDICAP DIVISION

1. *Gemini Dream*, Bounty 35 (Vic Turner, Qld) corrected time 38:54:45
2. *Sassy Spirit of Sandgate*, Walker 38 (Phil Lazzarini, Qld) 38:55:27
3. *Thylacine*, Duncanson 34 (Mike Phillips, Qld) 39:26:26

IMS DIVISION

1. *Saltash 11*, converted YW Diamond (Ian Wright, Qld) corrected time 41:04:57
2. *Sweetheart*, Jutson 38 (Tony Love, Qld) 45:21:43
3. *Next*, Sydney 38 (Craig Malouf, NSW) 46:18:56

VETERAN DIVISION

1. *Sassy Spirit of Sandgate*, corrected time 38:55:27
2. *Two Tribes*, Farr 1104 (Brett Mackay, Qld) 39:35:47
3. *Bonaventure*, Freedom 40 (David Buick, Qld) 39:58:25



A GOOD SELECTION

Rob Brown (the Crew Doctor) gives advice on selecting and organising a crew for the next offshore sailing season, including major ocean races such as the Rolex Sydney Hobart Yacht Race

Fast and efficient crew work is essential in preparing for a good spinnaker set
Photo – Ian Mainsbridge

MOST SERIOUS yacht owners will have begun thinking about the next offshore sailing season and what they'll do to improve their yacht's performance. Most people, when looking to improve performance, tend to focus on the 'engine room' and focus less on the crew itself. Adding new sails to the tired inventory will help boat-speed, naturally, but there are other important areas to look at.

It's time to have a good hard look at the way you and your team sailed last season. My suggestion is to get your team together and go

through the various areas of sailing to come up with a job list to work on for the coming season.

Get out the blackboard and carry out the 'SWAT' approach: Strengths, Weakness And Threats. By breaking down your racing into a number of areas, you can analyse these in isolation, which will highlight the aspects of your campaign that require work.

AREAS TO EXAMINE

1. Boat preparation, maintenance and breakdown.

2. Pre-race preparation/strategy.
3. Start-line work and start tactics.
4. Windward race management and downwind race management.
5. Crew work: tacking, gybing, headsail changes, peels, mark roundings top/bottom/wing, ducking, boat-trim lee-bow situations, modes of straight-line speed (e.g. high mode), target speeds, sailing fast, crew punctuality, training sessions, and sailing schedule availability.
6. Communication onboard: wind calls, boat relatives, noise level,



Every member of the crew must be alert in a tight mark-rounding situation

Photo – Peter Campbell

calmness, and concentration on individual jobs.

7. Sails: sail-shape control and performance of particular sails

8. Rules/tactics and protest technique.

By carrying out the SWAT process on these items with your crew, you'll quickly establish a game plan for the season. Then the hard questions have to be asked: Who's prepared to put time and effort into resolving these issues, and at what level do you want to race? Then apply a sailing and training schedule that's acceptable to all. If not everybody is comfortable with it, either change the workload or change the personnel. Hard but fair!

Once into the programme, after every session a debrief is vital, whether it be after training or racing.

This might be on the way back to the dock or in a quiet area of your club. It's important to keep it short and to the point.

Follow up the session with a summary of topics raised and distribute this to all concerned, or follow up the points raised after some reflection at a later time. Obviously, conclusions must be derived and an action plan put in place, with time parameters set and areas of responsibility clearly assigned.

We often see competitors making the same mistakes time and again on the racecourse. These go unchecked because there's no form of post-race analysis. You can bet that the boat doesn't have a debrief to look at what went wrong.

For example, there are competitors who can't handle a lee-bow situation – you know they're

vulnerable if you tack anywhere to leeward and ahead. The problem for the other yacht is that they don't know they have a weakness or haven't attempted to find out if there's a problem. The solution could be just to go out and practise sailing in different modes – that is, fast, middle groove/target speed or high mode.

If this is a little confusing, or beyond the level you're sailing at, ask those who do know or get in touch with a professional to give you a hand. Treat it as if you were trying to improve your golf handicap or working on a golf shot with the help of a professional.

In preparing your yacht and crew for next season, how about starting with a clean slate? Before confirming a crewmember's position on the yacht, it's well worth asking some important questions. It's

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QUESTIONS FOR YOUR CREW

If you want to construct a questionnaire for potential crew, here are some areas you should cover:

- Personal contact details (phone, fax, mobile)
- Clothing (especially wet-weather gear) and shoe size
- Medicare number, doctor's name and contact
- Blood group, medications, allergies and a brief medical history

important to find out relevant information before committing him or her to the crew. For example, their availability for the sailing schedule, whether they can do any training, or if they can carry out any secondary duties on the yacht.

I've been using a questionnaire which has to be filled out by anyone interested in crewing. This provides a good database and can indicate the level of commitment from that person. It also provides information that will be used for crew registration, race entries and personal details in emergencies.

We should all be aware of the added responsibilities and legal obligations yacht owners and sailing masters of racing yachts now face. This questionnaire is a simple record that helps in these important areas.

After compiling your crew information, their availability and commitment should be quite clear. It's important to ascertain their goals for the season. Similarly, it's important that you, as an owner or sailing master, make it clear what your goals and aspirations are for the season.

These should be discussed with all concerned before finalising the crew. The crew-selection process should be a little easier if you take out some of those frustrating variables. Then the job remains to mould the crew into shape so that you can race competitively, and most of all, so that everyone onboard enjoys the experience.

** Rob Brown has been working with a variety of yachting campaigns, from America's Cup, Farr 40s, Sydney 38s, club racing, 49ers, 29ers and 18ft skiffs to junior development. He specialises in coaching and assisting yacht owners organise and manage their racing programmes, race management and crew training.*

He can be contacted at robbrown@bigpond.com.au or on 61 2 99991692, fax: 61 2 99993724 or mobile: 0416 084 735. ■

S.O.S.

SAFETY OFF SHORE CHANGES

Maritime distress and safety radio communications services throughout Australia are changing. This follows the introduction of the Global Maritime Distress and Safety System (GMDSS) in Australia in 1992.

From mid-2002, communications arrangements for pleasure craft, fishing vessels and small commercial ships will change.

AMSA WILL

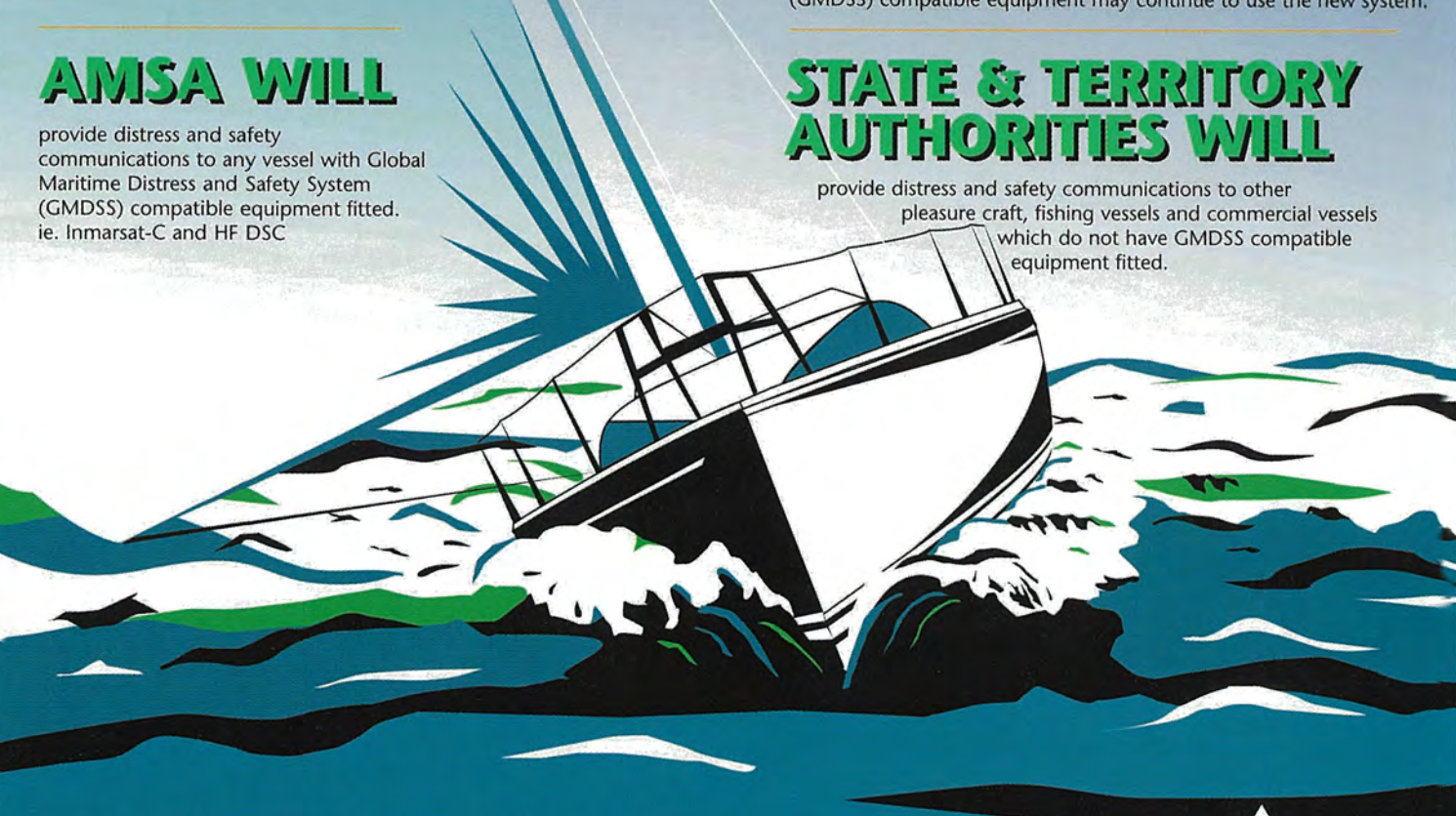
provide distress and safety communications to any vessel with Global Maritime Distress and Safety System (GMDSS) compatible equipment fitted. ie. Inmarsat-C and HF DSC

New services will be established by State and Territory authorities and, as always, individual operators are encouraged to take a personally responsible attitude towards their maritime safety communications equipment.

The distress and safety communications arrangements provided by AMSA will be focused primarily on providing a service to large commercial shipping (more than 300 Gross Tonnes). Smaller vessels fitted with Global Maritime Distress and Safety System (GMDSS) compatible equipment may continue to use the new system.

STATE & TERRITORY AUTHORITIES WILL

provide distress and safety communications to other pleasure craft, fishing vessels and commercial vessels which do not have GMDSS compatible equipment fitted.



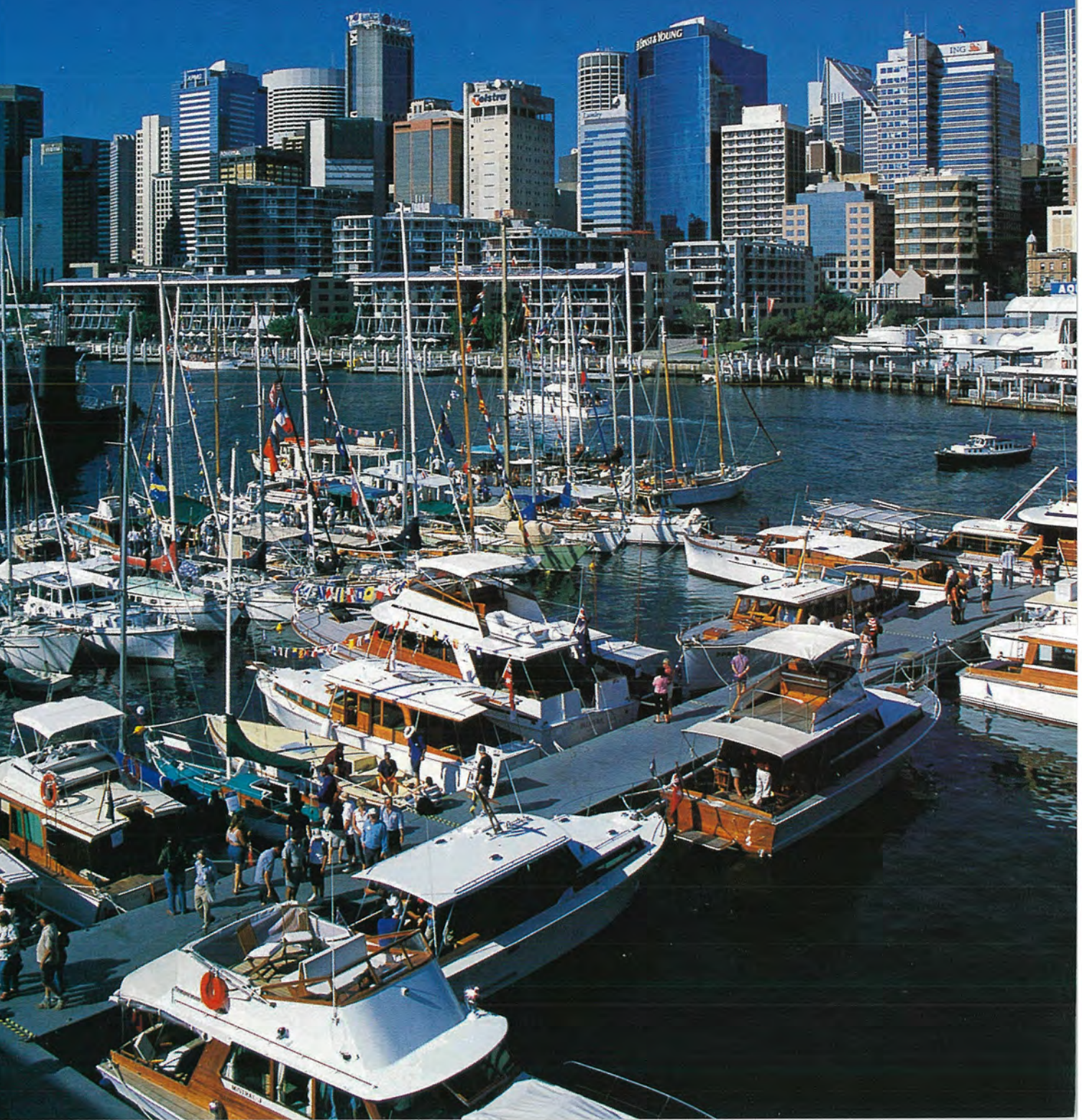
AMSA and Australian State and Territory authorities are committed to Safety at Sea.

