

'A BRUSH with SAIL'

THE INTERNATIONAL SAILING E-MAGAZINE

July 2008



'ESIMIT EUROPA', sailing toward Giraglia rock.

Photo © Rolex / Kurt Arrigo

THIS MONTH:

***Melges 24 Worlds – RC 44
Block Island Race – Quebramer Cup
Giraglia Rolex Cup – Med Cup
Extreme 40's – Audi Farr 40 Cup
NYYC 154th Annual Regatta
Aussie Etchell Winter's***

AND MUCH MORE:



Volvo Melges 24 World Championship 2008



Photo © Pierrick Contin.

The **Volvo Melges 24 World Championship**, hosted by the **Yacht Club Costa Smeralda** from June 1 through 6, got off to a challenging start with the 114-strong fleet from 16 nations completing two of 12 scheduled races. The large number of competitors meant that the fleet had to be divided across two racecourses. Therefore, the fleet was split into four groups sailing a six-race round robin series with each group racing the others twice to identify the Gold and Silver fleets for the final six races of the series.

These first two races were extremely tough, with winds ranging from under five knots to almost 20, with massive shifts, big holes in some areas and mini squalls under the clouds in others. There were regular rain showers across the course initially, but conditions did improve later, with the second race finishing in sunshine.

Race Committee member **Wayne Bretsch** gave an example of just how extreme the conditions were, saying, *'Between races the weather mark boat was reporting 18-20 knots from around 115 degrees, but at the committee boat end we had as little as five knots from 060 degrees. We waited, tried to start, postponed relatively fast, could see the wind on the water that the weather mark boat was reporting and waited for it to hit us, which it did with a vengeance at about 18 knots from 125 degrees. It was a rough day for the competitors and it was a rough day for the race committee and the mark boats. The mark guys in particular did an outstanding job of reporting wind and putting marks in very accurately, at short notice.'*

At the end of the first day, Italy's **Alberto Bolzan**, helming **Gianni Catalogna's ITA727 Pilot Italia**, led the regatta with an impressive 2-1 score line, proving that his victory in the Pre-Worlds competition was no fluke. Norway's Olympic Bronze Medallist (Soling/Sydney) **Herman Horn-Johannessen** sailing **NOR732 Rett Rundt Hjornet** was three points behind in second place, while reigning Melges 24 North American Champion **Brian Porter** of Chicago, IL, aboard **USA649 Full Throttle**, and Swiss America's Cup sailor **Jean-Marc Monnard**, in **SUI599 Poizon Rouge**, were equal third place on eight points. Britain's **Jamie Lea**, helming **GBR691 Team Barbarians** for **Stuart Simpson** was fifth, one point behind them.

In the Corinthian Division, for the all-amateur teams, **Oyvind Peder Jahre**, sailing **NOR 554 Terra Eindomsmeqing** for **Stian Briseid**, led the fleet and was

17th in the overall competition. Second Corinthian was **Rudolf Houdek** in GER731 *Secret Men's Business*, with joint 2006 Corinthian Melges 24 World Champion **Jean-Francois Cruette**, helming FRA612 for Cedric De Kervenoeel in third.

Place, Boat Name, Owner, Nation, Finish Scores, Overall Points

1. **PILOT ITALIA** Alberto Bolzan/Gianni Catalogna, ITA, 2,1, 3.00
2. **RETT RUNDT HJORNET** Herman Horn, NOR, 4, 2, 6.00
3. **TEAM BARBARIANS**, Jamie Lea/Stuart Simpson, GBR, 1, 8, 9.00
4. **COTES D'ARMOR**, Ronan Dreano/Troel Simon, FRA, 2, 9, 11.00
5. **FULL THROTTLE**, Brian Porter, Chicago, Ill., USA, 5, 3, 8.00
6. **ONLINE -SIM FIREBOLT**, Roberto Martinez/Carla Ubertalli, ITA, 9, 2, 11.00
7. **POIZON ROUGE**, Jean/Jean-Marc Monnard, SUI, 3, 5, 8.00
8. **BLU MOON**, Flavio Favini/Franco Rossini, SUI, 11, 5,16.00
9. **UKA UKA RACING**, Lorenzo Bressani/Lorenzo Santini, ITA, 10, 6, 16.00
10. **BRONTOLO AB MEDICA**, Matteo Ivaldi/Filippo Pacinotti, ITA, 6, 13, 19.00

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A complete lack of wind spoilt day two of the **Volvo Melges 24 World Championship**, but day three was an absolute stunner with clear skies, hot sunshine, crystal clear blue waters and a northwesterly breeze that built from around 16 knots at the start of racing to well into the 20s by the end of the afternoon.

The Race Committee successfully ran three Round Robin races on each of the two courses so that five of the 12 scheduled races were completed with one more Round Robin race remaining to be sailed on the following day, before the fleet was divided into Gold and Silver groups for the final six races of the championship.

In the overall standings, scores are incredibly close. Italy's **Alberto Bolzan**, helming ITA727 *Pilot Italia* for **Gianni Catalogna**, continues to lead the regatta by seven points, having added a 3-1-7 to his 2-1 score line from Sunday and making his team the only one with finishes all in the top-ten.

Lorenzo Bressani, helming ITA715 *Uka Uka* Racing for **Lorenzo Santini** leapt up the board from ninth place to second thanks to putting in the day's most consistent score of 1-2-2, giving him 21 points overall. *'Finally a great day!'* said **Bressani**. *"It has been the wind that we waited for--the so much expected Mistral. We are very satisfied about today's results. A little bit of regret for the second race where we lost Nicola Celon a few metres from the finish line. The Championship is still long, and we are not even half way through, so it isn't time of the budgetary [balance-sheet]!"*

Flavio Favini, helming SUI521 *Blu Moon* for **Franco Rossini**, also had a great day, posting a 6-3 and then winning the final race to move up from eighth into third overall, five points behind **Bressani**.

Chicago's **Brian Porter** and his USA649 *Full Throttle* team got the day off to a good start with a second in race three, but a 13th in race four and an eighth in race five saw them slip from third to fourth overall. Switzerland's **Jean-Marc Monnard**, in SUI599 *Poizon Rouge*, trailed **Porter** by just one point in fifth place, while Italy's **Luca Valerio**, helming ITA722 *Alina Helly Hansen*, was sixth and was eager for the discard to come into play after the next day's sixth race, as his score card at that stage, read 1-30-1-2-3.

In the Corinthian Division, for the all-amateur crews who are also scored in the Open Division, Norway's **Oyvind Peder Jahre**, sailing NOR554 *Terra*

Eindomsmegling for **Stian Briseid**, continued to lead the regatta, having won the first two of today's races and come fourth in race five. He was just four points ahead of **Giovanni Pizzatti**, helming *ITA664* for **Gian Luca Perego**, who moved up to second place while **Jean-Francois Cruette**, sailing *FRA612 Bouygues Telecom* for **Cedrid De Kervennoael**, was third.

Place, Boat Name, Helmsman, Owner, Nation, Finish Scores, Overall Points

1. **PILOT ITALIA** Alberto Bolzan Gianni Catalogna, ITA, 2,1,3,1,7, **14.00**
2. **UKA UKA RACING** Lorenzo Bressani Lorenzo Santini, ITA, 10,6,1,2,2, **21.00**
3. **BLU MOON** Flavio Favini Franco Rossini, SUI, 11,5,6,3,1, **26.00**
4. **FULL THROTTLE** Brian Porter Brian Porter, (Chicago, Ill./Geneva, Wis.) USA, 5,3,2,13,8, **31.00**
5. **POIZON ROUGE** Jean Jean-Marc Monnard, SUI, 3,5,10,9,5, **32.00**
6. **ALINA HELLY HANSEN** Luca Valerio Maurizio Abba, ITA, 1,30,1,2,3, **37.00**
7. **BRONTOLO AB MEDICA** Matteo Ivaldi Filippo Pacinotti, ITA, 6,13,9,5,6, **39.00**
8. **COTES D'ARMOR** Ronan Dreano Troel Simon, FRA, 2,9,4,20,7, **42.00**
9. **GULLISARA** Carlo Fracassoli Comerio Giuseppe, ITA, 3,20,12,7,5, **47.00**
10. **EURO-VOILE** Christophe Barrue Denis Infante, FRA, 16,10,10,5,8, **49.00**

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There was only one race on each course the following day, but what an amazing race it was. For the second day running, the competitors awoke to brilliant sunshine and a fantastic warm Mistral-driven breeze of about 16 knots from the northwest.

