

A Brush with Sail.

THE OCCASIONAL NEWSLETTER OF NEW ZEALAND ARTIST, JIM BOLLAND

MARCH-APRIL 2008

ENDLESS SUMMER?

It's very nearly April but today it sure feels like mid summer at 24 degrees celcius, rather than the official period of Autumn (or as you refer to it in the US, fall).

On the sailing front, we've continued our affair with 60 foot ocean greyhounds, with the arrival of the Sol Oceans pathfinder 'BOSTIK' on Thursday 6th of March. Charles Caudrelier and Liz Wardley had experienced some healthy doses of Southern Ocean conditions but they arrived in good spirits and full of praise for the first of a long line of one design yachts due to start competing in a bi-annual race, the first of which starts in France on Sunday October 25 2009.



'BOSTIK' was due to leave Wellington later in March and continue with her pathfinder cruise of the proposed course but a previous un-planned stop in Cape Town, South Africa had eaten into the timetable. Information regarding icebergs well North near Cape Horn, forced the decision to cancel the second leg to France.

'BOSTIK' will be shipped back to France but her visit was a chance for the French organisers to study Wellington Harbour and the facilities at Royal Port Nicholson Yacht Club who will host the fleet during their only stopover during next years race.



'BOSTIK' sailing into the entrance channel leading to Port Nicholson, the harbour of Wellington City, New Zealand and below, the yacht alongside at voyages end.



PHOTOGRAPHY BY JEAN- MARIE LIOT – SAILING ONE.

COUNTDOWN TO THE 2008



Audi
MedCup

The TP 52 Class should continue its inevitable journey toward becoming the World's premier Grand Prix racing yacht, with another exciting round of 'AUDI MEDCUP' regattas at six venues on the Mediterranean Sea this year.

The first regatta will be for the City of Alicante Trophy, sailed out of the port of the city of Alicante, Spain on the Costa Blanca, starting on the 12th of May and racing through to the 17th.

The TP52 box rule is, in my humble opinion one of the best things to happen to racing keel yacht design, certainly in my life time and I've lived long enough to see the sort of boats that come from very bad design rules.

Back in the 1960's, rules created by men who told us they knew what they were doing, encouraged pear shaped boats, pinched at both ends, that may well have sailed to weather well in some conditions, but downhill they mostly fell about broaching, stressing helmsmen and frightening crew! The only people to enjoy the drama were the press, especially the photographers!

Way down here in New Zealand, in the late sixties, a young dinghy designer, Bruce Farr, was convinced he could build a small keel boat, meeting then current rule requirements, that would behave like a dinghy and that included behaving itself down hill!

He did and the rest is history! Other young designers followed suit and sailors world wide began to enjoy the thrill of driving boats down wind at hitherto unheard of speeds and fully under control. With the modern advances in the technology applied to building Grand Prix racers, designers are now creating yachts, the structures of which, are as technically refined as a modern aircraft.

One of the best examples of this technical progress is the TP52 Class.

Considering New Zealand's supposed isolation from the Northern Hemisphere, our Hi-Tech marine industry is more than mildly involved in the TP52 Class. In Auckland, Cookson Boats have produced yet another 'Artemis' for last year's MED CUP winner, Torbjarn Tornqvist while Salthouse Boatbuilders have built a new 'Mean Machine' for Peter DeRidder. the 2006 MedCup champion.

Further south, in Wellington, Hakes Marine have 'delivered' their fourth TP52 baby and this one, 'AUDI Q8' is for Italian sailor Riccardo Simoneschi, of Genoa, Italy. Riccardo campaigned 'ANONIMO' in the previous two MED CUP rounds but had no input into that yacht's design or deck layout.

'AUDI Q8' (nick-named the 'silver surfer' by her crew) has really been his 'baby' from the discussions with designer Rolf Vrolijk right through the building process and even after the launching and two days of test sailing, some minor adjustments to deck layout were made.



'AUDI Q8' looked an absolute picture resplendent in her Audi silver finish as she waited for high tide and her launching at the Seaview Marina on Thursday March 13.

Wellington's endless summer was still in attendance. A lack of wind was given for the decision not to sail on the afternoon, but Riccardo's demonstration of great Italian hospitality at the Lowry Bay Yacht Club following the launch, could well have had something to do with the decision to stay ashore?

The following day, a breeze from the North did exactly what a test day required as it slowly lifted from five knots in the morning, to close to twenty by mid-afternoon and the 'AUDI Q8' crew put the 'silver surfer' through her paces. This was a great opportunity for Wellington sailors to see a TP52 class yacht and more than a few eyebrows were lifted at the pace of this yacht.



'AUDI Q8' hangs in the air to be turned end about (above) then lowered into the water, enabling Lucia Giorgeti to shower the bow in Italian sparkling wine (below).



AUDI Q8' will feature a very strong all Italian crew, many of who were with the AC boat 'PRADA' last season and names that jump out of the line-up are Tommaso Chieffi and Philippe Presti.

'Strong sponsorship also surrounds this Med Cup challenger. **AUDI** is the main sponsor, backed by **Q8** as secondary sponsor.

Also supporting this Italian challenge are **SLAM, MARINA GENOVA AEROPORTO, FRATELLI GIACOMEL, LARDINI, SAIM, MILANO ASSICURAZIONI, NORTH SAILS, GOTTIFREDI MAFFIOLI** and **STARBRITE** ensuring that this Italian team has the means to wage war against tough opposition in this approaching Med Cup series.