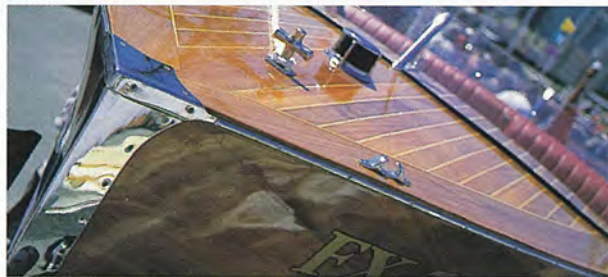
The changes in communications responsibilities will, in the longer term, provide a more efficient and consistent approach to maritime safety and an enhanced distress and safety service across our waters.

For further information see www.amsa.gov.au/aussar/sos.htm



A classic festival





SYDNEY'S NATIONAL Maritime Museum was once again the venue for that wonderful display of boating traditions, the 2002 Classic & Wooden Boat Festival at Darling Harbour.

Photographer Matthew Harris captured some of the nostalgia of

the event, which this year attracted more than 300 vessels, ranging from superbly restored speedboats, dories and skiffs through to an ever-growing number of classic and wooden yachts. And, of course, the magnificently restored 1874

square-rigger *James Craig* was also a feature of the event.

Among the yachts was the schooner *Astor*, a line-honours winner of early Sydney to Hobart Races, now being cruised back in Australian waters by her American owners. ■

Food with a view

Author, editor and cruising helmsman David Colfelt presents *Offshore Yachting's* guide to eating out on Sydney Harbour's famous waterfront



SYDNEY HARBOUR has some 245 kilometres of foreshore offering the most fascinating casual cruising in the world, its many rocky headlands and native bush-clad bays lined with an endless procession of fine waterfront residences. Its waters are constantly churned by crisscrossing ferries, ships and myriad other water craft, while the city skyline

of modern steel-and-glass buildings reflects the sky and sun by day and glows incandescently at night. The harbour never fails to impress even the most cynical or sophisticated traveller. The enjoyment of a cruise on the harbour can be heightened by having a meal at one of Sydney's excellent harbourside restaurants.



THE FINGER WHARF 6 COWPER WHARF ROAD WOOLLOOMOOLOO

What's there: Otto (chic Italian ristorante, good wine list, no BYO); Manta Ray (good seafood, wine list, BYO allowed Mon – Thurs); Kingsley's Steak and Crab House (fare as its name suggests; good wine list); Nova Pizzeria (informal pizza/pasta run by Otto's, featuring nine pizzas, nine pastas, nine reds, nine whites at No 9); Shimbashi Soba by the Sea (traditional Japanese noodles, tempura, sushi and sashimi (licensed)); Laurent Boulangerie/Patisserie (continental pastries, foccacia

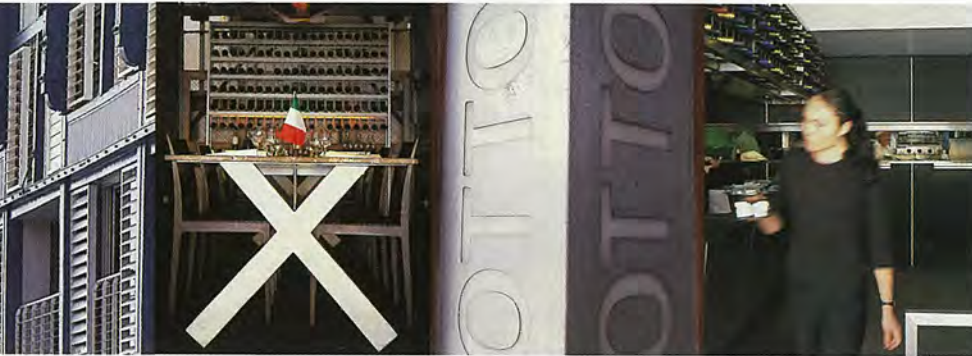
The author sets sail on a wharf crawl on Sydney Harbour
Photo – Daniel Guerra



sandwiches, desserts, coffee). Most open 12.00 noon till 9.00 or 10.00pm, seven days a week.

Water access: Woolloomooloo Bay. Otto, Manta Ray and Kingsley's have marina berths that have to be pre-booked. The architecture of the

aged balsamic vinegar and red wine. Elegantly presented, it is a marvellous concoction of creamy, rich blue cheese offset by tender, ripe fig flesh. A signature main course is a veal T-bone served on a bed of cannellini bean puree and oregano and parsley salad,



Otto on the finger wharf at Woolloomooloo
Photo – Daniel Guerra

redeveloped Finger Wharf at Woolloomooloo Bay encapsulates the essence of a working harbour woolshed with a modern harbourside hotel and condominium development, complete with marina and million-dollar yachts parked out in front. A promenade along the wharf provides streetside waterfront dining for a number of side-by-side, very well-presented restaurants that befit their up-market surroundings.

There's an old adage about never going into an empty restaurant, and it's true that a busy restaurant is likely to be a good one. When we arrived by sea at Otto at 7.40pm on a Thursday, it was already just about full (when we left at 11.00, it was still almost full). Otto's prides itself on its adventurous approach to Italian cuisine and its warm and friendly service. One of the specials on offer is an entrée of fresh figs stuffed with gorgonzola served with a reduction of

the youngest, whitest, sweetest, tenderest veal from White Rocks in Western Australia. This dish was an oral experience.

Otto's wine list is extensive, with a wide range of Australian and specialty Italian wines. The waiter's advice on a moderately-priced (\$50) 1999 South Australian Cabernet Sauvignon was right on the mark and less stressful to our bank account than the many specialty bottles priced at \$150 and up.

Lunch at Shimbashi Soba by the Sea, which specialises in traditional Japanese soba noodles (of silky, thin buckwheat) and udon noodles (soft, thick wheat), offers an array of moderately-priced Japanese dishes (tempura, sushi, sashimi, miso, and combinations). The flavours are elegant and delicate, the tempura batter fairy-light, and the miso is quite delicious.

The restaurants, with their passing parade and views back over the Botanic Gardens and city offer a beautiful dining experience.

BLUE WATER GRILLE CYCA, NEW BEACH RD DARLING POINT

What's there: Australia's premier ocean-racing club and dining-room facilities overlooking the 205-berth CYCA marina.

Water access: At the head of Rushcutters Bay. A free marina berth for dinner or lunch can be arranged. If staying overnight, a berthing fee applies.

The restaurant is open for lunch and dinner, Tuesday to Sunday (no dinner on Sundays).

The brand-new CYCA clubhouse was completed last year and its waterside deck, bistro, bar and dining room are available to members, their guests and temporary members. However, anyone can dine at the Blue Water Grille.

It's an exciting place to eat, with lots going on in front of the restaurant. The menu at the Blue Water Grill reflects a philosophy of 'clean, fresh, and simple' food. The dishes can be guaranteed to be consistently good on a busy or quiet night.

The restaurant's signature entrée is its very popular char-grilled prawns with fennel and papaya salsa, and a typical main course is ocean trout with flat noodles, mussels and chive butter sauce. On the two occasions I have dined there the service has been friendly, and the food is well-executed and attractively presented. Prices are quite reasonable for the quality that is offered.



**THE SYDNEY FISH MARKET
BLACKWATTLE BAY
PYRMONT**

What's There: Six retail fish shops, most of them offering cook-while-you-watch seafood lunches and/or oyster bars; Doyles seafood restaurant; Fish Market Sushi Bar; Fish Market Café; bottle shop; delicatessen; green grocer; and a bakery.

Water access: Blackwattle Bay – 12 public marina berths are available, on a first-come-first-serve basis (on the port side of the marina when entering). The Sydney Fish Market ought to be on every tourist's itinerary if only for the fascinating insight it gives into the abundance of marine life that is pulled from our waters. In addition to being Australia's largest wholesale market, it has six retail fish shops, their glass display cases piled high with an amazing variety of the freshest fish and shellfish unloaded from trawlers at the back of the market. Most have takeaway counters serving hot food or cold seafood platters at lunchtime.

Midday at the markets is mayhem, with hundreds of customers

queuing to collect food in an exciting atmosphere overlaid with the smells of fish and cooking, of salt air, squawking seagulls, lumbering pelicans and the diesel fumes from trucks and trawlers.

We sampled some fare from Christie's Seafood's busy takeaway lunch counter, where patrons queued four-deep but were served within 10 minutes, making room for the next wave. Christie's blackboard menu advertises a variety of Asian seafood specialties, and we sampled a garlic prawn laksa and tried the barbecued chilli-octopus and chips. The laksa is a rich and tangy soup softened by its coconut milk in which seven medium-



A porthole view of Sydney Harbour as the yacht sails towards the fish markets at Blackwattle Bay

Photo – Daniel Guerra

sized, perfectly-cooked prawns were hidden under bean sprouts and silky noodles. The octopus proved spicy and tender – a generous serving.

The Market Café and other takeaway counters at the various retail shops offer a range of seafood platters, kebabs, tuna and other fish cooked to order, calamari, chips, lobster and prawn and oyster salads. Generally, it's good value for money, served amidst mild chaos. Outside, a long row of picnic tables under beach umbrellas (decorated with seagull poo) provide a place to dine 'al fresco' by the waterfront.

Doyle's sit-down seafood restaurant serves fresh Australian seafood according to a proven formula that has kept this family in business for five generations. It's not particularly fancy, but the fish is absolutely fresh, competently cooked, and the servings are generous. It is licenced (BYO wine is permitted and corkage is \$2.50 per bottle).



THE BATHER'S PAVILION THE ESPLANADE BALMORAL

What's there: A beautiful restored bather's changing pavilion by Balmoral Beach, now one of Sydney's most popular restaurants. It is open seven days a week from 7.00am until 10.00pm.

Water access: Anchor off the beach (in winter) and take a dinghy ashore, or drop off passengers at Balmoral Wharf, then anchor off and dinghy ashore from there).

The Bather's Pavilion offers the quintessential Australian seaside dining experience. The restaurant overlooks the sweeping golden Balmoral Beach, and from the harbourside reserve is a view of blue water straight out through Sydney Heads. It's the sort of place where one cannot help but linger – the perfect

spot for a long, languid lunch, to drink the scenery with the eyes and caress the taste buds.

Victoria Alexander ran a good restaurant here for 10 years or so and then, three years ago she was joined by Serge Dansereau. He spent 19 years at the Sydney Regent where he ruled the kitchen and painstakingly built up an exclusive list of suppliers of the best, freshest produce available in Australia.

The Bather's is really two restaurants. One is a café-style with seating for about 100. It is informal, with moderate prices, and imaginative food designed by Dansereau. The main restaurant, which seats 90, is where Dansereau describes his food as refined, with strong French and Asian influences (classic cooking techniques blended with the modern need for lots of flavours). This restaurant has

two chef's hats in the *Sydney Morning Herald Good Food Guide*. A two-course lunch costs \$57 per person, dinner is \$87 for two courses and \$100 for three.

We had lunch in the café and sampled the tuna carpaccio with pickled cucumber, salt and pepper squid and lemon aioli, and thinly sliced raw tuna with lemon-mayonnaise served on a bed of fine cucumber noodles with tasty shards of tender battered squid. The rocket and parmesan salad with virgin olive oil and balsamic vinegar was fresh, delicate and delightful.

In summer the Waterways Authority places yellow buoys 100 metres off Balmoral Beach and prohibits anchoring within that area, but in winter one can anchor just north of the shark net and take a dinghy ashore. ■



Food with a view from The Bathers Pavilion at Balmoral

Photo – Daniel Guerra and David Coffelt



The Hunter is on

Ben Canaider bravely admits that he likes the odd drop of Hunter Valley wine, and here's why...

HERE'S A RATHER odd comparison – what do Sydney Harbour and the Hunter Valley have in common? In a grumpy mood you might say they are both terrible places to grow grapes, and, to a degree, you'd be right; but they are also booming international tourist destinations, and they are unerringly, distinctively Australian. You can make Sydney an Olympic city and call it 'international', but it's still Sinny when it counts; and you can put pretty names and labels on the wines of the Hunter, but they still like to scream out about their origins every time you take a sip. It is this that makes Hunter wines some of the most strangely enjoyable drops in Australia. Yes, I quite like them, if you haven't already worked out...

What makes the Hunter so good is what can also make it so bad – the weather. Besides being a humid and warm place (which doesn't, or at least shouldn't, suit wine grapes...) the Hunter is prone to suffering wet weather when the grape growers don't want it (such as at vintage time) or dry weather when all you need is a little bit of rain to help the vines during their growing season. The former problem can produce mouldy or thin wines with little power and strength; the latter can make for a small amount of fruit from which not



enough wine is made. But when the weather is kind to the Hunter, there's an odd alchemy produced, particularly in Semillon and Shiraz.

Semillon from this part of the world is Australia's greatest white wine. There, I've said it. You can disagree – I don't care. It is Australia's greatest white wine because it is relatively inexpensive and offers two layers of appreciation. The first you experience when you buy it late in the same year as it was vintage. At this stage of its life the wine is so neutral and clean that many describe it as nothing much more than acidulated water. Indeed, young Semillon is lean and taut, with some fresh citrus smells and flavours and very little else. But this is also its strength; young Semillon is the most versatile white wine with food I can imagine. Its acidity cuts through oily, fatty, chilled or spiced foods with alacrity, and its clean, long, linear fruit marries well

with everything from wok-tossed scallops to stuffed duck's neck sausage. It can be both Asiatic and Germanic – which is quite hard to do.

The second layer of appreciation occurs years later, when the wine has matured in the bottle. The sharp citrus and taut torso of its youth transform into a rich, buttery-lemon and distantly nutty or woody profile, which is amazing as Semillon is invariably made without oak barrels. It's a difficult wine to understand, but in the same sense quite beguiling. In good cellaring conditions Semillon can do its thing for 10 years, no problems.

So to can the Hunter's Shiraz. 'Sweaty saddle' is the term most commonly bandied about for its aged characteristics – well, at least in my admittedly odd circle of acquaintances. Shiraz up this way is not all juicy fruit and confectionery; it's not just rich, ripe plummy fruit enveloped in sweet, chewy American oak barrel smells and flavours of vanilla and rum. At its best it has a more savoury fruit flavour and smell: earth and leather; tar and dark, tiny berries; mushrooms and cloves... And the fruit power is subdued and more elegant than brutal and overt. Both Shiraz and Semillon give you something a little more interesting than many of Australia's more Identikit reds and whites, which can suffer from a sameness that the Hunter never does.

Some recent Hunter Shiraz and Semillons worth dropping anchor for:
Tyrrell's Vat 1 1997 Semillon, \$45;
Tyrrell's Vat 9 1997 Shiraz, \$29;
McWilliam's Mount Pleasant Elizabeth 1998 Semillon, \$17.50;
McWilliams Mount Pleasant O'Shea Shiraz 1998, \$35;
Rothbury Estate Brokenback 2000 Semillon, \$20.