The race management's initial objective was met: to complete the sixth and final race of the Round Robin series, after which the competitors returned ashore to hear any protests and finalized the split into Gold and Silver Fleets, for the remaining races of the series. The Race Committee had also hoped to get the fleet back out on the water in the late afternoon to complete race seven, but a strong, building wind of 22-25 knots with regular gusts of near 30 knots made it impossible.



Photo © JOY Images.

With six of the possible 12 races completed and a race discard in play, it all

changed at the top of the leader board. Just ten points separated the top four boats, and the spread between first and tenth was only 23 points. Racing on both courses proved incredibly tough, thrillingly close and well worth watching.

With an extremely confident win on Course A, **Luca Valerio**, helming **Maurizio Abba's** *ITA722 Alina Helly Hansen*, took the overall lead by just three points, with the previous day's leader, **Alberto Bolzan**, sailing *ITA727 Pilot Italia* for **Gianni Catalogna**, dropping to second place overall after coming fourth in the Course A race.

On Course B, **Lorenzo Bressani** and the *ITA715 Uka Uka Racing* team of **Lorenzo Santini** won their race and secured third place overall, just one point behind **Bolzan** and six points ahead of **Flavio Favini**, helming **Franco Rossini's** *SUI521 Blu Moon*, who came third on course B.

'In the last two days we sailed very well,' said *Uka Uka Racing's* team manager and trimmer **Federico Michetti**. *'Today it entered the discard and Alina, which until yesterday was a little bit behind, discarded a 30th place and now heads up the provisional overall standing. Everything is still very open. The first 10 to 12 teams in the overall standings are all able to win. It'll depend on the weather and how many races it will be possible to do between tomorrow and Friday. We are one day later in respect to the schedule, and tomorrow it should still be a strong Mistral'*

Nicola Bianchi and his team aboard *ITA716 Saetta* had a great day. Their second place on Course B was sufficient to move them up in the overall standings from eleventh to fifth place and onto equal points (24) with **Nicola Celon** of **Giorgio Marchi's** *ITA638 Marchingenio* and **Brian Porter** on *USA649 Full Throttle*, who lie sixth and seventh, respectively, on count back. **Celon** and **Porter** both finished sixth on their respective courses.

The all-amateur Corinthian Division's **Bruce Ayres**, sailing *USA637 Monsoon*, also gave the professionals a run for their money. **Ayres**, a former Melges 24 Corinthian North American Champion, has been a familiar face at the front of Melges 24 fleets since the early days and revels in heavy airs. He took on **Luca Valerio**, **Gabrio Zandon**a, helming *ITA633 Joe Fly* for **Giovanni Maspero**, and **Alberto Bolzan** in an incredible dog fight that was a joy to watch. **Valerio** had incredible speed and managed to open up a small lead on the run, which he extended on the last beat, but behind him **Ayers**, **Zandon**a and **Bolzan** continued to go at it like cats. The professionals did everything they could to shake **Ayres** off on the final beat, but he hung in there tenaciously, eventually splitting **Zandon**a and **Bolzan** on the line.

In the overall Corinthian standings, **Oyvind Peder Jahr**, helming *NOR554 Terra Eindomsmeqng* for **Stian Briseid**, scored a fourth place and continued to hold his overall lead by just one point over **Jean-Francois Cruette** and **Cederic De Kerven**oael's *FRA612 Bouygues Telecom*, which won course B Corinthian race and moved up from third to second. **Giovanni Pizzatti**, helming *ITA664 Maidollis* for **Gian Luca Perego**, slipped to third overall after a slightly disappointing eighth place, while **Bruce Ayres'** 'great day at the office' moved him up from fifth to fourth. **Tommaso Del Rio**, helming *SLO689 Riverstone* for **Alessandro Bagnoli**, moved to fifth Corinthian overall, while Estonia's **Tonu Toniste**, *EST646 Lenny*, and Germany's **Rudolf Houdeck**, *GER731 Secret Men's Business*, were both on 21 points with **Toniste** taking sixth place on count back.

Although disappointed not to be back on the water for a second race in the afternoon, the competitors unanimously agreed that the Race Officer's



Photo © Paul Todd/OUTSIDE IMAGES

decision was the right one. The Gold and Silver fleets were decided. The first 57 places overall assigned to the Gold division and places 58 through 114 assigned to the Silver division.

Place, Boat Name, Helmsman, Owner, Nation, Finish Scores, Overall Points

1. **ALINA HELLY HANSEN** Luca Valerio Maurizio Abba, ITA,1,30,1,2,3,1, **8.00**
2. **PILOT ITALIA** Alberto Bolzan Gianni Catalogna, ITA,2,1,3,1,7,4, **11.00**
3. **UKA UKA RACING** Lorenzo Bressani Lorenzo Santini, ITA,10,6,1,2,2,1, **12.00**
4. **BLU MOON** Flavio Favini Franco Rossini, SUI,11,5,6,3,1,3, **18.00**
5. **SAETTA** Nicolo Bianchi Nose Sailing Team Ass. Sport, ITA,27,1,11,6,4,2, **24.00**
6. **MARCHINGENIO** Nicola Celon Giorgio Marchi, ITA,7,50,7,1,3,6, **24.00**
7. **FULL THROTTLE** Brian Porter Brian Porter, USA,5,3,2,13,8,6, **24.00**
8. **POIZON ROUGE** Jean Jean-Marc Monnard, SUI,3,5,10,9,5,8, **30.00**
9. **ALTEA** Andrea Racchelli Andrea Racchelli, ITA,36,7,2,3,4,15, **31.00**
10. **BRONTOLO AB MEDICA** Matteo Ivaldi Filippo Pacinotti, ITA,6,13,9,5,6,5, **31.00**

Corinthian Standings

1. **TERRA EINDOMSMEGLNG** Stian Briseid, NOR,4,1,1,1,4,3, **10.00**
2. **BOUYGUES TELECOM** De Kervenoael, FRA,2,6,1,9,1,1, **11.00**
3. **MAIDOLLIS** Gian Luca Perego, ITA,3,5,3,2,3,8, **16.00**
4. **MONSOON** Bruce Ayres, USA,7,8,6,3,1,1, **18.00**
5. **RIVERSTONE** Alessandro Bagnoli, SLO,1,21,13,2,2,2, **20.00**
6. **LENNY** Tonu Toniste, EST,11,3,2,4,2,10, **21.00**
7. **SECRET MEN'S BUSINESS** Houdek Rudolf, GER,3,4,5,7,7,2, **21.00**
8. **PERROS-GUIREC** srPerros, FRA,8,1,6,6,4,12, **25.00**
9. **ROCAD RACING** Ingemar Sundstedt, SWE,2,2,5,3,13,18, **25.00**
10. **FRANZ ROCKS** Christoph Skolaut, AUT,1,22(OCS),18,6,5,3, **33.00**

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With the fleet now split into Gold and Silver groups the Race Committee was able to run three races (seven through nine) on both courses the following day. With skies somewhat overcast, a northwest wind varied in strength from the low teens up to the high 20s for brief periods. The weather challenges combined with the strength of this fleet made for a real "snakes and ladders" day as the overall results revealed.

