

'A BRUSH with SAIL'

THE OCCASSIONAL NEWSLETTER OF NEW ZEALAND MARINE ARTIST JIM BOLLAND

20 JULY 2007

WAS THIS THE END OF AN ERA?



It is surely looking like that America's Cup #32 was the last time the IACC class will compete for the 'Auld Mug'.

At last, we had reached the stage when every minute of every race of an America's Cup regatta was worth watching (and losing a lot of sleep over in the process, if you watched in the southern hemisphere) and the winners 'Alinghi' decide that there will be a new, bigger class for the 33rd America's Cup defense.

But off the water, everything is shaping up just fine in the gossip and fight stakes! The 'Journo's' and Lawyers are smiling as Larry and Ernesto climb into ring and mud-wrestle in their piles of money!

Above, 'BUZZY BEE & FRIENDS'. Oil on Canvas, 67cm X 84cm (26 3/8" X 33")
©Jim Bolland 2007. Available for purchase, framed or un-framed.

NZ OK SAILORS SHAPE UP



New Zealand's MARK PERROW chases Warnemunde regatta winner KARSTEN HITZ.

The first meaningful pre-regatta for the upcoming 2007 OK Dinghy Worlds was recently sailed at Warnemunde, which is on the German Baltic coast.

The winds were generally in the 20 - 30 knot range providing some exciting sailing and good results for the New Zealand contingent, in a 63 strong fleet. On the last day the OK Dinghies were the only fleet that ventured onto the water in the extreme conditions.

Mark Perrow from Wakatere, and Matt Stechmann and Joe Porebski from Worsler Bay all had race wins during the series.

Overall though, the German sailor and twice World Champion, Karsten Hitz, proved the best with a score of six seconds and a first. Current World Champion Nick Craig from the UK was third after breaking a mast in race 5, and with the other three spots in the top 5 being taken by Kiwis expectations are high for good results in the Worlds.

The fleet now moves to the Worlds Venue, Leba, in Poland for the Mayors Cup before the Worlds start on July 16.

As we publish, the OK World Championship will be commencing. A full report on the racing will be in the next issue of 'A BRUSH WITH SAIL'.

WARNEMUND REGATTA. OK RESULTS. (63 entries). TOP TEN.

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|--------------------|----------------|------------------------|----------|
| 1. Karsten Hitz. | Germany. | 6. Oliver Gronholz. | Germany. |
| 2. Mark Perrow. | New Zealand. | 7. Christian Olesen. | Denmark. |
| 3. Nick Craig. | Great Britain. | 8. Jorgen Lindhartsen. | Denmark. |
| 4. Greg Wilcox. | New Zealand. | 9. Martin Zimmerman. | Germany. |
| 5. Matt Stechmann. | New Zealand. | 10. Sonke Behrens. | Germany. |

OTHER NZ PLACES.

- 11. Joe Porebski
 - 17. Trent Pryce
 - 22. Luke O'Connell
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SOMETHING OLD.

Way back in 1939 Raymond Hunt, one of the great American naval architects and a crack Marblehead racing skipper, pondered the perennial problem of creating the design of a yacht that could be produced at a price that enabled sailors on an average income to compete in a fast, one design.

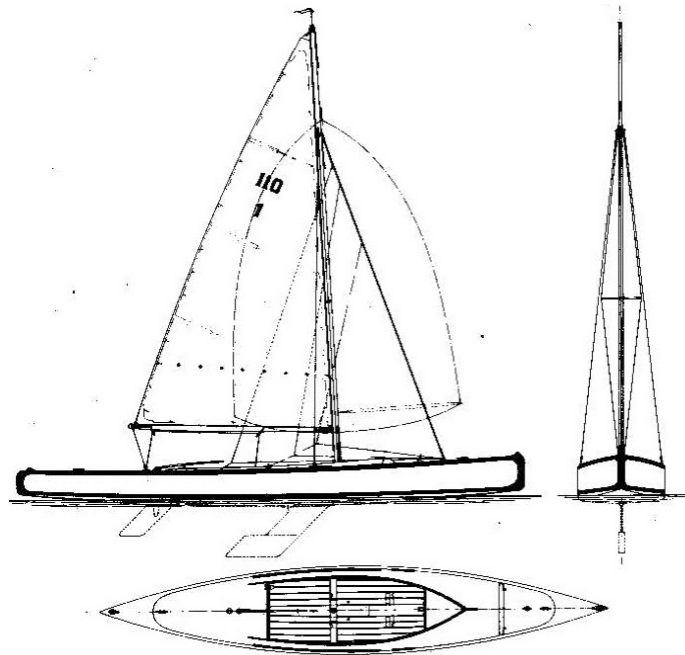
The result of several experimental boats and a lot of drawing, was a 24 foot, flat bottomed, wall sided and generally unlovely craft that gave admirers of conventional craft the horrors.

But the '110', as she was called, proved to sail much better than she looked and as sailors absorbed her performance and accepted the 'handsome is as handsome does' principal, the 'Class grew to prominence in the US sailing scene.