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WE HAVE THE TECHNOLOGY

Electronics afloat expert Aubrey Gowen looks at the latest trends in marine radio and boating electronics

JUNE AND JULY 2002 will prove significant dates for Australian yachtsmen, marking the end of the old coast-station radio system and the introduction of several new radio services. These come at a time when many aspects of boating electronics are also changing rapidly and here I'll highlight some of the areas to watch.

Coast radio changes

By the time you read this, the federal government will have completed its withdrawal from the old coast radio system in favour of Satcom-C, to distribute weather information and navigation warnings, plus just two stations providing HF GMDSS gateways.

After a decade of procrastination and a last-minute round of blame-shifting, the various state governments are desperately trying to cobble together semi-amateur replacements to provide VHF and limited HF coverage for coastal small craft. At the same time, they're softening up the boating public for new taxes to pay for these radio safety communications.

To have reliable safety communications after June 2002, yachtsmen venturing well offshore should at least carry a registered



406 GPIRB and either a Satcom-C system or GMDSS-compatible HF. Ships are still required to monitor channel 16 VHF, but eventually offshore yachts will also need to fit GMDSS-compatible VHF transceivers.

Weather broadcasts

Also effective from 1 July 2002 are new arrangements for distributing weather information on HF. These involve new transmitters for broadcasting weatherfax and a new system pioneered by the Bureau of Meteorology to provide automatic computer-enunciated weather bulletins at regular intervals for all coastal and offshore forecast areas.

The weatherfax and weather bulletin services will transmit from the same two 'desert radio' locations as the new HF GMDSS gateways – Charleville in Queensland and Wiluna in Western Australia. Weatherfax will

NAVAIDS

New VHF from Raymarine

Raymarine, the world's foremost provider of marine electronics and creator of the first affordable waterproof radio, has introduced two new marine VHF radios with DSC.

One of the key features of the new radiotelephones is ETSI Approved Class-D DSC (Digital Select Calling), which provides extra security in emergency situations.

The Ray 230E, the flagship of Raymarine's VHF product line, offers a unique modular design that allows the receiver/transmitter box to be mounted somewhere out of the way. This leaves just the waterproof cellular-style handset and loudspeaker exposed on the dash. Handsets and speakers can be positioned in up to three locations, making this luxury model VHF radio always within reach.

For more information, contact OceanTalk Pty Ltd in

Sydney on (02) 9981 9500, fax (02) 9981 9555 or email sales@oceantalk.com.au

Visionary breakthrough

Oceantalk Australia has been appointed as Australasian distributor for a range of sophisticated night-vision cameras for the commercial and pleasure-boat markets. The cameras are called HOTEYE.

An industry leader in the US, HOTEYE uses the same technology that gave the US military and TV viewers such clear night-time



images of Gulf War operations, which allowed the military to operate in darkness. Now this thermal-imaging camera technology can work in peacetime by dramatically improving navigation at night and saving lives.

HOTEYE owners confirm the value of this technology. "I use my HOTEYE night vision more than I use my radar. The image is incredible, I can actually see at night," remarks the owner of a 60-foot cruiser.

In impaired light, smoke or total darkness, you can detect

navigation beacons, avoid floating debris, and manoeuvre around other vessels and wharf pylons. For man-overboard emergencies, it can be a lifesaver.

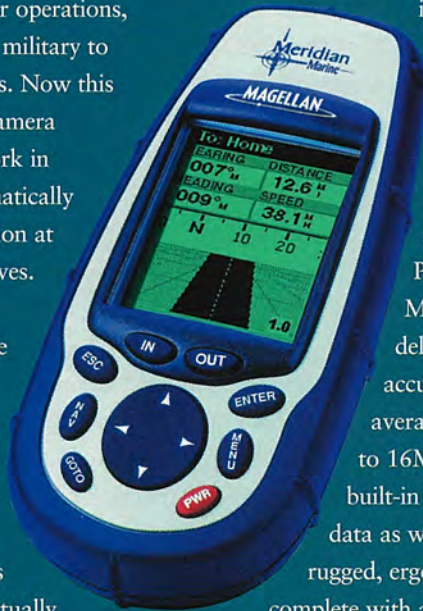
For more information, phone Oceantalk in Sydney on (02) 9981 9500, fax (02) 9981 9555 or email sales@oceantalk.com.au

New GPS from Magellan

Magellan GPS Systems, Australian distributor of Magellan™ Global Positioning System (GPS) receivers, has announced the new Magellan Meridian series. This is the first line of GPS hand-helds to offer Secure Digital Memory Card capabilities for significantly expanding flash memory capacity for storing and downloading data.

This premium line of high-performance, waterproof hand-helds includes the Meridian GPS, Meridian Gold and the Meridian Marine and the Meridian Platinum. Meridian receivers deliver five-metre accuracy with averaging and up to 16MB of extensive built-in Australian map data as well as a new rugged, ergonomic design, complete with a larger screen.

Each model provides nearly unlimited expansion of flash memory through convenient Secure Digital Memory Cards,



as well as seven navigation screens and vertical profile graphs that show elevations of the route travelled.

In the near future, 8MB of the built-in memory of the Gold, Marine and Platinum units will be used for a Digital Elevation Model of Australia to be included in the receiver. This will allow contours to be displayed on these models.

B&G's h1000 system

With more than 45 years' experience in marine electronics, Brookes and Gatehouse has just launched its new generation of instruments, the new h1000 range. These instruments enable the user to choose the information he or she would like to display.

The latest dot-matrix technology means that the h1000 display is capable of five different formats that can be configured to have up to four data combinations at once. You can check speed, depth, heading and GPSD all on one display.

The B&G h1000 is claimed to be the most easy-to-use system available, with just one button display and three buttons: 'up', 'down' and 'enter', based on mobile-phone logic.

For more information, contact Mainstay Marine in Sydney on (02) 9979 6702 or email sales@mainstaymarine.com





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continue to use the same frequencies, although the call signs will change from AXM and AXI to VMC (Charleville in Qld) and VMW (Wiluna in WA).

The current forecasts will be broadcast on several high frequencies simultaneously from both locations on a complimentary rotating schedule. There will be some overlap, but essentially Charleville (Australia weather east) will cycle through the coastal waters and high seas forecasts from the gulf and eastern states around to the bight. Wiluna (Australia weather west) will do the same from the bight west and around to the gulf again.

Warnings will be issued on the hour and forecasts and station reports will be issued on the half-hour for each state in turn, so information for your area will be broadcast at least every four hours. The bureau has also made provision for MSI (Marine Safety Information) to be included in the broadcast schedules, but again some states are dragging the chain. For the latest information on both the weatherfax and automated voice broadcasts, go to www.bom.gov.au/marine

Yachtsmen should monitor the effectiveness of all these new services and respond strongly if they find the transmitters do not provide reliable national coverage.

EPIRBs

The 1998 Sydney Hobart helped focus attention on the advantages of 406MHz EPIRBs, even before the interfacing or integration of GPS (GPIRBs) allowed the system to provide virtually instant alerting that includes the distress position. Satellite detection of 121.5MHz EPIRBs is to cease worldwide, probably in 2008.

Anyone purchasing a new EPIRB should take this sunset into account, and in any case make sure they have at least a 406 EPIRB, and preferably a GPIRB before the cut-off date. (A 406 EPIRB is compulsory for the Rolex Sydney Hobart Yacht Race and similar events.)

The old 121.5MHz frequency will remain in use for homing-in by aircraft and vessels responding to distress situations. Despite the continuing official discouragement in Australia, we can expect to see a proliferation of MOB alerting and homing systems on this frequency too, with various rivals to the established Sea Marshall PLB system already up and running. The latest of these, by SML Technologies, is based on a 121.5MHz transmitter built into a functioning wristwatch. To find out more, visit www.smithechnologies.com



Apart from these changes in relation to marine safety, there are even more general changes in the wind for the marine electronics industry.

Computer on board

Computers are now common on cruising and larger racing craft, running applications such as chartware, tide calculations, weather routing, performance data logging, HF email, satellite imaging and satellite terminal software.

Most are laptops, but as the price of flat-screen monitors (even the waterproof ones) come down (avoiding



Portable laptops are the most popular computers on racing and cruising yachts

the need for heavy, power-hungry CRT monitors), cheaper and more versatile PCs will become more common. Future trends will include more marine software and chartware for palm and pocket computers and their integration with mobile phones and GPS.

Weather routing

Until recently, weather routing was largely the preserve of sponsored elites because they could afford the equipment and satellite airtime needed to download fresh weather files every day. This is changing rapidly.

Common chartware programs such as MaxSea and RayTech now offer routing modules. Relatively small weather files customised to your area of interest are also available free, for the MaxSea system at least. These can be received as emails and are small enough to be handled inexpensively by mobile and satellite phones and by some forms of HF email. Although pioneered in long ocean racing, the software is useful tactically even in shorter coastal races and is also likely to benefit cruisers.

HF email

HF email has revolutionised communications for cruising sailors. Those with amateur radio licences get the best deal (free, but no commercial messages), but the international coverage of the SailMail system (US\$200 a year for 10 minutes per day) is excellent value and there are various commercial equivalents with greater capacity.

Nearly all these systems now use Pactor II modems, which produce perfect copy from signals too weak for

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human ears to distinguish from the background noise. The latest of these can emulate a standard internet modem and may eventually make HF email fully compatible with ordinary email software.

Pactor III has already been released, with speeds four or five times faster than Pactor II, making it faster than some satellite systems.

Unfortunately, the higher speeds require good signals – more likely to be achieved with commercial transmitters and antennae than by yachts at sea.

NMEA

Another area where things are about to change rapidly is the way different pieces of electronics, including computers, are interconnected. The old two-wire NMEA 0183 standard has served us well, particularly when it comes to interfacing GPS receivers with autopilots and chartware, but is dedicated, one-directional and relatively slow compared to proprietary networking systems such as Raytheon's 'Seatalk'.

NMEA has recently released a faster and more flexible three-wire upgrade known as 0183 Version 3, but more significant for the future will

be NMEA 2000, which offers robust Plug & Play networking between equipment from different manufacturers at very high speeds.

GPS

As the world begins to wake up to GPS, we're seeing receivers built into more and more equipment, including mobile phones, wristwatches and EPIRBs. In Australia, we're unlikely to get any benefit from the American WAAS Differential system (or its Asian equivalent), but AMSA's marine differential beacon network will probably continue to expand and differential receivers will become cheaper and routinely integrated into marine GPS receivers.

Receiver 'heads' without a display will become more common, as will 'position sensor' inputting to computers and on-board instrument networks. Magellan, for example, already offers a clip-on head for Palm Pilots and Compaq Pocket PCs.

The Europeans are now committed to developing their own version of GPS to escape the American military control of what is increasingly

becoming a vital worldwide service. Their civilian system, to be known as Galileo, is scheduled to be operational by 2007, but it's simply too early to say what impact it might have Down Under.

The stated aim is to have it 'interoperable' with GPS, perhaps even on the same frequency, which would make it more difficult for the United States to jam without affecting their own GPS system. Even without Galileo, the GPS system is scheduled to get more accurate in coming years, with new satellites and new frequencies opened to civilian use.

Chartware

With the wrangle between Navionics and the Navy finally resolved, C-Map again has an active rival in the Australian market. If developments overseas are any guide, in the next few years the price of these commercial marine electronic charts in their various forms should begin to fall significantly.

The Navy's Seafarer RNC charts remain excellent value compared with their paper equivalents – particularly the Australia pack for \$1,622. ■



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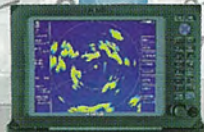
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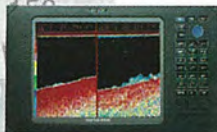
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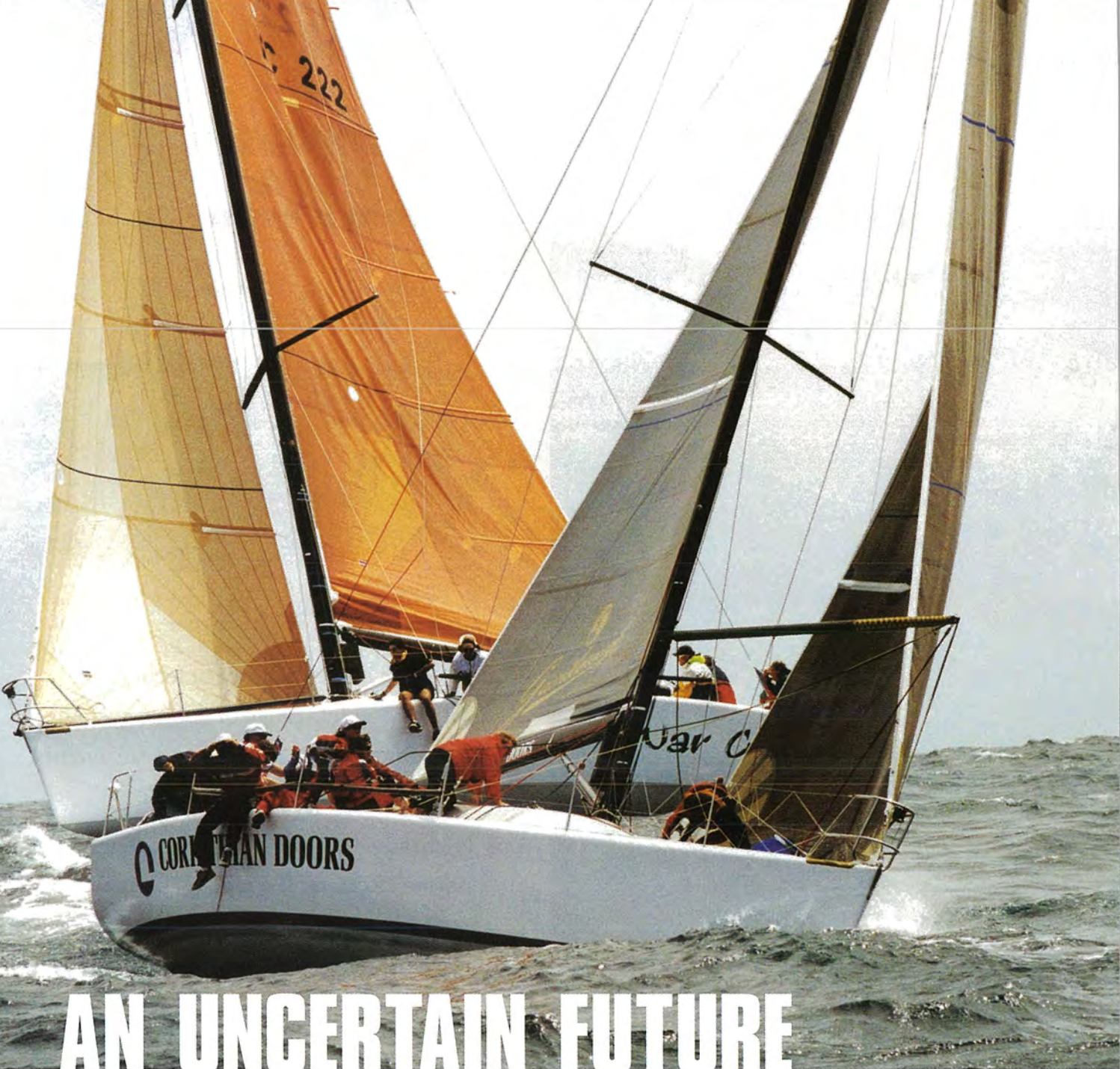


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AN UNCERTAIN FUTURE

Experienced yachtsman Stephen White wonders if there is a future in international offshore racing

FIRST THE Southern Cross Cup ground to a near halt, then came the demise of the 2001 Admiral's Cup. Now, US Sailing's team event in the island paradise of Hawaii, previously called the Kenwood Cup, looks set to follow.