Only two boats finished the day with three top ten scores – **Nicola Celon**, sailing *ITA638 Marchingenio* for **Giorgio Marchi**, who scored 3-8-6, and **Luca Bursic**, sailing *ITA730 Etabeta* for **Paolo Testolin**, who scored 5-4-5. As a

result, these teams moved into fifth and seventh place, respectively.

In the overall standings, **Lorenzo Bressani**, helming **Lorenzo Santini's ITA757 Uka Uka Racing**, had taken the lead. His day opened with a mediocre 14th, but he made up for this by following it with two wins and then counted 24 points.

'The day didn't start in a great way,' said Bressani. 'In the first race, the second upwind leg wasn't perfect and an infringement on the second windward mark made us lose about 10 places. We made up for it in the next two races. The last was really exciting! It was very tiring, especially where the wind got up to 28/30 knots. It went well, though! We need to concentrate hard; it's still wide open, at least for the top five boats. I would say we can't complain, even if we've lost a few points here and there.'

Alberto Bolzan, sailing Gianni **Catalogna's ITA727 Pilot Italia**, remained in second place after posting 10-14-4 in the days races and counted 32 points overall. **Flavio Favini**, at the helm of **Franco Rossini's SUI521 Blu Moon**, moved up from fourth into third on the merit of the day's 18-3-2, putting him two points behind **Bolzan**. Overnight leader **Luca Valerio**, helming **ITA722 Alina Helly Hansen** for **Maurizio Abba**, slipped to fourth overall having started the day well enough with a sixth in race seven, but he then came 20th in race eight before recovering with a third in race nine.

The Gold fleet, in particular, is so closely matched that there was high drama at many of the marks and constant changes of place on each leg. Perhaps the most spectacular mark incident of the day occurred at a second weather mark when a last-minute wind shift threw the approaching boats into chaos. The leading pair – **Lorenzo Bressani** and **Flavio Favini** – got around cleanly, but behind them boats arriving from the left had nowhere to go and there were collisions galore. Within seconds, it was more like watching ballet than yacht racing as several boats took 360 degree penalties to exonerate themselves. The jury had 15 protests to hear and sat until a very late hour.



'JOE FLY'

Photo © Pierrick Contin

In the Corinthian Division for all-amateur crews **Cedric de Kervenoael's FRA612 Bouygues Telecom**, helmed by **Jean-Francois Cruette**, took the lead by three points from **Oyvind Peder Jahre**, sailing **NOR555 Terra**

Eindomsmeqning for **Stian Briseid**. **Bruce Ayres** and his *USA637 Monsoon* team had another great day coming third in race seven, and winning races eight and nine. In the overall Corinthian standings he was now third. *'We wanted more!,'* said **Ayres**. *'There are a lot of really good teams here. The top 10-20 teams are really, really good.'*

On the Silver Course there were three different winners in the form of **Paolo Brescia** in *ITA585*; **Enrico Sinibaldi**, helming *ITA608 Masamantes* for **Renato Vallivero**; and **Alain Settler**, helming *SUI336 Meister Ropes Switzerland* for **Amrein Hansmartin**. The overall standings on the Silver Course were first: **Emmanuel Nebout** sailing *FRA471 Mu*; second: *ITA585* helmed by **Paolo Brescia**; and third: **Matthias Keller**, helming *SUI530 Acqua* for **Gianluca Tribo**.

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The final day of racing at the Volvo Melges 24 World Championship, brought high drama and great celebration as the Italian *Uka Uka Racing* team of **Lorenzo Bressani** (helmsman), **Lorenzo Santini** (owner), **Federico Michetti**, **Francesca Prina** and **Francesco Bruni** (tactician) claimed victory over the 114-strong, 16-nation fleet in one of the most hotly contested sailing events this year.

The *Uka Uka Racing* team was a favorite from the outset, but going into the final day and with three more races to sail, it was still a five-way shootout between **Bressani**; IMS and Melges 24 World Champion **Alberto Bolzan**, sailing *ITA727 Pilot Italia* for **Gianni Catalogna**; America's Cup veteran and 2001 Melges 24 World Champion **Flavio Favini**, sailing *SUI521 Blu Moon* for **Franco Rossini**; Luca Valerio, sailing *ITA722 Alina Helly Hansen* for **Maurizio Abba**; and 2006 Melges 24 World Champion **Nicola Celon**, helming *ITA638 Marchingeno* for **Giorgio Marchi**.

Race ten in the series got underway after an initial general recall in 10-12 knots from 280 degrees and on relatively flat seas. **Favini** led the fleet at the weather mark ahead of **Bressani**, with **Nicolo Bianchi**, sailing *ITA716 Saetta*, and **Gabrio Zandona**, sailing *ITA633 Joe Fly* for **Giovanni Maspero**, also on his heels. Down the first run, **Favini** began to pull away, but behind him the battle for second was still a three-way tussle until the second beat when **Zandona** was suddenly forced to pull out because of a broken shroud turnbuckle.

As **Favini** stretched out his lead, the battle between **Bressani** and **Bianchi** raged, with **Bianchi** eventually claiming victory in the closing moments. Meanwhile back in the pack, **Alberto Bolzan**, **Luca Valerio** and **Nicola Celon** were dealing with problems of their own. **Bolzan** and **Celon** fought a hard battle for 11th place, which **Celon** eventually won, while **Valerio** trailed in 26th place.

Going into race 11, **Bressani** now led with 27 points; **Celon** held second on 41, **Bolzan** third on 44, **Favini** fourth on 53, and **Valerio** fifth on 63, but more surprises were to come. **Favini** was one of several teams called over the line and had to go back. Despite his very best efforts he knew the game was over, and he ultimately pulled out of the race. **John Pollard**, sailing *GBR690 A-Team Westaway*, led the fleet at the first mark from **Bianchi**, with **Valerio** third and **Roberto Martinez**, helming *Carla Ubertalli's ITA574 Online-Sim Firebolt*, following in fourth. **Pollard** went on to win the race and after a terrific battle **Valerio** took second from **Bianchi** with **Martinez** fourth. **Bressani**

sailed across the line in tenth place and knew that the World Championship was his.

Therefore, race 12 was to decide second place between **Favini** (53 points), **Bolzan** (57 points), and **Valerio** (65 points). Although out of the running for the title, **Binachi** was determined to end his week in style and sailed to a superb win giving him seventh place in the overall standings.

Bressani was keen to put the seal on his victory and took an extremely relaxed second while **Celon** came through to take third in the race and finish the regatta in 6th overall. Behind them, **Favini**, **Valerio** and **Bolzan** were all well buried and concentrating as much on each other as the fleet. **Valerio** got the best result at 15th, followed by **Bolzan** in 22nd and **Favini** in 30th to give **Bolzan** second place overall, with **Valerio** third and **Favini** fourth.

Bressani, already a J24 World Champion and a veteran of world class campaigns in Mumm 30, Farr 40 and many other classes, teamed up with owner and Mumm 30 World Champion Lorenzo **Santini** and trimmer and team manager **Federico Michetti**, already a Melges 24 European Champion in his own right, last year specifically to challenge for this event. He completed his formidable team by adding America's Cup and Melges 24 veteran and Italian Olympic 49er sailor **Francesco Bruni** as tactician and Women's World and UFO22 European Champion **Francesca Prina** as bow woman.

A delighted **Lorenzo Bressani** commented, *'It's my sixth world championship win, but in conjunction with the J/24 World Championship in 2003 it is the best win that I can remember! Obviously we are very happy. There are some really great teams here internationally as well as those that came from the U.S. The fact that Flavio did not have a good race, it was a turning point today. So, we are very happy.'*



Volvo Melges 24 World Champions 2008.

*Left to Right:FRANCESCA PRINA, LORENZO SANTINI, FEDERICO MICHETTI
FRANCESCO BRUNI and LORENZO BRESSANI (Standing).*

PHOTO COURTESY EVENT MEDIA.