So much so in fact that it became known and still is called, the International 110 Class. The '110' relates to the designed working sail area of 110 square feet.

Raymond Hunt, encouraged by the success of his 24 foot 'ugly duckling' continued the theme into the larger 27' 8" overall '210' class in 1945. the appearance of the '210' was improved with rounded stem and stern profiles, but this class did not match the growth of the '110'.

Apart from his designs for many more conventional sailboats, Mr Hunt was a leading figure in the move to 'deep vee' development in offshore powerboats during World War II. This work carried through to pleasure craft in the late forties and into the fifties.



Int. 110 Class.

BUT HERE'S SOMETHING NEW!



This is '**Got Wood**', an updated Int. 110 according to the boys at Forte Carbon Fibre Products in Ledyard, Connecticut, U.S.A. On the following page is their (abridged) story of how it became the hottest, turbo'd version of this ageing class.

'This is what happens in the back room at Forte Carbon when no one is looking. We spent some time dumpster diving to come up with a carbon bow pole (made from a snapped Norseboat mast top section, bridge trauma) a carbon rudder post that replaced the carbon covered broom handle that broke last fall in sail trials, carbon and technora sails (had to pay for these), carbon mast round, 2.5"ID maxi skiff spar, carbon boom absconded with from a Swift solo order.

Rudder/keel foils and bulb molded from Team Acadia/Clay Burkhalter's mini molds. The hull is a standard 3/8" fir plywood international 110 hull (scrapped) stripped and re-sheathed with structural knitted glass reinforcements rummaged from dead inventory at Fiberglass Industries. The hot paint job was shot gratis by our sales guy Mike, from Providence Lacquer (I was going to bucket and brush it).

Before you can say Bada Bing, Bada Boom you have a Wednesday night beer can boat ready to sail (PHRF 150). As a Wednesday night boat, 3 guys can sail "Got Wood" using one hand each, one for the boat the other for the beer.'

Isn't that the greatest looking up-grade of a Class designed nearly eighty years ago! It appears to be carrying quite a bit more sail than the standard rig but with three crew and trapeze....**WOW!**

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Do you Enjoy reading 'A Brush with Sail'?

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Future editions will cover more New Zealand sailing both current and historical and of course, Jim's marine art.

Team 'MEAN MACHINE' and the Kiwi connection

One of the many events that are packed into the Northern Hemisphere summer is the 'Med Cup' series of regattas for the fast growing Trans Pac 52 class. These fast, good looking race boats are the product of a very sensible box rule and attract owners and 'rock star' crews who enjoy the very tight competition that makes the 'Med Cup' a world-leading event.

Team 'Mean Machine' made it's debut in the exciting TP 52 class in 2006, and things couldn't have gone any better for Peter de Ridder's team. The team's achievements had a lot to do with the invaluable role of the America's Cup and Volvo Ocean Race veterans Ray Davies, Dirk de Ridder, Tom Dodson and Jono Swain, who were key players in the team's success.

As well as being a vital member of the crew, another Kiwi sailor Chris Reid, is boat 'Captain', in charge of maintenance and preparation of 'Mean Machine'.

During 2006 campaign the boat sailed under the colours of the insurance company Mutua Madrileña. Despite being newcomers to the Circuit, the presence of the Mean Machine TP52 sponsored by the Spanish company made quite an impact on the competition.

And so it was that the Dutch owner and skipper of the boat, Peter de Ridder wrote his page in sailing history by leaving the other teams trailing far behind. Mean Machine finished one of the most competitive sailing Circuits ever with a 51 point lead – quite an amazing feat in a class known for its great equality of performance between boats.

Mean Machine took 14 wins out of a possible 46, an impressive figure indeed in a circuit that is known for its highly competitive level of racing, and the boat was overall winner in three of the events.

The Balearic isle Ibiza was the backdrop to the team's greatest celebrations, where they were awarded the winner's trophy in the Corinthian category of the Circuit and were named overall winners of the 'Breitling Medcup' 2006.

TP52 MEAN MACHINE-VALLE ROMANO – A NEW SEASON

Peter de Ridder and crew are facing an ambitious calendar that's testimony to the highly professional level of this team.

The characteristic black hull with flames splashed across the bow is up against some new avant-garde designs and very impressive teams. Some will

be new additions to the Circuit and others will be familiar faces to the 'Mean Machine' crew. The TP52 Circuit is well known for attracting the biggest names in sailing.

Valle Romano Golf & Resort is joining forces with the Mean Machine TP52 team skippered and owned by Dutchman Peter de Ridder. The firm will sponsor the team in some of the key events in the European TP52 calendar for 2007.



Peter de Ridder with the silverware!

The sponsorship agreement, signed in Palma de Mallorca last April, signalled the start of the 2007 European regatta season for the 'Mean Machine-Valle Romano' TP52.