These international teams events have historically represented a pseudo-world championship of offshore

racing. Now, as these events fall from the status they once held, how will the void be filled and who will fill it?

So why does a dark cloud hover over the pinnacle of our offshore events? You don't have to be Einstein to suggest the following reasons:

- ▀ differing handicap systems
- ▀ the growth of one-design racing

- ▀ the high cost of freight to distant venues
- ▀ the existence of locally arranged events rather than a global co-ordination and series organisation
- ▀ conflicts of interest and clashes with other popular events
- ▀ the availability of competitive yachts.



Above: Neville Crichton (left) is building the new maxi *Shockwave*, while Roger Hickman (right) has plans for a new IMS racer
Main photo: The Farr 40 One Design attracts many sailors to regatta sailing rather than long offshore races

Photos – Ian Mainsbridge and Peter Campbell



THE ATTRACTION

These have all been factors in the decline of international offshore events, but they don't answer the real question, which is, is there a demand for offshore racing at an international level, or are state-of-the-art Grand Prix offshore boats set to duke it out with yesterday's heroes and cruiser racers in local battles?

Paul Stanbridge, sailing master on Rolex Fastnet 2001 line-honours winner *Stealth*, says that inshore

around-the-buoys racing has become stale. Similarly, after winning the 1996 Sydney to Hobart with *Morning Glory*, Hasso Plattner said that it was crazy to race yachts around buoys when offshore events provided a real test of man and machine.

Every skipper and crewmember on boats with no realistic chance of line honours in offshore events is there for a purpose. While some compete for the experience, good times and company of others, the majority are there to race and win overall.

Every yacht that greets the starters' gun is entered to win the overall classification. This, of course, is the real contest when racing offshore – the more competitors, the greater the race. There is an issue of quality when considering the standard of competition, but logic would suggest that the cream will inevitably rise to the top.

Britain's Royal Ocean Racing Club (RORC) offshore races in 2001 regularly attracted over a hundred entries. The Fastnet was clearly the headline act with more than 200 entries. However, mid-season races to Le Havre and St Malo starting on Friday evenings attracted triple-figure entries to the starters' gun. The challenge of facing the sea at night, crew manoeuvres in dark, sleep deprivation and sustained teamwork provide a worthy test for any sailor.

These challenges provide only part of the attraction of racing offshore. The pleasures of being offshore – the all too infrequently witnessed sunrises and sunsets, leave from household duties, city smog, traffic jams and everyday responsibilities – make the challenge all the more inviting.

Am I comparing apples with oranges? Perhaps so. There is a clear difference between a cross-channel dash and the Sydney to Hobart. These facts notwithstanding, there is a demand for offshore racing.

Eliminating the Fastnet from the Admiral's Cup and reducing the long race in the former Kenwood Cup to less than 200 miles has coincided with shrinking fleet numbers in both events. This could be merely coincidence or more likely a reflection of other issues affecting these events. Reducing the offshore challenge in the format of both events has deterred some from

The state of offshore racing has created a gap in events for yachtsman who, apart from their amateur status, would sail at the top level

entering. The Southern Cross Cup contains the Sydney Hobart Yacht Race. This event faded to a primarily local contest long before crisis point hit the Admiral's Cup.

The nature of the challenge that the Sydney Hobart provides, combined with increasingly expensive insurance and safety hurdles, plus questions over organiser's liability, appear to have caused interest in this event to wane in recent years.

The shorter, more sedate Pittwater to Coffs Harbour Race has grown, as the Sydney to Hobart fleet has shrunk. The appeal that the challenge of the Sydney Hobart Race

provides is outweighed by the fun-in-the-sun alternative for many local skippers.

This has much to do with one-design boats, better suited to a coastal event, dominating the new-boat market, even more so the diminishing faith in the IMS-rating system which determines the overall winner of the Sydney Hobart Race.

Perhaps, with Rolex aboard as sponsor for the event and Neville Crichtons' new *Shockwave* leading

the race for line honours, more international competition may face the starter for the 2002 Hobart.

The logistical challenges and expense of getting to the start line (campaigning a 40-footer from the UK and return will cost over \$1m) and a lack of competitive boats available for charter are significant obstacles.

Reducing the cost of shipping ought to be the primary target of sponsorship funds for such an event attempting to attract an international

fleet. Attracting competitive yachts from outside Australia to compete for the overall prize will be difficult. Will we see yachts such as *Cam* and *Bribon* from the Mediterranean IMS fleet and *Idler* from the US fleet being shipped to Sydney come December to race local 50s *Ragamuffin* and *Sting*? At this stage, who knows.

STOP, REVIVE, SURVIVE

So, how do we revive international offshore racing? As suggested by some and alluded to by others, a global solution is required. And whether or not the International Sailing Federation (ISAF) or the Ocean Racing Council (ORC) have the assets or resources to spare to participate in the management of numerous events around the globe is not the issue at hand.

Yacht racing is an international sport, and the administrators of a sport are those responsible for the conduct of events and the future direction of the sport as a whole. In the past, too many events have been organised by clubs, associations and classes representing a mere fraction of the yacht-racing community, with little involvement of the international body.

The current state of offshore racing has created a gap in events and racing for yachtsmen who, apart from their amateur status, would sail at the top level of our sport. The result of this gap is confusion over the relative standing of events and reduced appeal among sponsors and observers.

What is also lacking is an established means of talent



Sting heads out to sea in this year's Sydney to Mooloolaba Race.

Photo – Peter Campbell



identification and feeding such talent to the events at the top (ultimately the Volvo Ocean Race, which increasingly looks to Olympic athletes to establish teams). Many racing sailors who may otherwise compete in yacht-racing events at the highest level have been neglected and deprived of the opportunity to compete by a lack of infrastructure and co-ordination. The current situation is less than ideal.

With a reasonable degree of agreement and compromise between national bodies, a uniform handicap system for offshore racing worldwide, which incorporates larger one-design classes such as the IC45, Farr 52 and perhaps the Farr 40, with competitive ratings could be established. Sponsorship funds could well be channelled into discounting freight costs for competitors travelling a considerable distance.

Given a standard of agreement and compromise, an international race

While some compete for the experience, good times and company of others, most are there to race and win overall

calendar could be arranged to avoid clashes of events, which might lead to a world series. Finally, given a stable handicap system that maintains yachts competitive standard, the number of competitive boats available for charter should grow.

Is this a viable proposition? Some will say that one-design racing is the future of yachting, and sure, one-design racing is strong, but how much of this one-design racing ventures offshore? The answer is, very little.

It is important to recognise that offshore racing has a strong following, which, despite good numbers in some

International events, such as the Rolex IMS Offshore World Championship, continue to attract large fleets

Photo – Kos / Strategic

fleets, is being hamstrung by a lack of direction and management.

Ultimately sponsors, competitors, clubs and the industry as a whole are keen to see greater numbers on the start line, a unified, co-ordinated approach to offshore race management and handicapping is surely the answer to getting more boats racing across the globe.

Stephen White has sailed as a crewmember on a variety of offshore racing yachts, including Ragamuffin, Fruit Machine and Nips 'N' Tux, and the Farr 40 One Designs Corinthian Doors. He has raced to Hobart, in the Sydney to Mooloolaba Race and the 2001 Fastnet Race as a watch leader/tactician aboard the IMX40 Exabyte II. ■

Winter on the water

The 2002 BMW Sydney Winter Series on Sydney Harbour is again attracting a huge fleet, proving itself as Australia's most popular sailing event of its kind



THE CRUISING Yacht Club of Australia (CYAC) Winter Series, the oldest and by far the most popular regatta in Australia, has started on an upbeat note, with sponsors BMW Sydney hosting a cocktail party for competitors and yacht owners. Initial response has seen more than 160 initial entries for the race, though by mid-winter, the numbers are expected to exceed 200.

As always, the BMW Sydney Winter Series is a mixture of social sailing enjoyed by families and friends ashore and afloat, involving keen round-the-buoys racing between harbour and offshore boats, and an opportunity to prepare new crews for the big ocean races and regattas ahead. Sundays start with breakfast on the deck at the CYCA, followed by two to three hours of exciting racing, then back to the deck for a late lunch and the prizegiving.

The series is an opportunity to prepare new crews for the big ocean races and regattas

The season began in autumn, rather than winter, with two traditional events, the Great Veterans Race and the Ladies Day Race. The Ladies Day Race, for the Jill McLay Trophy, attracted nearly 70 entries.

Ten Great Veteran yachts, including two former winners of the Hobart Race, sailed a leisurely course around Sydney Harbour marks. Two of the best-known veterans of the Sydney Hobart Race, septuagenarian skipper Don Mickleborough and his 63-year-old yacht *Southerly*, showed there's plenty

of life left in these old salts in winning the Great Veterans Race.

Mickleborough, in an ocean-racing career spanning nearly half a century, has competed in 31 Sydney Hobarts, according to CYCA records (he claims more) of which 14 have been as skipper of *Southerly*. The boat, built in 1939, was by the far the oldest yacht in the event. Her ocean-racing career includes winning the Veterans Division of the Sydney Hobart race in 1994 and 1995.

Victory in the Ladies Day Race Spinnaker Division went to *Sting*, Terry Mullen's Farr 50 helmed by his wife, Wendy. Second place went to the Farr 40 One Design *Kokomo*, steered by Sally Gordon, the 2000 Crew Person of the Year.

The BMW Sydney Winter Series pointscore got under way the following Sunday, with some 160 boats entered, ranging from the Hood



The 2002 BMW Sydney Winter Series traditionally opens with the Ladies Day Race and Great Veterans Race, for boats competing in the Sydney to Hobart race and built in the 1960s and before

Photos – Ace Marine Photography



23 *Riff Raff*, to the maxi *Brindabella*. Racing throughout winter will be in eight handicap divisions, with handicap starts beginning from 11am.

Another famous former Sydney Hobart competitor of the 1960s and early 1970s, *Caprice of Huon*, was among the winners, taking out Division E. Now owned by David Champaloup, this graceful Robert Clark-designed sloop was built in Tasmania from Huon pine in 1944.

She's most famous for representing Australia (or rather the CYCA) in the first two challengers for the Admiral's Cup at Cowes in 1965 and 1967, with the Australian team winning in 1967. *Caprice of Huon*, then owned by Gordon Ingate, also finished a close second in the 1972 Sydney Hobart race to *American Eagle*, skippered by Ted Turner.

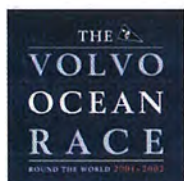
Other opening day winners were *The Dreamtime* (John Woodruff) in Division A, *Champagne on Ice* (Philip and Nada Dickinson) in Division B, *Mirrabooka* (Greg Gleeson) in Division C and *Pippin* (David and Anne Taylor) in Division D. Division E was won by *Laissez Faire* (J Hill and G Connery), *Quambi* (David Pelly) won Division G and *Boardroom* (John and Ann Clinton) came first in the non-spinnaker Division J. ■



Team SEB at the start of Leg 6 in the Volvo Ocean Race from Miami to Baltimore
Photo – Oskar Kihlberg Team SEB

When Assa Abloy crossed the finishing line close to the entrance of Miami's Government Cut, the boat achieved the top result in one of the best-ever legs of the Volvo Ocean Race. Bob Fisher explains why

Down to the wire



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NEVER HAS the racing been so close for a leg of a Volvo Ocean Race (or the Whitbread races before it) than the one from Rio de Janeiro. With the leaders in sight of each other for most of the leg, the outcome was in doubt until the final mile. It was racing at the highest level, which in any other sport would have had the crowds on their feet. And at the end of it, the crews were exhausted.

The three leaders sailed the last 200 miles never more than 200 metres

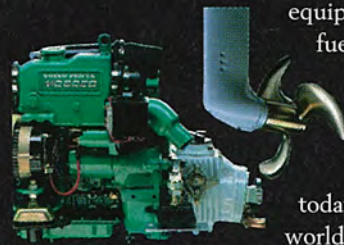
apart. On the final day of the 4,450-mile leg from Rio de Janeiro to Miami, Assa Abloy skipper Neal McDonald passed the leader of the previous 10 days, John Kostecki's *illbruck*. Kostecki struck back and went into the lead again, and from then on the two might well have been tied together with a short piece of line.

With 56 miles to go, the lead changed frequently. The wind had dropped and with it the boats' speed (from 11 knots to eight), as the two

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djuice dragons and illbruck jostle for position on the start line of Leg 6 from Miami
 Photo – Jon Nash/djuice dragons

boats prepared to deal with their final hurdle, the crossing of the Gulf Stream. All the while they were closely attended by Kevin Shoebridge's *Tyco*.

The *illbruck* crew had been without a lightweight masthead spinnaker since it blew out in a squall two days earlier. It might well have been this particular loss in their armoury that contributed to them forfeiting their lead. One thing was certain, though, no one on either boat slept for the last 48 hours of the race.

McDonald could hardly raise a smile when he stepped ashore after winning the leg. He hadn't been off the deck of *Assa Abloy* for two days in the final approach to the finish of the leg from Rio de Janeiro, after racing side by side with *illbruck* and *Tyco*.

He looked like a hostage who'd been subjected to torture, with all the energy drained from his body. He had slept, again on deck, from the moment *Assa Abloy* crossed the finish line until an hour later when she was boarded by US Customs, but it was clearly not enough.

His crew lauded his abilities, particularly his leadership. Four-time veteran Magnus Olsson, who was also the project manager for the boat, declared: "This was a team victory, but extra credit must go to Neal. It's hard to be skipper, but he's a natural leader."

The race was finally won and lost in the strong currents of the Gulf Stream, which run at around four knots. When the gradient wind died away and the boats were swept to the north, *Assa Abloy* led the three in towards the beach and out of the

current to be the first to come out against it in the light breeze.

Going to the finish, *Assa Abloy* led *illbruck* by three miles with seven miles to go. When *Assa Abloy* finished one hour and 49 minutes later, *illbruck* had eight miles to go, while *Tyco* had closed to be level with her. The wind was extremely fickle and it was an hour and two minutes before *illbruck* took second place, 13 minutes ahead of *Tyco*.