Team Manager **Federico Michetti**, who started his Melges 24 sailing career with the late, great **Giorgio Zuccoli** (Melges 24 World Championship in 2000), concurred, *'This is amazing. Really, on every leg I was thinking of and praying to Giorgio to please, please help me. Please help us. This has been a really unbelievable season. I am so proud for everything, because we started with this*

team one and a half years ago and the goal was to win these Worlds. We have been looking forward to this so much. It's amazing, being the World Champion in Porto Cervo!

In the **Volvo Melges 24 Corinthian World Championship**, for the all-amateur crews, competition was equally fierce with **Oyvind Peder Jahre**, helming *NOR554 Terra Eindomsmepling* with owner **Stian Briseid** and crew **Sivert Denneche, Marius Falch Orvin** and **Taja Zaikova**, ultimately taking the title by 14 points from reigning Melges 24 Corinthian North American Champion **Bruce Ayres** of Newport Beach, CA, sailing *USA637 Monsoon*. Third place went to the 2006 Melges 24 Corinthian World Champions *FRA612 Bouygues Telecom*, helmed by **Jean-Francois Cruette** and owned by **Cedric de Kervenoael**.

The results on the Silver Course were the closest fought of all, with Corinthian teams filling the top three positions. **Paolo Brescia**, sailing *ITA585*, took victory by just four points from **Sonke Boy**, helming *SUI578 Music 55* for **Reudi Huber**, with fellow Swiss **Matthias Keller**, helming *SUI530 Acqua* for **Gianluca Tribo** in third place.

'We are so happy to have won the Silver fleet,' said Paolo Brescia, 'however we would have liked to have been sailing in the Gold fleet. This is just great, as we are a group of amateur sailors — I am an architect, the crew is comprised of a lawyer and engineers. The Melges 24 is great because we can sail against such great sailors in the world. We have only sailed together for a short time, but my crew is a combination of some very good 470 sailors. We worked well together so we decided to race together; this is such a great class.'

Speaking after racing, Gold Course Principal Race Officer **Peter Reggio** said, *'It's been spectacular. The people here working on the committee and the mark boats – you don't see it better than it gets here. They're the ones who make it work, I'm just an enabler. The mark boat guys are outstanding as is the whole organization. We got through the entire event without a single black flag.'*

Volvo Melges 24 World Championship 2008 Overall Standings

Place, Boat Name, Owner, Nation, Finish Scores, Overall Points

1. **UKA UKA RACING** - ITA 715 - 10, 6, 1, 2, 2, 1, 14, 1, 1, 3, 10, 2 - **39.00**
2. **PILOT ITALIA** - ITA 727 - 2, 1, 3, 1, 7, 4, 10, 14, 4, 12, 13, 22 - **71.00**
3. **ALINA HELLY HANSEN** - ITA 722 - 1, 30, 1, 2, 3, 1, 6, 20, 3, 26, 2, 15 - **80.00**
4. **BLU MOON** - SUI 521 - 11, 5, 6, 3, 1, 3, 18, 3, 2, 1, DNF 58.00, 30 - **83.00**
5. **ETABETA** - ITA 730 - 29, 4, 18, 4, 9, 9, 5, 4, 5, 8, 14, 9 - **89.00**
6. **MARCHINGENIO** - ITA 638 - 7, 50, 7, 1, 3, 6, 3, 8, 6, 11, 39, 3 - **94.00**
7. **SAETTA** - ITA 716 - 27, 1, 11, 6, 4, 2, 34, 21, 17, 2, 3, 1 - **95.00**
8. **FULL THROTTLE** - USA 649 - 5, 3, 2, 13, 8, 6, 12, 18, 14, 10, 24, 6 - **97.00**
9. **BRONTOLO AB MEDICA** - ITA 667 - 6, 13, 9, 5, 6, 5, 15, 7, 7, 29, 5, 25 - **103.00**
10. **POIZON ROUGE** - SUI 599 - 3, 5, 10, 9, 5, 8, 19, 16, 12, 25, 26, 4 - **116.00**

Corinthian Overall Standings

1. **TERRA EINDOMSMEGLNG** - NOR 554 - 4, 1, 6, 1, 1, 4, 3, 1, 7, 3, 1, 2, 8 - **28.00**
2. **MONSOON** - USA 637 - 7, 8, 6, 3, 1, 1, 3, 1, 1, 8, 7, 4 - **42.00**
3. **BOUYGUES TELECOM** - FRA 612 - 2, 6, 1, 9, 1, 1, DSQ 19, 2, 5, 6, 6, 12 - **51.00**
4. **MAIDOLLIS** - ITA 664 - 3, 5, 3, 2, 3, 8, 14, DSQ 19.00, 7, 4, 5, 7 - **61.00**
5. **LENNY** - EST 646 - 11, 3, 2, 4, 2, 10, 5, 6, DNF 19.00, 12, 10, 2 - **67.00**

www.melges24.com

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Photo © Martina Wohlesser

TEAM CEEREF ON FIRE!

There were mixed emotions amongst the nine **RC44** crews competing in the **Austria Cup Regatta**, the third round of the **2008 RC44 Championship Tour** sailed on **Lake Traunsee, Austria** from May 28 to June 1. Enthusiasm for the beautiful surroundings, great regatta organisation and keen competition was tempered at times when the breeze failed to visit the area disrupting the programme. But, that's sailing!

Keeping their minds right on the job, were **Igor Lah, James Spithill** and the team on **CEEREF** as, with Jimmy on the helm, they had an 8-0 clean sweep of the match-racing series, then with Igor on the helm and Jimmy calling the shots they posted a 2,1,1,1,2,3,9 score line in the seven race fleet series with their only seriously wrong call finding them on the wrong side of the course in the final and 'long' race.

This fine effort lifts **TEAM CEEREF** to overall second on the championship tour scoreboard and a greatly improved regatta by **TEAM AQUA**, with **Cameron Appleton** steering them to second in the match racing with a 6/2 result and owner **Chris Bake** helming to a 1,3,2,3,7,2,2 score-line in the fleet racing, placed them second overall for the regatta.

Patrick de Barros driving his **TEAM BANCO ESPIRITO SANTO** posted a consistent 4,4,4,2,6,4,1 for 24 points and third overall. With **Russell Coutts** calling the shots, they stayed in touch but got on the wrong side of some wind shifts, which cost them significantly.

Armando Giulietti's TEAM HIROSHI-CITTA DI MILANO did not star quite the same as they had in the previous regatta, but they nailed fourth spot with a score line of 5,7,6,5,1,5,3 and 32 points, which keeps them at the top of the RC44 Fleet Rankings. But the pack is snapping at their heels!

Apart from some grumbling about the windless days – it is very difficult for sailors to find somebody responsible for this phenomenon - the regatta was a

great success with great race organization and fine social events. Here are but two, of the very enthusiastic participants:

Patrick de Barros, helmsman, Banco Espirito Santo: *'This regatta has been a fantastic event, with an outstanding organization. Of course, sometimes it was frustrating and we had to wait for the wind. But it is definitely worth it. I have enjoyed the scenery but Russell has given me a hard time. He doesn't leave me half a second to look around. If I turn my head to look, I immediately get told off!'*

Russell Coutts, tactician, Banco Espirito Santo: *'This was a fantastic event. For us sailors, it is really refreshing to sail in different locations, and to mix the conditions we sail in. It tests all our skills. And the consequence is that some people are better in some conditions and some in other. The hierarchy is not the same. That's what's great about sailing; nothing's ever acquired. In this lake, you just need to keep looking out of the boat. And if you make a mistake, carry on looking for a solution instead of being frustrated. You must permanently look ahead and focus on the future.'*



Photo © Martina Wohlesser.

RC44 CLASS-'AUSTRIA CUP REGATTA'.