'*AUDI Q8*' is on her way home to Genoa as I write this. Before she makes her way to Alicante in May, she will feature in the Genoa City centre on April 25, 26 and 27 as a back drop to, amongst other festive celebrations, a rock concert!

This is obviously not a class for the faint hearted and although the **AUDI Q8** team look like a very dangerous unit, they'll be racing a very competitive fleet that could be in excess of twenty five yachts. There are world famous names on nearly every contender and extensive development of sails, foils throughout the fleet and hull design up-dates with the launching of several new craft.

And of course, to keep New Zealand's interest, top Kiwi's feature on many of the boats, especially a Botin Carkeek design which will sail in the Emirates Team New Zealand livery.

A proven top contender and 2006 champion, Peter de Ridder's '*MEAN MACHINE*' is another yacht with a hefty line up of Kiwi sailors on board.

Following the first regatta at Alicante, the six regatta series will continue with the second regatta hosted by the Port of Marseille in France between 2 and 7 June, and the third will be sailed from the city of Cagliari, the capital of Sardinia, Italy, between 30 June and 5 July. The fourth regatta will see the fleet returning to the popular Puerto Portals Marina in Majorca, Spain between 21 and 26 July and then the fleet moves to the region of Murcia, Spain for the fifth regatta starting 25 and sailing through to 30 August.

The final regatta will see the fleet racing in Portimao, Portugal between 15 and 20 September.

Winning the Audi MedCup Circuit is really difficult as it requires the best score from all races sailed across the six events that make up the season. Unlike past seasons, this year there will be no discard races. Mistakes or breakage will prove extremely costly to a team's overall score and title chances, increasing the importance of consistent and reliable performance throughout the series.

'Four years ago we set up the MedCup Circuit to provide racing for the TP52 class which was in it's infancy at the time. Since then the circuit has grown not only in numbers, but in stature too. It now represents the pinnacle of keelboat racing in Europe and probably the world. To have the Circuit recognised by a company like Audi AG is a really good step for us in keeping the MedCup Circuit advancing and setting the standard at the forefront of international yacht racing', commented Nacho Postigo, Regatta Director.

RAGTIME GETS CLOSER!

Chris Welsh, of Newport Beach, California, is kindly keeping us up to date with his 'go faster' modifications to his historic John Spencer designed flying machine, 'RAGTIME'.

Originally 'INFIDEL' and launched in Auckland, New Zealand in 1964 for the late Sir Tom Clark, this hard chine plywood 65 footer has embarrassed the owners of newer and supposedly faster ocean racers for more than 40 years. She is particularly remembered by many 'TransPac' contestants for her ability to comfortably surf downwind in the company and ahead of much bigger boats!

One of Chris Welsh's major changes to the grand old lady is a serious up-grade of the foils and he has sent these two images of 'the old and the (very TP 52ish) new'



Here's Chris with the 'old' keel.

Before we turn the page and view the new keel I'll remind you that Chris has entered 'RAGTIME' in the Newport (California) – Tahiti race due to start in June this year and he had previously hinted that he would like to continue south after the race and bring his yacht back to the city of it's creation.

Well, the good news is that he is now very serious about bringing 'RAGTIME' to Auckland and he is very keen to correspond with sailors who are experienced in passage making between Tahiti and New Zealand to discuss weather mapping and timing for the proposed journey. If you have this experience please email Chris chriswelsh@roadrunner.com and you will do Chris and all the Kiwi fans of 'RAGTIME/INFIDEL' a big favour.



Here is Chris with the new keel.

Remember! If you have that Tahiti – New Zealand passage making experience, please email Chris chriswelsh@roadrunner.com

A.C.NEWS. SAILINGS BIGGEST TURN OFF!

What a joke! It's hard to believe that grown men can carry on in the manner of the present protagonists in the current shambles!

Talk about sailings biggest turn-off!

The sad aspect of this behaviour is that the press obviously love to write about two rich guys being at war and flock to the court battles that are part of it all.

The section of the public who have no first hand knowledge of our sport must wonder what sort of people we are!

That is, apart from having enormous piles of money and settling our petty squabbles by throwing a lot of the money at our lawyers. This perception is created when people who take their industrial world domination dreams on to the sports field but are completely unable to grasp the fact that in sport there are winners and losers.

It's been a part of the America's Cup for 157 years so don't hold your breath!

YOU CAN'T WIN 'EM ALL!

At the start of the Barcelona World Race last year, I decided that Alex Thomson and Andrew Cape on 'HUGO BOSS' would win! What did I base this on? Well, the dramatic appearance of the yacht actually!

Not exactly a 'rocket science' approach! However if they hadn't needed to pit stop in Wellington to repair a damaged rudder, I still reckon they would have been very close to victory.



'IN THE VALLEY OF THE GIANTS'. (DETAIL). 53 C.M. X 110 C.M. OIL ON CANVAS
© JIM BOLLAND. 2008.

I painted 'In the Valley of the Giants' as a victory painting. I got that wrong but it's still a dramatic yacht. The painting is for sale. Contact me; jim@jimbolland.co.nz.

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CONGRATULATIONS TO



'AUDI Q8', ANOTHER BEAUTIFUL TP52 BUILD!