On the overall points tally for the Volvo Ocean Race, *illbruck* extended her lead to eight points, while *Assa Abloy* becomes the only boat with a remote chance of beating her – she'll still need a two-place advantage on each of the next legs, but this is a possibility.

The syndicates alone for this next challenge are spending \$150 million. ■

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Barry Tranter has a ride in the Farr 51 Pilothouse, and wonders if he might be able to 'do his first Hobart' in this yacht

FARR 51 PILOTHOUSE

TO HAVE any status around the CYCA bar, you need a few Sydney to Hobart races under your belt. Clyde Freeman, skipper for the day on the Farr 51 Pilothouse we are boat testing, has done 15 Hobarts. This means that between the two of us on board we boast a grand total of, ah, 15 Hobarts.

I have to confess that I contribute nothing to the total and I am reasonably sure that I never will add to the total. I know my limitations. But right now, a few miles off South Head, Sydney to

Hobart experience does not count for a lot. A weird, unseasonable, southerly front has just passed through, but the manner in which we are sailing is as far removed as it is possible to be from sitting on an ocean racer's gunwale, tired, bored, wet and miserable. You know the feeling – if one more seagull glides alongside and gives you the eye you may be tempted to throw a winch handle at it.

The Farr 51 Pilothouse is deep reaching at hull speed, around nine knots, in 20-plus knots of true wind.

The crew of two – Clyde and me – are sitting in the yacht's saloon, where we enjoy the better part of 360 degrees of vision. Skipper Clyde is sitting at the nav station making occasional course adjustments with the autopilot's joystick. There is no noise from wind or wake. There is nothing to do. We decide against watching TV; that would be going too far.

The Farr 51 Pilothouse was developed by Adelaide boat-builder David Binks on an existing hull, but he had Bruce Farr design a new keel and rudder. The keel is bulbed and the lifting mechanism is an option, reducing draft from its sailing depth of 2.65m to 1.67m. Binks felt there was no need to upgrade the hull itself and this is confirmed by the way the 51 sails, as its passage through the water is quiet and clean.

On the first boat the two cabins aft are a little cramped, so for future craft Binks will raise the cockpit sole and seats to give more headroom to the cabins below and a better view forward from the cockpit.

The new layout features the master stateroom forward with an en-suite bathroom. Immediately aft of that is a second bathroom, opposite the galley, which is two steps down at the forward end of the saloon, as in many big powerboats.

The other 'standard' arrangement has only one cabin aft, the second bathroom is aft and adjacent, and opposite the galley goes a two-bunk (stacked) cabin.

The saloon is this boat's *raison d'être*. It was good on the first boat, but the new layout lifts the dinette and its sole by 200mm to make sure you can see out the windows when seated. Thus you can loll around all day on



Opposite: The Farr 51 Pilothouse under sail.
 Right: The excellent layout of the Pilothouse saloon – the boat's *raison d'être*
 Photos – Barry Tranter



the settee and keep an eye on everything that goes on, within easy reach of food, coffee and beer from the galley.

In the extreme bow, accessible only from the deck, is a small cabin/workshop, which has two bunks in case your tastes run to a paid crew, or you want to buy a bit of peace and banish the kids to their own space.

The rig features a lazyjack/boom-bag arrangement, with a difference. In each side of the boom bag you will find the cockpit cover – unzip each side, unfurl and lash to the lifelines and the dinghy davits – neat.

The two headsail furlers are set only a short distance apart, so to tack the genoa you furl, tack and unfurl. To avoid this when sailing inshore you can leave the genoa furled and use the staysail, but the furling/unfurling routine is not as difficult as it sounds. It removes some of the hassle – furl, tack or gybe the boat, unfurl when you are good and ready. Besides, the electric sheet winches eliminate the pain. The genoa furler is electric and the line from the staysail furler (manual) can be led to a sheet winch (electric). The main halyard winch is also electric.

The boat in these pictures has many options, including aircon (which also heats), the lifting keel and bow

thruster. But the 78hp Volvo Penta TMD22 turbo diesel pushed it at eight knots, and the boat had no trouble topping nine under sail in flat water.

In light airs, we registered 4.7 knots beating into 8.7 knots of breeze, and bearing away showed 4.9 in 7.2. As the wind built we got eight knots in 17.3 on the wind, and nine knots in 21 at 90 degrees.

On the wind, the boat heels until the bulb really asserts itself, then the hull stiffens and becomes reluctant to heel further, the gunwale stays well clear of the water and the substantial freeboard keeps things dry.

We charged around the ocean at around nine knots on all points of sail, which appeared to be as fast as the yacht would go in these conditions. It held that speed no matter how far we bore away and would probably have gone just as fast under reduced sail on closer wind angles. On passages it should be easy to average eight knots, motor sailing when necessary.

We lowered the sails and motored home, steering from inside until we got back among the moored boats when we had to admit we both felt happier in the cockpit.

My only whinges about this (first) boat were that the guest cabins aft are difficult to enter, and the cockpit could use foot braces at higher heel angles. The former problem has been rectified by the redesign, and the latter is a mere detail.

It is a likeable, well-thought-out cruiser that is fast and comfortable. The base boat starts at just under \$1m; with a few options you will pay \$1.1m or so, but that is excellent value by international standards.

The range of options is limited only by your chequebook. Potential long-distance cruisers will order water makers and generators and other essentials for comfort. And comfort is what this boat is all about, comfort and the ability to sail with a bit of verve. You could go to Hobart in this boat. Perhaps, just perhaps, even I could go to Hobart in this boat. Once and once only though, just to build up a bit of cred at the club bar. ■

BINKS 51 PILOTHOUSE YACHT

LOA	15.5m
LWL	13.1m
Beam	4.5m
Displacement	12.75 tonnes
Draft	2.64m
Lifting keel:	1.67m to 2.64m
Fuel	approx 1,000 litres
Water	approx 800 litres
Engine	80hp Volvo Saildrive
Price	Standard boat \$952,160 (inc GST)

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NEWS FROM ALL PORTS

Perth to Perth for US\$6.4 million

ROYAL PERTH Yacht Club has burst back onto the international sailing scene with a spectacular and innovative new ocean race, starting and finishing in Fremantle.

With a total prize purse of US\$6.4m, the race will pass the three notorious capes (Leeuwin, Horn and Good Hope) to port. The event will take about 45 days from the start in December 2004.

This will be a non-stop blast around the infamous Southern Ocean, sailed in identical 25-metre LOA boats, with the winner taking US\$2.5m, and a 'skins'-type format

making it possible for one boat to collect up to US\$4.65m.

The organisers of the 'Antarctica Cup' race will supply the boats and the entry fee includes the purchase price of the boat, which are to be designed by Ron Holland and built in Western Australia.

Although this is a non-stop ocean race, there will be 11 legs, each starting and finishing with the fleet passing through a gate. These gates will be either created with electronic waypoints, or a physical gate like Cook Strait, between the North and South Islands of New Zealand.

Each leg will offer prize money of US\$100,000 for the fastest boat, which will not necessarily be the leading boat. There will also be a points' winner and a first-across-the-finish-line winner.

The force behind this daring new event is Fremantle identity Bob Williams, former owner of champion Australian basketball team the Perth Wildcats. Williams was one of Western Australia's most successful ocean racers in the 1980s with a pocket maxi called *Freight Train*.

He has gathered around him a team of international sailors, including former America's Cup sailor John Longley, and Sir James Hardy, the former Olympian and America's Cup skipper, who will be patron of the race.

New CYCA Sailing Manager

The Cruising Yacht Club of Australia (CYCA) has appointed Justine Kirkjian as Sailing Manager following the resignation of Mark Robinson, who has taken up an overseas coaching post.

Justine, 27, is the first woman to take on this key sailing administration role with the club and ahead of her is the Rolex Sydney Hobart Yacht Race and other major events.

Justine comes from a well-known Sydney sailing family and was involved in yachting administration with the Yachting Association of NSW and the Royal Sydney Yacht Squadron before joining the CYCA.



Timberland Team Trophy to Sandringham

Sandringham Yacht Club has taken out the inaugural Timberland Range Series Team Trophy on Port Phillip. The club just beat their arch rival, the Royal Yacht Club of Victoria, in the event.

The five big keelboat clubs on Port Phillip put their best boats forward to represent their clubs, nominating two



Veteran Sandringham Yacht Club member and Past Commodore Lou Abrahams (left) helped his club to victory in the Timberland Range Series on Port Phillip. He sailed his Sydney 38 *Another Challenge* into first place in Division 1 AMS and second in Division 1 IRC. Here he accepts his trophy from Roger Hickman at the British Trophy Regatta in Sydney

Photo - Peter Campbell

Timberland Range Series Team Trophy on Port Phillip

TOP THREE PLACINGS IN EACH DIVISION

Division 1 VYC

1. TCV Affirmative Action
(*Ross Coates, SYC*)
2. Blue Chip (*Chris Carlile, SYC*)
3. Mossimo (*Andrew Mollison, RMYS*)

AMS

1. Another Challenge
(*Lou Abrahams, SYC*)
2. Chutzpah (*Bruce Taylor, RYCV*)
3. Cadibarra (*Nigel Jones, SYC / MYC*)

IRC

1. Ticket of Leave (*Kevin Wood, SYC*)
2. Another Challenge
(*Lou Abrahams, SYC*)
3. Bacardi
(*John Williams / Graeme Ainley, SYC*)

Division 2 VYC

1. Shady Lady (*Andrew Wilson, SYC*)
2. Eric (*J Pilgrim, HBYC*)
3. Working Capital (*Bill Lennon, HBYC*)

AMS

1. Intrusion (*Luke Reinehr, SYC*)
2. Working Capital (*Bill Lennon, HBYC*)
3. Double Malt (*Warren Parker, RBYC*)

IRC

1. Final Fling (*Gogs Manning, SYC*)

Division 3 VYC

1. Agfa Touch of Paradise
(*Stuart Mellington, SYC*)
2. Woodstock (*Michael Morse, RMYS*)
3. Silver Lining (*Dennis Hambleton, SYC*)

AMS

1. Woodstock (*Michael Morse, RMYS*)
2. Agfa Touch of Paradise
(*Stuart Mellington, SYC*)
3. Footloose (*John Robb, RYCV*)

boats in each heat in IRC, AMS and VYC handicap divisions. Competition was tight between SYC and RYCV throughout the series, with SYC's team winning four heats to RYCV's two of the six.

Sandringham also cleaned up in the Division 1 and 2 events, taking first in all three handicap sections.

Hawaii series cancelled

The era of exhilarating yacht racing in the tropical trade winds of Hawaii has ended with the decision of the Royal Hawaiian Ocean Racing Club to cancel the 2002 Royal Hawaiian Cup Hawaii International Offshore Series.

Since the Kenwood Corporation told the club in 2001 that they could not continue its sponsorship, efforts have been made to find a replacement. However, the events of September 11, coupled with a downturn in the world economy, have made it impossible to find a sponsor for this year.

The Royal Hawaiian International Offshore Series has been conducted biennially in the even-numbered years since 1978 and this will be the first time in 24 years that the popular teams and individual regatta will not be held.

Wight Lightning launched

On an historic day for British sailing, HRH Princess Anne has named *Wight Lightning*, the first modern America's Cup boat to be built in Great Britain. The 80-foot Formula One machine is the yacht that Peter Harrison's GBR Challenge has designed and built to carry Britain's hopes at the 31st America's Cup, starting in Auckland on 1st October this year.

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Bob Steel's *Quest* won the IMS division of the inaugural Joico Regatta off Palm Beach
Photo - Ian Mainsbridge

The naming ceremony took place at the GBR Challenge base in Cowes, less than two miles from the start line of the first-ever race for the America's Cup in 1851. Peter Harrison unveiled the long-awaited yacht which 10 designers took less than a year to develop and which took a 34-strong team 24,000 man-hours to build over five months.

Wight Lightning is now on a container ship to Auckland where her crew will tune up the rig and sails and train for the Louis Vuitton Cup Challenger Series starting in October.

Mark Bullingham

Joico Regatta success

The outstanding success of Royal Prince Alfred Yacht Club's inaugural Joico Regatta in April has given Pittwater a major new sailing event for coming seasons. Plans are already being put in place to extend the series next year and build it into one of the east coast's premier events.

A fleet of 58 yachts from a cross-section of classes contested the

four races over two days. Light to moderate winds combined with choppy seas to make it testing for the keelboat divisions sailing on the two offshore courses set near Palm Beach. For the inshore fleets racing on Pittwater, the wind shifts demanded the highest level of concentration.

Being the biggest in the IRC division looked like it might be costly for Warren Johns' 50-footer *Heaven Can Wait*. With Jamie Wilmot steering, the racer lost the time advantage it gained on upwind legs when the smaller yachts closed in when sailing under spinnaker via a strengthening breeze, but final placings of 1, 2, 3 and 4 were enough to claim the IRC crown by three points from *Bashful*.

Barry Moore's Sydney 38 *Blowfly* was third. *Bashful* and *Blowfly* also topped the Sydney 38 division ahead of the Cameron Miles/Steve Robson campaigned *Rush*.

It took the fourth race to decide almost all seven divisions. Two exceptions were in the IMS division, which saw Bob Steel's *Quest* clean up with three firsts and a second. In the 11m one-designs, Len Walter's *Under The Influence* proved unbeatable.



Only seconds separated many of the places in the Farr 40 division, so much so that three yachts tied for third and had to be separated in a tiebreak. The winner was Neville Crichton's *Team Shockwave*, which had the highly regarded local America's Cup sailor Grant Simmer as tactician. He'd flown in from Auckland where he's the design co-ordinator for the Alinghi Cup challenge.

Germany out of Cup

Germany's planned first challenge for the America's Cup, the *illbruck Challenge*, has officially withdrawn from the Louis Vuitton Cup, despite having already built one International America's Cup-class boat.

The *illbruck Volvo 60* is leading the Volvo Ocean Race around the world. The syndicate cited lack of sufficient sponsorship as the reason for its withdrawal.

Sailing South Race Week 2003

The Royal Yacht Club of Tasmania has produced the notice of race for Sailing South Race Week 2003 following the successful first event in January. The second event will start a couple of days earlier, running from 3rd to 7th January 2003 with the objective of having more boats stay on after the long ocean races from Sydney and Melbourne.

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The format for Race Week has changed, with the historic Bruny Island Race of 90 nautical miles dropped in favour of six shorter windward/leeward races, the distance race being a controlled event of about six hours for the IMS and IRC-rated divisions and five hours for the Sportsboat.

Divisions will comprise IMS, IRC, PHS and two Sportsboat divisions and a new cruising yachts division. The King of the Derwent on 2nd January will also be the Invitation Race for Sailing South Race Week.