Match-race, final results:

(Name of team, helmsman, No of victories / defeats, points)

- 1) **Team Ceeref**, James Spithill, 8/0 – **8.**
- 2) **Team Aqua**, Cameron Appleton 6/2 -**6.**
- 3) **BMW ORACLE Racing**, Larry Ellison, 5/3 – **5.**
- 4) **Team Banco Espirito Santo**, John Kosteci, 5/3 – **5.**
- 5) **Team Hiroshi - Città di Milano**, Sébastien Col 5/3 – **5.**
- 6) **Sea Dubai**, Markus Wieser 4/4 – **4.**
- 7) **Team Beecom**, Isao Mita 2/6 – **2.**
- 8) **Team Organika**, Mateusz Kusznerowicz 1/8 – **1.**
- 9) **Cro-Aut-Sail**, Christian Binder, 0/8 – **0.**

Fleet-Race, final results:

(Name of team, helmsman, race places, total points)

- 1) **Team Ceeref**, Igor Lah, 2, 1, 1, 1, 2, 3, 9 – **19.**
- 2) **Team Aqua**, Chris Bake, 1, 3, 2, 3, 7, 2, 2 – **20.**
- 3) **Team Banco Espirito Santo**, Patrick de Barros, 4, 4, 4, 2, 6, 4, 1 – **25.**
- 4) **Team Hiroshi - Città di Milano**, Armando Giulietti, 5, 7, 6, 5, 1, 5, 3 – **32.**
- 5) **Team Beecom**, Isao Mita 7, 5, 5, 4, 3, 1, 8 – **33.**
- 6) **BMW ORACLE Racing**, Larry Ellison, 3, 9, 3, 9, 5, 7, 4 – **40.**
- 7) **Team Organika**, Maciej Navrocki, 8, 8, 7, 6, 4, 8, 5 – **46.**
- 8) **Sea Dubai**, Markus Wieser 6, 2, DSQ, 8, 9, 6, 6 – **47.**
- 9) **Cro-Aut-Sail**, Rene Margon, 9, 6, 8, 7, 8, 9, 7 – **54.**

RC44 CLASS ANNUAL FLEET RANKING TO DATE:

- 1) ITA-12, **HIROSHI**, Armando Giulietti. **72** points.
- 2) SLO-11, **CEEREF**, Igor Lah. **97**.
- 3) POR-8, **BANCO ESPIRITO SANTO**, Patrick De Barros, **100**.
- 4) UAE-440, **AQUA**, Chris Bake. **104**.
- 5) UAE-77, **SEA DUBAI**, Dimc, **128**.
- 6) IRL-18, **BMW ORACLE**, Russell Coutts. **160**.
- 7) CRO-8, **CRO-A-SAIL**, Miroslav Reljanovic. **166**.
- 8) JPN-5, **BEECOM**, Isao Mita. **171**.
- 9) POL-14, **ORGANIKA**, Maciej Nawrocki. **182**.
- 10) ITA-7, **MASCALZONE LATINO**, Vincenzo Onorato. **241**.
- 11) ITA-9, **MAGIA ALIKE**, Fabio Apollonio. **261**.
- 11) SLO-10, **EKIPA 44**, Mitja Margon. **261**.
- 11) CHN-16, **JELIK**, Frank Pong. **261**.
- 12) CHN-17, **JELIK**, Frank Pong. **261**.



Photo © Martina Wohlessen.

www.rc44.com



MARSEILLE & THE MISTRAL!

The Grand Prix fleet of TP52's moved to Marseille at the beginning of June for the second in their six **Audi MedCup** regatta, 2008 Championship Tour. In this regatta the fleet was competing for the **City of Marseille Trophy** .

The first round, sailed in Alicante, Spain last month, was sailed in light to moderate breezes and although it was a great event in all aspects, some crews quietly complained that there wasn't enough wind.

They did not complain about a lack of wind on the **Rade Sud!**

The practice race, sailed on the day before the regatta got really serious,

enjoyed a moderate breeze. *Platoon* powered by Team Germany, skippered by three times Olympic gold medallist **Jochen Schuemann** proved that their hard work in Valencia, tuning their new Rolf Vrolijk designed boat and a hard week of crew training, may pay dividends in the Marseille regatta. They were quickest off the start line and made the best tactical call to lead the race all the way until the last 400 metres, but showed very good speed, especially downwind.

The maiden race outing for *USA-17* saw **Larry Ellison** enjoy his first sail on the TP52. With **Russell Coutts** (NZL) and **James Spithill** (AUS) orchestrating the tactical decisions at the back of the boat, *USA-17* was seventh at the first windward mark, four seconds behind sister-ship *Artemis*, and finished ninth.

While it was a gentle introduction for **Ellison, Coutts** and Co. to their new boat and the rest of the fourteen-boat fleet, local forecasters and team navigators were predicting at least 20 knots of Mistral breeze for the next day's opening races.



'PLATOON' & 'MEAN MACHINE' lead in the practice race. Photo © Ian Roman/AudiMEDCUP

'Twenty knots would be just fine for us. There is less chance for the tactician to get it wrong when the breeze is up.' said **Ray Davies** (NZL), *Mean Machine's* tactician, *'But, really, we are a good team and the crew work is generally very good, so we are happy in the breeze. We had a new mainsail on today which we were testing for when the wind is a little more down the range, but otherwise have not really done anything much to the boat. It is not quite as busy on the start lines with a couple less boats and the start line was a little longer today. We will be out for a clean start tomorrow and to really let the boat do the work. There is nothing specific contributing to our speed, but we have good sails and good trimmers and generally a nice rig set up which is easy to tune. I don't think there is anything in the hulls particularly because it is the same shape as others.'*

Jochen Schuemann, *Platoon Powered by Team Germany*, was not reading too much into their performance following the practice race: *'We have done some good work on the boat since Alicante, and have learned the right things about the boat. We obviously struggled to have the boat finished before the first event, and now we have settled in a little bit better, have done a little a bit of work on rig tuning, optimized a few things, but essentially learning the rake and sails is a major thing.'*

'We are always optimists, but I think we had the right strategy. It was so clear

which side was favored today. We did all the right things and that made us look really good but in general lining up with the rest of the competition, we have always been happy how we do. We have a good boat - we'll see how it goes.'

In a last minute scramble, *Mean Machine* narrowly beat *Platoon* with *Matua Madrileña* in third.

CITY OF MARSEILLE TROPHY - AUDI MEDCUP CIRCUIT PRACTICE RACE

Top ten finishers

- 1st **Mean Machine** (MON)
- 2nd **Platoon by Team Germany** (GER)
- 3rd **Mutua Madrileña** (ESP)
- 4th **Matador** (ARG)
- 5th **El Desafio** (ESP)
- 6th **Quantum Racing** (USA)
- 7th **Rusal Synergy** (RUS)
- 8th **Artemis** (SWE)
- 9th **USA-17** (USA)
- 10th **CxG Caixa Galicia** (ESP)

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Day One:

The weatherman said it would blow and the 'Mistral' duly arrived!

The day of the first race of the second round of the **2008 Audi MedCup Championship** round, dawned fine and a fresh breeze gave promise of fine racing. And so it was, with the honors shared amongst this Grand Prix fleet, with **Jose Cusi's Bribon** showing consistency that was a product of skilled helming by **Dean Barker** (NZL) good tactical calling by **Ross McDonald** (CAN) and steady, accurate crew-work by a great team.

With owner **Larry Ellison** sharing the steering with **James Spithill** (AUS), and **Russell Coutts** (NZL) on tactics, *USA 17* improved as the crew learned their new boat in the testing conditions, rising from sixth in the first race, to fifth in the second before winning the third, just getting the better of their sister-ship *Artemis* on the finish line.

In the shadow of Marseilles' Pointe Rouge there was no more than the swish of a fighter's cape between *Matador* and *Mean Machine* on the finish line of the first race. **Peter de Ridder's Mean Machine** had lead from the first turn, but *Matador* closed on the final run, gaining with downwind speed and some excellent surfing, using every wave to best effect, but, were denied by just one second.