For Valle Romano, the prestigious Golf & Resort located in Estepona (Málaga, Spain), this union is the forging of an even stronger bond with the sport of sailing. In 2006 the firm enjoyed a victory in the IMS 600 category at the prestigious Copa del Rey Trophy in Palma de Mallorca. This season brings a brand new journey, which Valle Romano has chosen to embark on with Dutchman de Ridder's 'Mean Machine' team.

Valle Romano's sponsorship was on display in the Palma Vela Regatta, City of Alicante Regatta and will continue to be seen at the Breitling Regatta, as well as at the Copa del Rey Trophy in August. Boat number 19 in the 'Mean Machine' family will return to its original name and colours for the other events in the Circuit.

Peter de Ridder is very excited at the arrival of the new sponsor: 'I am very happy that we've signed a sponsorship agreement with Valle Romano for the 2007 'Breitling Med Cup' series. Although we were the overall winners of the Breitling MedCup last year, this year we're starting from zero again. For that reason I appreciate the trust Valle Romano has put into our 2007 campaign. No doubt, we will do our very best to battle at the front end of the fleet again, and by doing so I sincerely hope that we, as the 'Mean Machine' Team will be able to bring Valle Romano the media attention they are aiming for'.

With Valle Romano's arrival onboard, the traditional Mean Machine branding will be accompanied by Valle Romano's corporate symbol. This will be displayed on the hull, the cockpit and on the mainsail, using a variety of colours that range from green to pink, the latter being akin to the pink tones in the characteristic flames on the bow of the boat. These flames also appear on the team's VO 70 that the team is preparing for the gruelling Volvo Ocean Race 2008-2009, which will depart from the Spanish port of Alicante.

SCHEDULE • Palma Vela, Palma (SPAIN) 18-22 April • Alicante, 'Alicante Trophy', (SPAIN) 12 - 17 June • Puerto Portals, 13th 'Breitling' Regatta (SPAIN) 18 - 22 July • Palma de Mallorca, King's Cup, (SPAIN) 30 July - 4 August • Portugal Trophy, Portimao, (PORTUGAL) – 20-25 August • Hyères Trophy, (FRANCE) – 10-15 September • Rolex TP52 World Championships. Porto Cervo- (ITALY) – 22-29 September.

A PERFECT BALANCE

One of the distinguishing characteristics of Dutchman Peter de Ridder's team is the mixture of backgrounds and personalities. Finding the secret to success in a team with such a mix of personalities and ideas is not always easy, but New Zealander Ray Davies explains how they've managed it::

'We have a rich combination of personalities. It's not easy sometimes, but if you get a good group of people and talent together, the differences don't matter. Peter, Tom Dodson and I have taken lot of time to look for the best guys, to achieve the right balance. The team isn't based on one person or big personality. Mean Machine is a TEAM.

We understand nobody is perfect and the atmosphere on board is one of support and teamwork'.

The majority of the members of the team, on shore as well as on board, have been sailing with the 'Mean Machine' colours for over five years. Preparation and experience are key in this class, and with this strong and solid team philosophy, 'Mean Machine' are sailing in the right direction.



**Ray Davies, ETNZ strategist and part of the 'Mean – Machine' sailing team.
A real live rock star?**

MEAN MACHINE #19. MEAN MACHINE-VALLE ROMANO

Led by Dutchman Peter de Ridder, 'Breitling - Medcup' 2006 champion, the 'Mean Machine' TP52 was designed by Judel / Vrolijk and built by Hakes Marine in Hutt City, New Zealand. It was launched on the 27th of January 2006 and soon after the first test sails were carried out..

This TP52 was the 19th addition to the 'Mean Machine' family. 'Mean Machine' TP52 has undergone a few fundamental structural changes for the new season. Peter de Ridder describes the small structural changes the boat has undergone in preparation for a successful 2007 season:

'We've made no changes to the foils but we have made some adjustments to the aft of the boat at deck level, in order to fit two more people hiking out at the back of the boat while reaching. Hopefully this will improve our reaching performance' He added, 'There have been some small changes to the jib tracks to make trimming the jibs easier and more efficient, but apart from that

we're happy with the boat's performance. There will also be a completely new sail inventory for the 'Medcup' season using all our 24 buttons for the year.'

It looks like the Vrolijk designed TP52 has also set a trend among the fleet. A feature that set them apart from the other boats last season, the fact they had a tiller instead of a wheel, has now become the norm for the new boats joining the ranks of the TP52 fleet for the new European season.

'It's funny to see that of the 9 new boats 7 will have a tiller,' comments De Ridder, 'as a 60 year old grandfather I set a trend in 2006!'

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A Classic 'Med Cup' start with 'Mean Machine – Valle Romano' fast away at the leeward end of the line.

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AS THIS EDITION OF 'A BRUSH WITH SAIL' IS PUBLISHED, ANOTHER REGATTA IN THE 'MED CUP' SERIES IS UNDERWAY. THE BREITLING REGATTA AT PUERTO PORTALS, MALLORCA WILL BE FEATURED NEXT MONTH.
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Skipjack Nautical Wares & Marine Gallery



'Sheet 'em in Lads' (J Class Ranger 1937). Oil on canvas board. © Jim Bolland.

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