For more information, visit www.sailingsouth.org or email sailingsouth@ryct.org.au

Conner wins Etchells

Dennis Conner, preparing another campaign to win back the America's Cup in Auckland, showed the Kiwis and several Australians a clear transom when he won the New Zealand Championship for the International Etchells class in Auckland.



Notice of race for the 2003 Sailing South Race Week is now available from the Royal Yacht Club of Tasmania

Photos – Peter Campbell

A former world champion in the class, this was Conner's third win in the NZ title, an early celebration for his 60th birthday in September. But he had some Aussie help, his crew comprising Steve Jarvin and Matt Day in the American's New Zealand-registered Etchell, *Kiwi Menace*.

Australian Winter Etchells

Dennis Conner may be a starter in the big Etchells fleet expected at Mooloolaba in June for the Suncity Homes 2002 Australian Winter Championships. The event is a significant lead-up to the Australian championships in January 2003 and the World Championships on Queensland's Sunshine Coast in 2004.

The Winters will be sailed from Mooloolaba Yacht Club from 7th to 10th June, with Etchells Fleet officials expecting 60 to 70 boats to take part at this ideal venue.

The series will comprise eight races, starting on Friday 7th June and continuing over the long weekend to finish on Monday 10th June. For more information, visit www.mooloolabaetchells.com or email info@mooloolabaetchells.com

Overseas entries for Hamilton Island

Bob Steel, a dual winner of the prestigious International Hamilton Island Race Week Trophy, has nominated his Nelson/Marek 46 *Quest* to defend her title in the 2002 Hahn Premium-sponsored event in the Whitsundays from 17th to 24th August.

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Quest, the recent winner of the Sydney to Mooloolaba Race, is among more than 40 early entries from yachts representing clubs in the Philippines, Hong Kong, New Zealand and all states of Australia.

Race Week will see the debut of Neville Crichton's new Reichel/Pugh 86 *Shockwave*, and the first Australian appearance of a Swan 80, the Andres Soriano-skipped *Mailigaya* from Manila.

Another new Reichel/Pugh-designed boat is being built on the Queensland Gold Coast for renowned winemaker/yachtsman Bob Oatley. It will be named *Wild Oats* and will make her debut at Race Week.

Hamilton Island and Sunsail Australia have launched a new series of sailing events using Sydney 38 One Design

Sydney 38s will sail in a series at Hamilton Island between June and December, organised by Hamilton Island Resort and Sunsail Australia
Photo – Peter Campbell



Yachts and a regatta programme of six events between June and December.

Events planned include a state of origin or tri-nations regatta, an international regatta, an elite skills training camp, a ladies regatta, the Australian Yacht Club challenge cup and the Keel Haul Cup. ■

WHITSUNDAY COUNTDOWN

The Whitsunday tropical sailing season is set to attract sailors from around Australia and the world with the 2002 Hog's Breath Race Week starting on 9th August.

The Whitsundays is a drawcard for the event, evolving into Australia's number one sailing destination. Increasing numbers of sailors are joining the pilgrimage up Australia's east coast, enjoying the best sailing the sport can offer.

"Having fun in the sun, serious sailing and plenty of shoreside activities is the formula," says Hog's Breath Race Week Co-ordinator Max Ryan.

"The Hog's is coming of age, it's arriving in the big arena of yachting. This has been recognised by the Queensland Government, which is supporting the regatta as an important regional event."

Principal Race Officer Tony Denham brings with him a wealth of sailing experience honed in international yachting regattas and as the senior race officer at the Sydney Olympics. This experience will bolster the race management of the Whitsunday event to an international standard.

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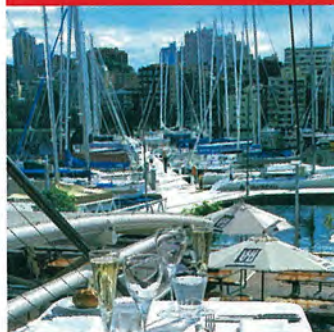
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HE'S just turned 40, but he's still 'Young Sean' Langman to his competitors and the many yacht owners for whom he provides an extensive rigging, boat repair and maintenance service at the Noakes Boatyard complex in Sydney's historic Berry's Bay. It's a business he's built up since buying it from yachting identity John Noakes 17 years ago.

In the lead-up to the Sydney Hobart Yacht Race each year, Noakes Boatyard becomes a hub of activity as visiting overseas maxi yachts and local ocean racers undergo preparations for the ocean-racing classic.

Sean has raised his profile in sailing 18-foot skiffs, Olympic Star and 49er classes and, over the past three years, in ocean racing. His 66-foot *Grundig*, the extended *Xena*, has taken line honours (and several times handicap honours) in every major race north from Sydney. But a win, line or handicap, still eludes him in the Sydney Hobart Race.

Xena, then an Open 60, set a race record in the 2001 Brisbane to Gladstone Race. This year, extended to a 66-footer, she achieved a unique double in winning line and IRC handicap honours in the Sydney to Mooloolaba and the Brisbane to Gladstone races.

Born and bred in Sydney, Sean has "kicked around in boats" all his

'Young Sean' the sailor

Sean Langman's impact on Australian sailing and the marine industry is remarkable. Peter Campbell interviewed him after his most recent success

life. His father was born in Watsons Bay, then a fishing village just inside Sydney Heads, and Sean's early family home in the 1960s was a yacht moored in Rushcutters Bay.

"I always wanted to be a naval architect, but the opportunity was never there, and my first job was as a shoe salesman," Sean recalled. "Then I got the chance to work for Alspar, starting with sweeping the floors but then learning to be a rigger and how to build yacht masts."

Sean then met and built up an ongoing friendship with Kanga Birtles, the yacht builder and round-the-world solo sailor. "I sailed my first Sydney to Hobart as an 18-year-old with Kanga," Sean says. "Kanga, along with David Kellett and Dick Bearman, were my mentors in ocean racing."

Sean was a quick learner and by the time he was 21, he was head rigger at Alspar. But he was also ambitious to start his own business and successfully tendered for the crane service at the CYCA with the friendship and guidance of a better known marine industry identity, John Noakes.

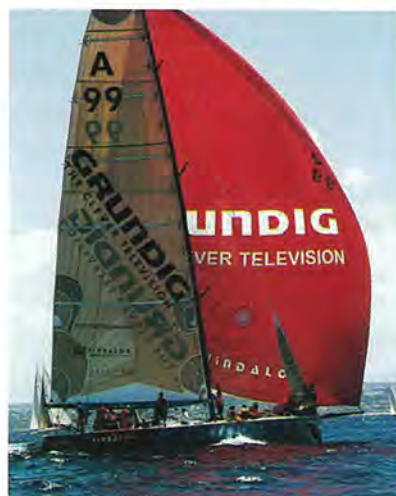
They formed a partnership, but Noakes developed cancer and had to retire from the business within 18 months. 'Young Sean' became the sole proprietor of Noakes Rigging, retaining the well-known name with the later variation to Noakes Boatyard.

"I've always been a good listener to older people and John taught me a lot in the short time we worked together," Sean says. "I was also prepared to work long hours to build up the business, sailing offshore as much as I could."

Sean began operations on his own in Careening Cove, with the turning point in his career coming in 1994 when he realised the work potential leading up to the 50th Sydney Hobart Yacht Race. He successfully tendered for the large facility at Berry's Bay.

"We moved into Berry's Bay without one job, but then we won the tender to re-rig *Young Endeavour* and opened up the area as a service centre where anyone could come and work on their boats, or get us to do it."

Grundig racing under her huge asymmetric spinnaker. She's achieved 30.8 knots
Photo – Peter Campbell



Sean sailed a Star-class yacht, then moved onto the new Olympic high-performance dinghy, and the 49er. He sailed three sponsored 18-footers – *Corinthian Doors*, *2UE* and then *Prudential*. He twice finished third in the 18-Footer World Championships and won the bronze division of a 49er regatta in France.

The storm-battered 1998 Sydney Hobart proved another pivotal point in Sean's sailing career. He joined fellow skiff sailor David Witt aboard *Nokia*. "Until then I hadn't sailed in anything more than 50 knots.

"David Witt is an incredibly gifted sailor and I learned so much from that race with him," Sean recalls.

"I also decided after that race that I'd sail the 1999 Hobart in my own boat. I came to an arrangement with Kanga Birtles to take over his Open 60 *Magna Data*, which he'd sailed around Australia in record time.

"That was the first time the CYCA had allowed water-ballasted boats and the conditions suited the boat perfectly; we were out in front until we broke the bowsprit."

Sean eventually finished the race, winning the PHS division.

"That proved the potential of the Open 60 class and I decided to redesign and rebuild the boat."

Most of the deck was replaced, the boat was given a bigger rig, a new keel, a longer stern and new rudders. With the technical guidance of Andy Dovell, Sean was at last able to put his design concepts into practice.

Returning as *Xena*, with a striking colour design, the boat has been a remarkable success. Before the 2001 Sydney Hobart Race, Sean obtained sponsorship and changed the boat's name to *Grundig*, giving her an

even more striking look, with a vicious shark's mouth painted on the bows.

This 66-foot ocean-racing version of an 18-foot skiff has taken line honours twice in the Pittwater to Coffs Harbour Race, won line honours and IRC handicap honours in the Sydney to Gold Coast Race, and twice won the IRC division of the

'I've always been a good listener to older people and John taught me a lot in the time we worked together'

Sydney to Mooloolaba Race, including the line-handicap double this year. In the Brisbane to Gladstone, her record stands at line honours in record time in 2001 and the line and IRC handicap honours in 2002.

"The Sydney Hobart still eludes us," Sean adds. "We thought we had a chance last year, but we drove too hard. It'll be harder to win line honours this year against Neville Crichton's new maxi, but we'll be back after strengthening of the bow section and work on the appendages."

Sean's approach to ocean racing differs from conventional big-boat campaigns. He uses Lee working sails and McDiarmid running sails and sails the boat as light as possible, with a crew of 10 rather than 16.

Of the crew, six are men and four are women – wife Cathy is on runners, Sue Crafer is the principal sail trimmer, Kelly Matthews is in the pit and Julie McQuan is on the bow. Joe de Cock, who sailed with Sean in the 49er Olympic campaign, shares

Opposite: *Grundig* powers to windward in the 2002 Brisbane to Gladstone in which she took the double of Line and IRC handicap honours
Photo – Nathan Richter/The Courier-Mail

the helming and is also navigator. Others crew are Adrian Mills on the bow, John Crawford as mainsail trimmer, Bruce Perry trimming, and John Oliver as the mastman.

Sean's sights are also set on breaking the world sailing speed record of 467 nautical miles in 24 hours. "We're looking for the strong winter south-westerlies over the next six weeks," he told *Offshore Yachting* at the end of April.

Grundig has logged 30.8 knots, while she did a long burst of 28 knots under spinnaker on the Harbour last summer. Sean believes a record of 500 miles in 24 hours is feasible starting off the coast near Coffs Harbour. But not all Sean's sailing is centred on speed. He still owns his father Peter's classic Ranger class boat *Vagrant*, now 64 years old. "We finished second in the Ranger Worlds, but at least to a new Ranger that I built, *Vanity*," he says proudly.

And proud he should be. 'Young Sean' has won line honours in every major offshore on the Australian east coast, except the Sydney Hobart, and Noakes Boatyard provides an essential service for Sydney boat-owners.

The Berry's Bay facility has 42 staff, including shipwrights skilled in timber and composite hull construction. Four sheds can take 90-footers and room for up to 38 boats on the hard stand at one time.

Says Sean: "Noakes Boatyard is open to everyone, whether they want professional work carried out or it's the crew of a 30-footer working on their boat over a weekend." ■



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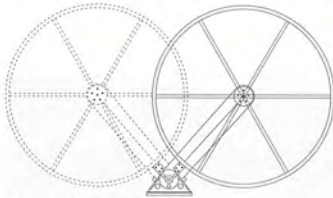
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Dockside



A glamorous set of automotive fans and yachties gathered at BMW Sydney's Rushcutters Bay showroom to raise a glass of Verve to the launch of the BMW and CYCA Winter Racing Season. Hans Sommer, Commodore of the CYCA, and John Young, Managing Director of BMW



Sydney, made the opening speeches, while guests were treated to gourmet canapés and a sneak preview of new BMW models.





Down the Rhumbline

BY PETER CAMPBELL



HOW OFTEN has there been a westerly wind blowing for the start of the Sydney Hobart Yacht Race on Boxing Day? That's a question that's evoked considerable debate of late.

Club Marine magazine, in an article on the 57th Sydney Hobart Race by Editor Kevan Wolfe, declared that "no one can ever remember when the race started in a westerly wind" when commenting on the rather feeble westerly breeze on Boxing Day 2001. But according to CYCA Life Member Alan Campbell, back in 1957 the race



began in a strong westerly that saw the entire fleet turning south within half an hour after some spectacular manoeuvres in the harbour and at the heads. To prove his point, he's sent *Offshore Yachting* of colour slides he took on Boxing Day, 1957.

Alan, now retired to Tewantin in Queensland, still keeps a close eye on the activities of his club and the Sydney Hobart Race and is an avid reader of *Offshore Yachting*.

He was aboard the radio relay vessel *Lauriana*, which owner Jim Samson placed north-west of South Reef to watch the gybe before heading to sea with most of the fleet. "At that time there was neither a South Reef mark or a sea mark, so South Reef was often perilously close," he recalls.

Alan's slides show *Anitra* and another yacht, probably *Janzoon*,

heading south after clearing the Heads. "The others feature mainly *Winston Churchill* and *Nirvana* gybing, when the latter's mainsail could not be freed and she charged towards South Reef," he adds.

So here's positive proof that the Sydney Hobart Race has twice started in a westerly wind. Many thanks Alan.

Alan, by the way, is no relation, but Alec Campbell, the 103-year-old last Gallipoli veteran who lives in Hobart, is my uncle. Alec sailed in six early Sydney Hobart Races aboard



Left: Yachts *Winston Churchill* and *Nirvana* in the 1957 Sydney Hobart. Right: Rowan Johnston

Tasmanian yachts such as *Kintail*, *Nell Gwynn* and *Terra Nova* and is probably our oldest former Sydney Hobart Race yachtsman.

He is a member of the Royal Yacht Club of Tasmania and last went for a sail to celebrate his 100th birthday aboard *Mirrabooka*, owned by John Bennetto, with whom he sailed aboard *Kintail* back in 1947.

Rowan Johnston, one of stalwarts of the Royal Yacht Club of Tasmania and, in particular, the Sydney Hobart Yacht Race, has finally retired from an official capacity at the club after 58 years of outstanding service.

Of that time, 38 years has been as a Committee Member, Vice Commodore, Commodore (from 1977 to 1981) and finally Sailing Manager,

after retiring from the Hydro Electric Commission. The RYCT honoured him with Life Membership in 1983.