In the second race, *Artemis*, sailed by the reigning champion MedCup Circuit crew and steered by owner **Torbjorn Tornqvist** (SWE), sailed to their first race win in their new 2008 boat, by more than one minute.

This second race proved a punishing one for the *Mean Machine* team who had to do penalty turns on the first run and finished last.

The third race saw another close finish with *USA 17* just scraping home ahead of *Artemis*, with *Mean Machine* challenging with a final gybe on the line and all three boats finishing within a boat length of each other. *Matador* would have been better than their seventh place finish but for a misunderstanding as they tried to cross *Desafio* on the first beat.



Larry Ellison's 'USA17,' sets up for downwind flying. Photo © Ian Roman/Audi MedCup

'We had two good races and were pleased to get back to seventh in that third one. I thought we had been told we could cross ahead of Desafio and then we realized we weren't. It was just a misunderstanding and it was only when they hailed us to do our turns I realized.' explained tactician Brun.

'I think we felt confident with boat speed and handling.' said **Guillermo Parada** (ARG), *Matador's* skipper and helmsman, *'We didn't do anything special just let the boat do its job and stay out of trouble and not make any mistakes, which are expensive!'*

*'It is a good feeling to be leading the City of Marseille Trophy but there is still a long way to go obviously we are very happy and looking forward to continuing this way. Today it is **Juan Pablo Cadario's** 40th birthday. Every time it is his birthday we have a good day and luckily today we could give him a good present.'*

CITY OF MARSEILLE TROPHY PROVISIONAL RESULTS AFTER THREE RACES (TOP TEN)

(Position, **Boat**, Country, R1, R2, R3, **Total Points**)

- 1st **Matador** ARG (2, 2, 7, **11**)
- 2nd **USA-17** (6, 5, 1, **12**)
- 3rd **Bribón** ESP (4, 4, 4, **12**)
- 4th **Artemis** SWE (12, 1, 2, **15**)
- 5th **Mean Machine** MON (1, 14, 3, **18**)
- 6th **Quantum** USA (3, 6, 12, **21**)
- 7th **Platoon by Team Germany** GER (7, 9, 5, **21**)
- 8th **Audi by Q8** ITA (8, 7, 8, **23**)
- 9th **CxG Caixa Galicia** ESP (9, 11, 6, **26**)
- 10th **Mutua Madrileña** ESP (5, 8, 14, **27**)

Day Two:

If the opening day of the regatta offered a modest introduction to Mistral conditions, 15-19 knots, the second day's two windward-leeward contests met with conditions much closer to the upper racing limit for the **Audi MedCup** Fleet. After an initial postponement, waiting for the wind to drop enough, the fleet were sent on their way in 22 knots, blowing from the North West, when Race 4 started.

With the windward mark set under the cliffs of the Isle du Frioul the breeze may have been strong, but it was erratic at times on the approach to the top

turn. Long, spectacular surfs downwind on the limit of control at times, ended with a bumpy turn at the leeward gate just offshore from Marseille's Pointe Rouge, overlooked by the spectacular Montagnes de Marseille Veyre.

The 2007 circuit winners were on regular form. Tactician **John Kostecki** (USA) helped owner-helm **Torbjorn Tornqvist** (SWE) to make two solid starts, while other contenders faltered. And getting into phase with the shifting breeze was key, a talent **Kostecki** has proven to be strong on over his years on this circuit with different boats, all complemented by solid crew work from the BMW Oracle Racing Team who fill the core positions.

Artemis chased their **Reichel/Pugh**-designed sistership *USA-17*, across the finish line to take second in the first race only 15 seconds behind with *Platoon* by Team Germany earning third. A 12th from the first race of the regatta is weighty ballast in this white hot fleet for *Artemis*, but being able to return regular scores, second and third in those bruising conditions was impressive.

Peter de Ridder's *Mean Machine* (MON) which lead into this regatta, had a problem on the start line of the first race and was left flat footed, to start last. Whilst in the second race *USA-17* was judged to be one of four boats over the start line and forced to re-start. **Russell Coutts** (NZL) and the *USA-17* crew were seeking redress, believing they should not have been called as one of the four offenders.

The day's second race proved a resounding victory for **Terry Hutchinson** (USA) and the crew on the new **Botin & Carkeek**-designed *Quantum Racing* and the first win this season for a team which won the 2005 circuit.

Vicente Torado's *CXG Caixa Galicia* (ESP) also raised team morale with a hard won second, their navy blue bow and iconic 'watching-eye' genniker breaking the line ahead of a four-way scramble across the finish line, just beating *Artemis* which has their 2007 season tactician Kostecki on board.

Torbjorn Tornqvist (SWE), owner-helm of *Artemis* said: *'I like these kind of conditions, windy, wavy and physically tough, just love it. Good, tight racing. We are getting there, we are working better as a team and getting over my long lay off. It is starting to come together. It shows that we are performing better. It was so enjoyable. Tough conditions, testing and it helps when you come off the water having done well. We do well in the windy conditions, when the quality of this team is paying off.'*

Artemis trimmer **Juan Meseguer** (ESP): *'These boats are identical and so the settings are pretty much identical. We had so little time to prepare and sail them together because the other boat was late that we are all still learning. Some of the crew were in Austria and so had very little time to sail the boat after Alicante. It was hard, but it was good, and you just can't top these kind of days, downwind was really hard work, but every position on these boats is hard when the breeze is like that.'*

Terry Hutchinson (USA), skipper and helm of *Quantum Racing*: *"That race was a long overdue race. We have had more than a couple of things that have not really fallen in line for us, so it was it was nice to be in a position where, when something does go your way it is nice to be able to capitalize on it. And the first race we were sailing a great race and the breeze went 25 degrees right on the second beat and stayed there, but I think collectively as a team we learned a lot about the boat handling, and it was just nice to sail aggressively today in conditions that were challenging. And, steering, for me it was awesome, nice gybes, no broaches and downwind in the second run of the first race I think we*



"QUANTUM RACING' Pressing on!

Photo © Ian Roman/Audi MedCup

were well over the middle 20 knots, but we could not see the instruments 'cos they were covered in sheets of spray. Awesome!!!"

CITY OF MARSEILLE TROPHY TOP 10 PROVISIONAL RESULTS AFTER FIVE RACES.

(14 starters)

(Position, **Boat**, Country, R1, R2, R3, R4, R5, **Total Points**)

- 1st **Artemis** SWE (12, 1, 2, 2, 3, **20**)
- 2nd **Bribón** ESP (4, 4, 4, 5, 5, **22**)
- 3rd **USA-17** (6, 5, 1, 1, 10, **23**)
- 4th **Quantum Racing** USA (3, 6, 12, 6, 1, **28**)
- 5th **Matador** ARG (2, 2, 7, 7, 12, **30**)
- 6th **Platoon by Team Germany** GER (7, 9, 5, 3, 6, **30**)
- 7th **Mean Machine** MON (1, 14, 3, 9, 4, **31**)
- 8th **CxG Caixa Galicia** ESP (9, 11, 6, 4, 2, **32**)
- 9th **Audi by Q8** ITA (8, 7, 8, 13, 9, **45**)
- 10th **El Desafío** ESP (11, 10, 9, 8, 8, **46**)

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Day Three:

The 'Mistral' was still blowing hard when the third day of the **City of Marseille Trophy** regatta dawned. It was the day of the coastal race, which is double scored, with points awarded at the half way gate and points awarded at the finish. But what a bad day it turned out to be for some!

A big wind shift suddenly favored a pack coming in from the left at the first weather mark. They approached the remainder of the fleet who now struggling to lay the mark on starboard, with eased sheets and battling for control as a big increasing gust of wind covered the area. Some port tack boats managed to thread through the on-coming right-of-way boats, but sadly *Matador* (ARG), *CxG Caixa Galicia* (ESP) and *Mutua Madrileña* (CHI) all sustained damage and had to retire.

There were six protests from the incidents, all three boats have successfully sought redress, but *CxG Caixa Galicia's* owner **Vicente Tirado** confirmed that the damage to the bow of their boat is such that he is presently looking for a suitable replacement boat to continue the Audi MedCup season with. *Caixa Galicia's* bow was badly smashed after they hit *Mutua Madrileña* which

sustained a one metre gash in her hull side, just below deck level, while in a related crash *Mean Machine* hit *Matador*, who have much of their aft port quarter crumpled.

'I think these things happen sometimes because the boats are so evenly matched for speed but Mean Machine crushed Matador's stern right in front of us and I had to do something quickly or we would have done the same thing.' recalled **Schuemann**, *'For us as a team it is great got get a win under our belt. The first coastal race we have sailed for a long time and the first Audi MedCup Circuit race for me and my crew so that feels pretty nice! We are happy after some problems yesterday, we were glad to get a win in! We made it around the top mark well in second and closed in to the Spanish team El Desafío who were leading. We had a long fight and stretched out there. Russell Coutts came close on USA-17 with very good boat speed but we kept them at bay and got a good lead, never risking our win. The learning has been big. Today we have made good decisions and we feel we are really moving up.'*



'PLATOON by TEAM GERMANY'.

Photo © Th. Martinez /Audi MedCup

The 39-miles course offered a good selection of points of sail to contest, with a short two miles beat up to the Islands of Ratoneau and Grand Salaman before a long, exciting sleigh ride, peppered with an array of wind shifts to make gains and losses on, down to the scoring gate, 26 miles into the race. From the turning mark off the entrance to the beautiful Bay of Cassis, there was a tough beat back up along the coast, the TP52's dwarfed at times by the 200 metre high cliffs, which accelerated the Mistral winds to over 22 knots.

Platoon was ahead after about 12 miles when the spinnakers were set, passing early leader *El Desafío* (ESP). After a poor start *USA-17*, the regatta leaders, steadily picked their way through the fleet. As the leaders squeezed through the narrow gap between the Ile Jaire and the mainland, tacking only 15 metres or so off the rocky coast, and with the hard hiking crew regularly able to see the sea bed beneath their keels, *USA-17* used the shifts and wind bends to get back to within a few boat lengths of the German crew.

But **Schuemann** and his crew extended again to win by 37 seconds from *USA-17*, who left their Swedish sistership *Artemis* to pick up third place, three minutes behind. The **Reichel/Pugh**-designed sisterships, built to the same design from different moulds, shared the second and third places between them, ensuring that *USA-17* still lead by four points ahead of *Artemis* going into the penultimate day of racing.

Russell Coutts (NZL), tactician on *USA-17* : *'Conditions here, are fantastic today. The boat is going very well. We have some tuning to do in the lighter winds but in the stronger stuff it all fits together pretty nicely. We have got a pretty experienced team on board and that makes a huge difference especially in these very windy conditions. The first part of the race was important. That was how Platoon got the jump, but then the long downward leg was pretty key, and there were some gains and losses with some pretty big wind shifts and big wave surfing conditions. If you have good boat-speed, that is a big factor. Coming upwind it was very tricky, puffy, shifty, and a lot of sail trimming – that was great! There is a lot of good banter going between us and Artemis but it is all fun – and obviously we have members of the team on both boats so it is good for both of us to be doing well.'*

Guillermo Parada (ARG), *Matador's* skipper and helm: *'Approaching the weather mark on starboard a couple of boats came in on port, including Mean Machine who over-stood. So they were reaching a little bit and by the time they approached us, they must have had a gust and were not able to come down enough and hit us in the aft port quarter of the boat, causing serious damage. We lost the spinnaker sheet system, three stanchions, structural damage in the bulkhead side, lost the traveller, there is a crack on the deck and obviously the whole port side is completely destroyed. In the middle of the boat there is internal damage and many other things we're still exploring but we are trying our best to get it fixed and be back racing as soon as possible. We are flying people and materials here.'*

Nacho Postigo (ESP), navigator on *Mutua Madrileña*: *'1.8 miles after the start on the first beat and approaching on port tack and trying to duck the boats arriving in starboard tack we had Caixa behind us and to weather. We bore away hard to avoid Quantum and found a gap behind them ahead of Bribón and behind Audi Q8. CXG had the intention to go behind us. But he suddenly found the Russain boat to leeward of them on port and although they had been shouting at them to avoid the fleet the Russian boat luffed and tried to tack, which forced them to hit CXG and then CXG hit us badly in the middle of the hull.'*



Damage to 'CXG CAIXA GALACIA'.

Photo © Enrico Fager/Audi Medcup

'Luckily it was not a high speed collision and nobody was hurt. Vasco Vascotto, steering the boat, was a little injured, but not too seriously as he took about a four metre flight through the air. The boat has a crack in the outside skin and the Nomex is broken along with the inner skin in the panel between two bulkheads. It is possibly a one-week job to repair.'

'Another incident took place at the same buoy between *Matador* and *Mean Machine* where *MM* (similarly to us) bore away to get behind *Matador*. Suddenly a big puff came along and they lost control whilst trying to bear away they hit the last few metres of the stern of *Matador*, but in this case the conditions fully influenced the situation.'

CITY OF MARSEILLE TROPHY TOP 10 PROVISIONAL RESULTS AFTER SIX RACES.

(14 starters)

(Position, **Boat**, Country, R1, R2, R3, R4, R5, R6a, R6b, **Total Points**)

1st **USA-17** (6, 5, 1, 1, 3, 3, 2, **21**)

2nd **Artemis** SWE (12, 1, 2, 2, 3, 2, 3, **25**)

3rd **Bribón** ESP (4, 4, 4, 5, 5, 4, 5, **31**)

4th **Platoon by Team Germany** GER (7, 9, 5, 3, 6, 1, 1, **32**)

5th **Mean Machine** MON (1, 14, 3, 9, 4, 6, 6, **43**)

6th **Quantum Racing** USA (3, 6, 12, 6, 1, 11, 8, **47**)

7th **El Desafío** ESP (11, 10, 9, 8, 8, 5, 4, **55**)

8th **Matador** ARG (2, 2, 7, 7, 12, 15, 15, **60**)

9th **Audi by Q8** ITA (8, 7, 8, 13, 9, 7, 9, **61**)

10th **CxG Caixa Galicia** ESP (9, 11, 6, 4, 2, 15, 15, **62**)

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Day Four:

With the wind topping 28 knots at times during the second windward-leeward contest of the day, the American boat *Quantum*, skippered and steered by **Terry Hutchinson** (USA) proved the best in the breeze, posting a first and a second while **Russell Coutts** (NZL) guided *USA-17* to a lead of eight points in the regatta, going in to the final day of racing on a classic race arena. Marseille has proven universally popular with competitors on this **Audi MedCup Circuit**.

Coutts, who won the 2007 title as tactician with *Artemis*, proved his excellence in the very shifty and gusty conditions as *USA-17* finished fourth in the first race, they lost their lead on the final downwind, and won the second race which was the windiest the **MedCup** Circuit has seen for a long time.

'*We were just pleased to have survived.*' **Coutts** may have quipped on the dockside, but while *USA-17*'s crew work was strong, their hand strengthened by astute tactics in the big wind shifts, their prudence on the 'corners', especially approaching the leeward mark at speeds in excess of 22 knots at times, paid an equally valuable dividend.

Early, safe genniker drops ensured that they were well settled for the 2.2 miles beat back upwind. With the windward turning marks again set close to the islands, there were large changes in wind strength and direction to contend with. In the first race *Quantum Racing* managed to roll around the windward mark abreast of *USA-17* just after both were forced to tack by a big, heading wind shift when they were only a boat length from the mark.

That was decisive moment for **Hutchinson** and tactician **Morgan Larson** (USA), for whom the speeds and downwind angles sailed today would feel second-nature from his Olympic 49er skiff sailing, but they went on to only just hold off the fast advancing *Artemis* (SWE) by one second on the finish line.