Rowan has played a vital role in the RYCT, establishing an international reputation for conducting World Championships, the finish of Sydney Hobart Races, two Tall Ships events and many National Championships. He worked closely with the Volvo Ocean Race fleet taking part in the 2001 Sydney Hobart Race as part of the Sydney to Auckland leg.

Rowan joined the RYCT in junior ranks in 1944, sailing cadet dinghies before graduating to heavyweight sharpies and then beginning a long and successful association of some 20 years with Edis Boyes in the dragon class.

He is best known for his sailing administration though. I've had the pleasure of working closely with him on more than 30 Sydney Hobarts when he was involved in the Race Information Centre and then as Hobart Race Director, and I was a yachting journalist and media director.

The information he gave during those races was vital in presenting fast and accurate reports for newspapers, radio, television and yachting magazines around the world. The international status of the Rolex Sydney Hobart Yacht Race is a reflection of the work Rowan Johnston and others have put into the event over many years.

May the flathead, and straying Atlantic salmon, continue biting down the Channel, Rowan, as you enjoy your retirement. ■



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OFFSHORE RACING PROGRAMME

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LOCAL RACING

June

- 2 BMW Sydney Winter Series, Sydney Harbour Race 8, CYCA
- 9 BMW Sydney Winter Series, Sydney Harbour, Race 9, CYCA
- 16 BMW Sydney Winter Series, Sydney Harbour, Race 10, CYCA
- 23 BMW Sydney Winter Series, Sydney Harbour, Race 11, CYCA
- 30 BMW Sydney Winter Series, Sydney Harbour, Race 12, CYCA

July

- 7 2002 BMW Sydney Winter Series, Race 13, final Sunday pointscore race, CYCA
- 7 Ocean Racing Club of Victoria Winter Series, Port Phillip, Race 1
- 14 Chris Lee Trophy, Closing Ladies Day, BMW Sydney Winter Series, CYCA
- 19 CYCA Winter first Prizegiving
- 20 CYCA Winter second Prizegiving
- 21 ORCV Winter Series, Port Phillip, Race 2
- 27 Sydney to Gold Coast Race, CYCA

August

- 3 Mooloolaba to Airlie Beach Race, Mooloolaba YC
- 4 ORCV Winter Series, Port Phillip, Races 3 and 4
- 9-15 Hog's Breath Airlie Beach Regatta, Whitsunday SC
- 18 ORCV Winter Series, Port Phillip, Race 5
- 17-24 Hamilton Island Race Week, Hamilton Island YC

September

- 1 ORCV Winter Series, Port Phillip, Race 6
- 14 ORCV Winter Series, final race, Queenscliff to Hastings

October

- 5 Opening SOPS Race, CYCA

November

- 2 Melbourne to Stanley Race, ORCV
- 30 JP Morgan Regatta, MHYC (until 1 December)

December

- 1 Queenscliff to Hastings Race, ORCV
- 11-15 British Trophy Regatta, CYCA
- 13 Canon Big Boat Challenge, Sydney Harbour, CYCA
- 26 Rolex Sydney Hobart Yacht Race, 630nm, CYCA
- 26 Cock of the Bay, Port Phillip, ORCV
- 27 Indec Consulting Melbourne to Hobart Race, 450nm, Ocean Racing Club of Victoria
- 27 Melbourne to Launceston Race, 200nm, ORCV

January

- 2 King of the Derwent, Hobart, Derwent Sailing Squadron/Royal Yacht Club of Tasmania
- 2-7 Sailing South Race Week 2003, Royal Yacht Club of Tasmania
- 2 Strathfield Pittwater to Coffs Harbour Race, Royal Prince Alfred Yacht Club
- 26 168th Australia Day Regatta, Sydney Harbour

BOAT SHOWS

- 30 May to 3 June: Sanctuary Cove Boat Show, Sanctuary Cove
- 4-8 July: Melbourne Boat Show, Exhibition Centre
- 1-6 August: Sydney International Boat Show, Darling Harbour

INTERNATIONAL

June

- 8 Volvo Ocean Race, Leg 9, Göteborg to Kiel, 250nm
- 16-23 Giraglia Rolex Cup, Capri, Italy
- 22 Brisbane to Noumea Race, Ocean Racing Queensland Association
- 29-10 Start of ISAF World Sailing Games, Marseilles, France

July

- 12-21 Rolex New York Yacht Club Race Week, Newport, Rhode Island, USA
- 14-27 ISAF/Volvo World Youth Sailing Championships, Lüneburg, Nova Scotia

August

- 3-10 Skandia Life Cowes Week, England
- 11-18 Rolex Commodore's Cup, Cowes, England, RORC

September

- 2-7 Maxi Yacht Rolex Cup, Porto Cervo, Sardinia, Italy
- 12-15 Rolex San Francisco Boat Series, San Francisco, USA

November

- 12 Rolex ISAF World Sailor of the Year, Cyprus
- 13-16 Rolex Farr 40 OD World Championship, Bahamas

AMERICA'S CUP 2002-2003 LOUIS VUITTON CUP

October 2002

- 1-11 Round Robin One (10 boats)
- 22-1 Round Robin Two (10 boats)

November 2002

- 12-19 Quarter finals (8 boats)
- 23-30 Quarter finals repechage (4 boats)

December 2002

- 9-16 Semifinals (4 boats)
- 20-28 Semifinals repechage (2 boats)

January 2003

- 6 Common Declaration Day - Louis Vuitton Cup Finals
- 7 Unveiling Day - Louis Vuitton Cup Finals
- 11-21 Louis Vuitton Cup Finals (2 boats)

February 2003

- 10 Common Declaration Day - America's Cup Match
- 11 Unveiling Day - America's Cup Match
- 15-28 31st America's Cup Match (2 boats)

Photo - Peugeot Racing, Beneteau First 36.7
Photographer - Andrea Francolini

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PEUGEOT

ONSHORE



The Newsletter of the Cruising Yacht Club of Australia

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Team News Corp Notch Up a Win

The CYCA registered Volvo 60, *Team News Corp* has led at some stage in all but one of the six legs of the Volvo Ocean Race. Finally, she has held onto her lead to win the 875-nautical mile leg up the US East Coast from Miami to Baltimore, ghosting across the Chesapeake Bay finish line.

With the eight-boat fleet now on the long Trans-Atlantic leg from Baltimore to La Rochelle in France, *Team News Corp* is only one of three boats to have won a leg in this round the world race.

The crew, which includes Australians Ian 'Barney' Walker, Alby Pratt, Peter Dorian and Damien Duke, were jubilant but exhausted after an exceptionally close battle to the finish line.

"It's just a fantastic result," said skipper Jez Fanstone, on the dock in Baltimore. "It was an extremely tense final 24 hours, and I'm relieved and the elation is just starting to sink in. Our win today is the combination of a great boat, excellent sail programme and a crew that worked together very well."

Leg 6 from Miami to Baltimore was the shortest leg in the Volvo Ocean Race to date, however full race points were up for grabs. It was intense racing as the light downwind winds combined with the tricky oceanography of the Gulf Stream.

A dramatic start in Miami had seen *Team News Corp* at the back of the fleet after six of the eight boats were recalled after crossing the line ahead of the start gun, but the Australian yacht and her crew asserted cool and constant pressure on her competitors to move steadily up the fleet, ticking off eight places in less than 48 hours at sea.

In the early hours of the boat's second night at sea, *Team News Corp* had taken the lead. Her lead was by no means secure. In the remaining 400 miles to the finish, the



Volvo Ocean Race – Leg 6 Restart, Miami. News Corp after the start.
Photo – Rick Tomlinson

safety gap between *Team News Corp* and her nearest rival was only as wide as four miles, and decreased at one stage to as little as three boat lengths. For a tense few minutes towards the end, the lead was lost. It reclaimed as quick tactical calls took the boat to the western side of Chesapeake Bay and back into the lead.

Team News Corp has proved her worth as a fast, all-round performer. In the tight conditions, crew focus, tactics and a sharp sail wardrobe paid off.

"We sailed well and we had great boat speed," said Australian helmsman, Ian 'Barney' Walker, a veteran of many Sydney Hobart Race wins. "Our approach was fairly conservative, no risk. We used our strong boat speed to niggly away at the others. We had the other boats in sight and wore them down. It was an excellent performance from the team."

Bowman Damien (Shreda) Duke from Darwin used quick thinking and some quick negotiating to pull *Team News Corp* from an almost certain collision between a cargo

ship and a tug boat, less than a mile from the finish. "I got on the radio to both captains. We were in a narrow channel between a tug boat towing a barge, and a huge cargo ship," he said. "There was nowhere to go. If I hadn't got hold of both of them, we would have had a hit, for sure."

Team News Corp won the 24-hour record for the fastest speed over 24 hours in Leg 6, making 294.9 nautical miles in 24 hours.

Her win heightens the battle for a podium finish in Kiel. With 31 points, *Team News Corp* is only one point away from third place and three points from second. With three legs to go, the game is wide open with *illbruck* still at the top of the leader board on 41 points, but still beatable.

Leg 7 of the Volvo Ocean Race started from Annapolis on 27 April. The leg will take the fleet to La Rochelle, France, by early May, prior to the final two sprints to Göteborg, Sweden and the June 9 finish in Kiel, Germany.

Peter Campbell

From the Youth Sailing Academy July School Holiday Courses

Enrolments are now being taken for the very popular School Holiday Courses. Lessons are onboard the Elliot 5.9s, which are fast, stable and fun sailing boats for three or four crew. Lesson times are from 9.00am to 4.00pm. The cost for first-time course participants, which includes AYF logbooks, is \$295. For each subsequent course, the cost is \$235.

Two courses will be run in the coming July holidays:

INTRODUCTORY – 8,9,10,11, July
(students with limited sailing knowledge)

INTERMEDIATE – 9,10,11,12, July
(students who have attended YSA before or have good sailing experience. This course also includes introductory Match Racing)



YSA members sharpen their yacht-handling and safety skills aboard Rear Commodore John Messenger's Sydney 38 *Utopia*.

For further information ring Jenni Bonnitcho or Ben Croucher at the Youth Sailing Academy on 02 9363 9731.

Enrolment forms are available on the CYCA website – www.cyca.com.au or email the Youth Sailing Academy at jenni.bonnitcho@cyca.com.au

CYCA sailors top in Sydney 38s

CYCA members filled the top four placings in the first round of the NSW State Championship for the Sydney 38 One Design class run by the Royal Prince Alfred Yacht Club on Pittwater in mid-April.



Yachts racing in the recent Sydney 38 NSW State Championship on Pittwater. *No Options* is on the left. Photo – Andrea Francolini

YSA SAILORS TAKE THE OPPORTUNITY TO GAIN THEIR COASTAL NAVIGATION CERTIFICATE

Mat Bolton from OTEN is conducting a Coastal Navigation Course for the YSA Advanced Squad over a number of Sunday mornings before the Sunday BMW Winter Races. The course, which is part of the Master Class 5, will provide the students with notes, lectures and a practical examination. Twelve of the Advanced Squad have taken the opportunity to join the course, which will be invaluable in their venture into yacht offshore racing.

EX-YSA GRADUATES AIM FOR ATHENS 2004

John Harris (World 18fter Champion) and Euan McNicol (World 29er Champion) have teamed together on a 49er to launch a very strong campaign to represent Australia in the 2004 Olympics. Harris and McNicol joined forces for Sail Sydney in Easter where they demonstrated early dominance in the class before heading off overseas to further their campaign.

The first round attracted a record Sydney 38 fleet of 18, and with several new boats due to be launched before the second round, on Sydney Harbour over the weekend of 20–21 July, the fleet should be even bigger.

Unfortunately, the racing on Pittwater was reduced to three races with race four cancelled through lack of wind, with light breezes prevailing over most of the weekend.

CYCA members won each of the three boats, with Neil Whiston heading the pointscore with his newly launched Sydney 38 *Fruit Machine*, his third yacht of that name, the previous ones being a Beneteau 40.7 and a Farr 40 One Design. *Fruit Machine* placed 3-1-7 to finish the first round of the championship with 11 points.

Sharing second place on 13 points were *Rush*, skippered by Natalie Henley-Smith, and *Bashfull*, owned by CYCA past commodores Hugo van Kretschmar and David Fuller. *Rush* placed consistently, 4-5-4, while *Bashfull's* score was 1-9-3.

A close fourth on 14 points was *No Options*, chartered by Matt Allen and Roger Hickman, scoring 10-3-1 over the weekend.

Peter Campbell

ADVANCED SQUAD 2002



YSA Advanced Squad members are all ears when it comes to learning the finer points of racing the Club's Elliott 5.9s.

The CYCA YSA received an enormous number of applications for positions and scholarships for this year's Advanced Squad. After numerous interviews, a very talented squad of 33 sailors has been selected for 2002. A mixture of sailors who have come through the ranks at the YSA and sailors who have achieved strong dinghy results, many with backgrounds in yacht sailing and offshore racing, provides an unprecedented pool of talent for the YSA.

Congratulations to the sailors who have been awarded partial scholarships to help support their commitment to the CYCA YSA. The CYCA is hopeful that these scholarships will help provide them with new directions and opportunities, which may not otherwise have been available to them.

The strength of the 2002 squad can be seen in the results many of the sailors have attained to date. Three of the group are in the NSW Institute of Sport, Ayden Menzies, Nathan Outteridge and Jacqui Bonnitca, being present or past representatives for Australia in the ISAF Youth Worlds and World 29er Youth Champions. James McAllister and Joel Skelton are now pursuing Olympic Finn campaigns.

John Winning is current 29er World Champion, Jeremy Wilmot and Seve Jarvin top 29er, 420 and 470 sailors. Mark Langford, Evan Walker and James Ward join us from the top of the Flying Ant Nationals, Kylie Mara and Tneal Kawalla as first female (Flying 11s and Spirals) in their respective class nationals and Will Critharis is current M.J National Champion. Ashley Brunning, Katherine Wade, Michael Chidgey and Luke Birch are all very competitive Laser sailors at National level with Robert Bell, Sam Newton, Wulf Wilkins and Ed Christian all having strong 29er backgrounds.

Many of the squad returned again after 2001 and bring with them lots of match-racing and Elliott experience. The squad trainings this season should be a very competitive learning environment with loads of talent and information to be shared among members.

David Adams is assisting with match-racing coaching for seven weeks before our "old" coach John Harris returns from his 49er Olympic campaign to finish off this year's programme.

Once again the Youth Sailing Academy would like to thank the members of the CYCA for their willingness to actively include these young sailors in their crews and provide opportunities for them to progress into yacht sailing. Special thanks to Commodore Hans Sommer (*Sommer Breeze*), Ian Trelevan (*Line 7*), Dick Voordehake (*Rapscallion*), Hugo van Kretschmar (*Bashfull*), Peter Broke (*One Step Ahead*), Colin Wilson (*Never-A-Dull Moment*), Terry Mullens (*Sting*), John Messenger (*Utopia*), Warwick Sherman (*Occasional Course Language*) and Rick Wilcox (*Panacea*) for their support.

The first day of the advanced programme kicked off with John Meyer giving his time and skills to familiarise the group with some safety requirements of yacht racing and John Messenger and John Kirkjian providing a mornings yacht training on the harbour.



2002 YSA Advanced Squad members at the official induction ceremony. The group are flanked by (Left) CYCA Director Don Telford Chairman of the Training & Development Committee, (Right) CYCA CEO Joe Goddard, with Jenni Bonnitca, YSA Coach / Manager in the foreground.

The day finished with YSA Chairman Don Telford and CEO Joe Goddard, welcoming the parents and the new Advanced Squad to the CYCA with a short presentation and drinks in the Morna Room. This informal function provided a warm and friendly atmosphere for new sailors and parents to meet each other and mix with some CYCA members.



PRAWNS + POOL

This time we will be highlighting a new activity for our popular prawn nights – a pool competition. Pop this one in your diary...

Thursday 13 June PRAWN NIGHT – \$25.00 per person.

All the PRAWNS you can eat, plus 2 drinks and pool competition.

RSVP must be made the Tuesday prior, to enable the caterers to order sufficient seafood - **Book at Reception or on 02 9363 9731 – email: reception@cyca.com.au**

President of the Associates Committee Gail Lewis-Bearman was mystified at the last Prawn night at the CYCA. The entertainer/magician was able to insert the queen of spades card into the photo out of thin air – beats me how he did it!

Bumblebee 5

contesting Rolex IMS Offshore Worlds in Italy



Bumblebee 5, John Kahlbetzer's IMS Overall Winner of the CYCA 57th Sydney Hobart Yacht Race, will represent Australia and the Cruising Yacht Club of Australia in the Rolex IMS Offshore World Championship 2002 on the Isle of Capri in Italy.

It is expected that skipper Iain Murray, along with most of the crew who sailed *Bumblebee 5* to victory in the Sydney Hobart Race last December, will sail the Murray Burns Dovell-designed 62-footer in the regatta from 18–25 May.

In an outstanding season, *Bumblebee 5* won the British Trophy Regatta in December and followed her Sydney Hobart Yacht Race win by taking out the inaugural Sailing South Race Week Regatta in Hobart, with Roger Hickman as skipper.

The Rolex IMS Offshore World Championships returns to Italy this year, previous Championships were also organised by the Yacht Club Costa Smeralda, and took place at Porto Cervo on the island of Sardinia, at Newport, Rhode Island, USA, and at Valencia, Spain.

With 80 entrants from 15 nations, this will be the largest ever fleet for the Rolex IMS Offshore World Championship.

Among the prominent competitors will be King Harald of Norway aboard *Fram XV* and ISAF Vice President George Andreadis with his brand new Greek yacht *Atalanti XIV*.

John Kahlbetzer, with *Bumblebee 5*, is the only Australian competitor, while other noted owners will be the President of the International Maxi Association, Alberto Roemmers, aboard *Alexia*, Arien Van Vende from Holland with his new *Sotto Voce*, and, from USA, Jorge Serpa aboard *Cintra*.

Among the many Italian teams, Pasquale Landolfi, aboard *Brava Q8*, and Massimo Violati with OPS Competition, are defending Italian tradition with the burgee of the Yacht Club Costa Smeralda.

The Rolex IMS Offshore World Championship and the associated regatta is organised by the Yacht Club Costa Smeralda in collaboration with the Associazione Circoli Velici del Golfo di Napoli (ACVN) and the Yacht Club Capri (YCC).

Peter Campbell

Motor Neurone Disease assisted by sailors with DisAbilities on Aspect



Motor Neurone Disease Association members and their families on *Aspect* for Awareness Week 2002.

Sydney sailors and their clubs turned out in force during Motor Neurone Disease Awareness Week, remembering two great sailors who died from MND – Bob Marshall and Neil Statis.

It was also the first time that Motor Neurone Disease flew its own flag from the mast. *Aspect* sailed from the CYCA marina flying its brand new flag and launching its new logo on Sydney Harbour. Melinda Lyons and the crew of *Aspect* made it a really special day for people with MND and their partners as they sailed from Darling Harbour to the Heads.

This was followed by yachtsmen and women competing in the Joico Combined Offshore Regatta sailed out of RPYC with blue hair, blue beards and moustaches. They agreed to 'go blue for a day' in a lovely shade of cornflower blue provided by Joico's popular fudge range.

The flag also got a guernsey aboard Charles Curran's Sydney 60 thanks to Sailing Master David Kellett during the summer series racing.

For further information or donations contact the Motor Neurone Disease Association of NSW on 1 800 640 144.

Are you retired or approaching retirement?



Past Commodore Les McClean and the Probus Club of Double Bay extend an invitation to retired and semi-retired men from business and professional occupations to join them for entertainment and fellowship.

The Probus Club meets at the CYCA on the third Monday of each month at 10:00am. After a short business session and coffee break, members hear from a range of entertaining and informative guest speakers on various topics of interest. Many members then stay on at the club for a social drink or a bite to eat.

Each month Probus organises outings for members and their partners to particular places of interest, with the aim of providing a great day's entertainment while keeping costs as reasonable as possible. Although it is an all-male membership, female guests are most welcome at meetings as well as monthly outings.

For further information, phone Ian McWilliam on 02 9331 5959.

New Start Boat for CYCA



New pristine MV *Offshore* graces the harbour at the start of the BMW Sydney Winter Series.

Competitors in the BMW Sydney Winter Series will have noticed that the club's previous start boat, a Halvorsen 36, has now been replaced. The new look MV *Offshore* is a Steber 37 in full survey for up to 12 guests. The vessel is perfect for the club's needs and has a comfortable and well laid out interior. Although the new vessel will be utilised during the CYCA's comprehensive racing programme, there will be times when the vessel is not out on the race track and will be available for small charters for members. Enquiries should be forwarded to Joe Goddard, Chief Executive Officer on email joe.goddard@cyca.com.au or by phoning 02 9363 9731.

International Paints have continued their support and will have their logo fully emblazoned on *Offshore* once again. We take this opportunity to thank them for their involvement in the CYCA's activities.

CYCA CRUISING NOTES

Cruising Division Meetings

11th June 2002

TBC

(Member from the NII-ARCTOS around-the-world crew – experiences from the Southern Ocean and the ports of call along the way. This depends upon conditions. At the time of printing they have just left Cape Town!)

2nd July 2002

1st Tuesday (6:30pm)

13th August 2002

2nd Tuesday (6:30pm)

Proposed Events

These events are pending sufficient numbers. If you are interested please email the Cruising Group care of paynen@foxtel.com.au or call 0419 465 082.

1) 'Xmas' in the Hunter Weekend

Is anyone interested in a weekend in the Hunter Valley (22/23rd of June)? The suggestion is that we have a purely social weekend with a view to stocking up on some essential cruising provisions. (I can recommend the McLeish estate Shiraz – it appears to be bilge proof)

2) 22th & 23rd June – Bantry Bay

Safety Communications

The Australian Maritime Safety Authority is undertaking an information campaign about major changes to maritime safety communications in Australia being introduced from 1 July 2002.

Information about the changes are available on AMSA's website at www.amsa.gov.au/aussar/sos.htm

MEMBERS' BADGE DRAW

(TC 01/1459)

Our popular Thursday night Badge Draw has a new look for our sponsors with gold, silver and bronze categories in recognition of those who have been involved since its commencement and those that have joined more recently.

Further good news to add is that CYCA Directors at their April meeting resolved that the club will contribute \$400 following the jackpot going off in order that at any given time the prize pool will not dip below \$600.

See you there at the Member's Badge Draw every Thursday evening from 6:30pm

until 7:30pm. And follow it with a hearty pasta in the Blue Water Grille for \$12.50, which also includes a glass of wine and bread. You can book by calling the Blue Water Grille on their direct line, which is **02 9327 6723**.

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WE ASK ALL MEMBERS TO PLEASE SUPPORT THOSE COMPANIES SUPPORTING THE CLUB'S PROMOTIONAL EFFORTS

Pacific Sailing School Theory Courses 2002

C5 – SMALL CRAFT SAFETY

Essential knowledge for the small craft sailor, and a prerequisite for further AYF certification – also qualifies you for your powerboat license. Held on two consecutive Saturdays or Sundays (opposite to CYC Race Days), 9.30am–4pm

3/2002 Saturdays 17 & 24 August

Fee: \$325, includes course kit and a practical session on our offshore yacht

C9 – COASTAL NAVIGATION

Eight Monday evenings 6–9pm and a three-hour practical session

2/2002 commences Monday 17 June

3/2002 commences Monday 2 September

Fee: \$395, includes basic course kit and chart

C12 – MARINE RADIO

Three Thursday evenings to obtain your MROCP license, 6–9pm

2/2002 13, 20, 27 June

3/2002 5, 12, 19 September

Fee: \$250, includes exam on the third evening, and your license.

C13 – RACING RULES

Conducted by Mark Pryke, ISAF judge and umpire. These popular evenings are sponsored by Pacific Sailing School and are free to all, just call to register.

2/2002 Tuesday 24 September

C14 – AYF SAFETY & SEA SURVIVAL COURSE

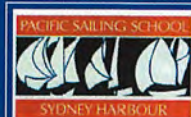
From July 2002, 50 per cent of your crew will need AYF SSSC certification for Cat 1 and some Cat 2 races (currently 30 per cent). The hundreds who completed the courses last year for Hobart & Coffs agree that everyone who sails offshore should attend.

The course is held over two days and includes life-raft drill in the Qantas pool.

3/2002 1/8 June

4/2002 22/29 June

Fee: \$395, includes comprehensive course notes, theory, flares, and wet drill.



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

Pre SYDNEY GOLD COAST Packages at RUSHCUTTERS HARBOURSIDE

Sydney to Gold Coast – late July 2002

Stay three nights, pay for two Package = \$195.00 per room per night for a minimum of two nights and get the **Third night FREE**

Inclusions:

Accommodation and two fully cooked Buffet Breakfasts daily. Also one complimentary drink for two at Curve Bar.



ARE YOU ON EMAIL ?

Our Member Services Committee is keen to keep members abreast of news, members activities, racing results and dining room promotions. This information is distributed by way of email. We have on file of approximately 1,050 members who have provided their email address which allows the club to communicate information in a timely and very cost-effective manner.

If you have an email address and would like to receive the weekly update, please fill out your details below and fax to reception on **9363 9745**. Alternatively email your information directly to reception at reception@cyca.com.au

Name..... Membership No.....

Address.....

Suburb..... State..... Postcode.....

Email Address..... Fax Number.....

calendar

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

JUNE 2002

Sunday 2		BMW Sydney Winter Series
Thursday 6	6:30pm	Member's Badge Draw
Sunday 9		BMW Sydney Winter Series
Tuesday 11	6:30pm	CYCA Cruising Meeting
Thursday 13	6:30pm	Member's Badge Draw Prawn Night & Pool Competition
Sunday 16		BMW Sydney Winter Series
Thursday 20	6:30pm	Member's Badge Draw
Sunday 23		BMW Sydney Winter Series
Thursday 27	6:30pm	Member's Badge Draw
Sunday 30		BMW Sydney Winter Series

JULY 2002

Tuesday 2	6:30pm	CYCA Cruising Meeting
Thursday 4	6:30pm	Member's Badge Draw
Sunday 7		BMW Sydney Winter Series
Monday 8		YSA School Holiday Courses Commence
Thursday 11	6:30pm	Member's Badge Draw
Sunday 14		Chris Lee Trophy – Ladies Day
Thursday 18	6:30pm	Member's Badge Draw
Friday 19		BMW Sydney Winter Series Prizegiving
Saturday 20		BMW Sydney Winter Series Prizegiving
Thursday 25	6:30pm	Member's Badge Draw
Saturday 27	1:00pm	Sydney to Gold Coast Race
Sunday 28		Associates Parade of Sail

MANAGEMENT

Chief Executive Officer
Accountant
Food & Beverage Manager

Joe Goddard
Nina McKinnon
Garry Long AM

Sailing Manager
Youth Sailing Academy Coach/Manager
Dockmaster & Maintenance Manager
Public Relations Officer

Justine Kirkjian
Jenni Bonnitcha
Scott Finsten
Lisa Ratcliff

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

"THE TROPICAL SHIRT REGATTA"

HOG'S BREATH
13th ANNUAL
RACE WEEK
Airlie Beach - Whitsundays
9th August to 15th August
2002

Race Divisions

Sydney 38's
IMS · IRC
PHS Racing
PHS Cruising
OMR Multihull

Race Schedule

9th August - Registration @ WSC
& Competitors Meeting @ WSC

10th August - Race 1

11th August - Race 2

11th August - Race 3

12th August - Lay Day Party
"ON THE LAGOON"

13th August - Race 4

14th August - Race 5

15th August - Race 6

15th August - Awards Presentation
"ON THE LAGOON"

**NOR & Registration
available on-line**

www.hogsbreath.com.au/noticeofrace.htm



**Direct enquiries to the
Whitsunday Sailing Club**

Phone: (07) 4946 6138

Email: wscyacht@airliebeach.net.au

Accommodation

For accommodation enquiries contact
Airlie Beach.Com Travel & Internet Centre

Toll Free: 1800 677 119

Phone: (07) 4946 5299

Photography supplied by Andrea Francolini



Carlton & United
AUSTRALIA'S OWN



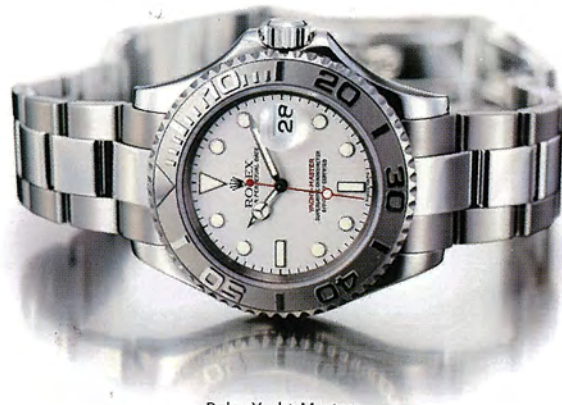
MOUNT GAY RUM
BARBADOS



When confronting the sea,
you feel the wind and the stars are yours alone,
and that **victory** is in your grasp.



Giraglia Rolex Cup - St Tropez to Genoa - June 16/23, 2002. The 50th legendary regatta off the coast from St Tropez to Genoa, via the famous Giraglia lighthouse, will bring together the most advanced yachts of Europe for a frenzied 250-mile race.



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