In the second race *USA-17* lead at the first turning mark of the longer course of three windward-legs and two downwind legs, but it was only on the blustery final beat that *USA-17* managed to slip through *Quantum* to take their third winning gun of the week. With the possibility of two further races tomorrow,

Coutts, strategist/helm and **James Spithill** (AUS), need one consistent day to complete what would be their only victory on the Circuit, as the team will not race at any more **Audi MedCup** regattas in 2008.

Michele Ivaldi (ITA), *USA-17*'s navigator and project manager: *'We set out to do more on this Circuit and it was an important priority of what we were planning but we need to concentrate on other things now and the priority has changed. But it was great racing today. We made two good starts and were leading in the first race in very tricky conditions. It was very patchy and shifty and so we had to defend our overall lead some of the time and with the wind at between 25-28 knots at times it is just as important to get off the water in good shape with nothing damaged.'*



'TEAM AUDI by Q8,' in a hurry, to the leeward mark. Photo © Ian Roman. / Audi MedCup.

'Russell had said this morning that today would be as much about getting around the corners, so it is as well to prepare early and maybe lose three lengths going in to a turn than losing 15 lengths coming out. We have certainly improved every day, and considering we had only sailed the boat a couple of days before we came here, it is good to have a boat which is going fast and which we learn more about every day. Coming here I thought a top three would be nice, so it is good to be in this position.'

Terry Hutchinson (USA), Helmsman and skipper of *Quantum*, who were top boat on the day, but had a very difficult coastal race on the previous day scoring a ninth and sixth: *'I'm pretty sure that nobody was satisfied after yesterday, and even up until today we have felt that our performance at best was somewhat lack-lustre. So as every good team does, we had to address what we thought the problems were to try and move forward with it. Each guy, in their own area and myself included. As evident in the last start I'm certainly not doing my job perfectly by any stretch of the imagination.'*

'So it was more about taking responsibility for individual areas and not making mistakes. It was nice to come out and have a good day, after feeling disappointed yesterday – from front to back in the boat.'

'Today was very shifty and puffy. After completely botching the start in the second race we had to dig ourselves out of a big hole, but the whole team did a great job of keeping a cool head, and let the boat do its thing for us. We have high expectations for ourselves and there are a lot of things as a whole collective group to learn from a day like that. Our success lies in the details and everybody on the boat has a fair amount of work to do.'

CITY OF MARSEILLE TROPHY TOP 10 PROVISIONAL RESULTS AFTER EIGHT RACES.

(14 starters)

(Position, **Boat**, Country, R1, R2, R3, R4, R5, R6a, R6b, R7, R8 **Total Points**)

1st **USA-17** (6, 5, 1, 1, 3*, 3, 2, 4, 1, **26**)

2nd **Artemis** SWE (12, 1, 2, 2, 3, 2, 3, 2, 5, **32**)

3rd **Platoon by Team Germany** GER (7, 9, 5, 3, 6, 1, 1, 5, 4, **41**)

4th **Bribón** ESP (4, 4, 4, 5, 5, 4, 5, 8, 3, **42**)

5th **Quantum Racing** USA (3, 6, 12, 6, 1, 11, 8, 1, 2, **46**)

6th **El Desafío** ESP (11, 10, 9, 8, 8, 5, 4, 6, 9, **70**)

7th **Matador** ARG (2, 2, 7, 7, 12, 6*, 6*, 15, 15, **72**)

8th **Audi by Q8** ITA (8, 7, 8, 13, 9, 6, 7, 9, 6, **73**)

9th **Cristabella** GBR (15, 3, 13, 12, 7, 7, 8, 3, 10, **78**)

10th **Mean Machine** MON (1, 14, 3, 9, 4, 15, 15, 10, 7, **78**)

* Redress given.

Day Five:

The City of Marseille Trophy Regatta came to a premature end on the afternoon of June 7, with the famous Mistral wind still blowing strong. At more than 28 knots on the Rade Sud race area, racing was abandoned without anyone even leaving the Vieux Port of Marseille, and *USA-17*, the overnight leaders, ended their one and only **Audi MedCup Circuit** regatta with a win. Just behind them was the Swedish boat *Artemis* with BMW Oracle Racing teammates on the identical **Reichel/Pugh**-designed hull. *Artemis* was six points adrift of the lead after eight races including one 40-miles coastal race.

The partnership between the two boats *USA-17* and *Artemis* (SWE) - the new TP52 of the **Torbjorn Tornqvist's** (SWE) 2007 champions - has been a key part of the American boat's success in Marseille, which was helmed through parts of most races by **Larry Ellison**. Although the new *USA-17* was only launched on 21st May, the settings and tuning notes gathered from *Artemis* in Alicante earlier last month were applied directly to *USA-17* to get her up to speed quickly. After a modest sixth and fifth on the opening day, *USA-17* won three races to complement their two third places, a second and a fourth places, always looking quick and at home over a regatta where the wind speed never fell below 15 knots.

'Marseille has been an awesome race track, really interesting with plenty of breeze, but the good thing as well is that it has always been changing with the shifts, so there has never been a 'must-have' side of the course. It has been about playing the shifts all the time,' said *USA-17's* helm and co-strategist **James Spithill** (AUS).

'We exceeded our expectations by a lot at this event. We are more than happy to win. I think obviously Reichel/Pugh designers did a good job giving us a nice design especially in the conditions we had. We had the boat moving along nicely. The team combined well, quickly, and we can still improve a lot more, but we did enough to get there in the end,' said **Russell Coutts**. *'I would love to do more on this Circuit. It is a great circuit. It is not that we don't want to do more, but we have to focus on the multi-hull for the America's Cup. That's obvious, but there will be a time when we come back into this class and enjoy it again.'*

'And it is great for Artemis, our team effectively finished first and second, which is good. We really have exceeded my expectations. I was seriously saying to the guys beforehand that a mid-fleet place would be a result for us, given we practiced for just one day! We were fortunate that nothing broke because it is a brand new boat, and that the sails fitted. We were able to sail the boat reasonably effectively, those three factors really combined to make our success.'

Jose Cusi's *Bribón*, steered by **Dean Barker** (NZL) with double Olympic

medallist **Ross MacDonald** (CAN) on tactics, arrived in Marseille in second place in the Audi MedCup Circuit standings. *Bribón* leaves France's third city with a seven point lead over *Artemis*, the boat that moved furthest up the rankings. Over a challenging regatta where three boats were eliminated from racing due to damage inflicted from collisions at the first mark of Thursday's coastal race and from which two boats were subsequently disqualified, *Bribón* finished third overall in the regatta. In spite of many requests for redress and a reduced fleet size at the end of the week, *Bribón's* consistency continues to prevail.



'BRIBON.' Number one, on the Audi MedCup leader board. Photo © Ian Roman/Audi MedCup.

'We are more satisfied with the result than the performance, in reality,' said **Ignacio Triay**, *Bribón's* project manager and trimmer, *'We had been suffering a lot with the conditions of wind and waves because we could feel that the boat was not going as well as the boats leading here in France. We have been working hard all week trying to find the right settings for the rig and also improving the crew work on board. We were not good enough to win the event here and we feel that maybe we could do better with these conditions, but on the other hand we are really satisfied because the boats that were going well in light airs in Alicante, were not so good here and vice versa. The boats with problems in light airs have done well here in Marseille. So we have been consistent – never brilliant, but always there, which is why we are leading the Audi MedCup circuit.'*

CITY OF MARSEILLE TROPHY, TOP 10 FINAL RESULTS, AFTER RACE EIGHT.

(Position, **Boat**, Country, R1, R2, R3, R4, R5, R6a, R6b, R7, R8, **Total Points**)

1st **USA 17** (6,5,1,1,3*,2,4,1; **23**.)

2nd **Artemis** SWE (12, 1, 2, 2, 3, 2, 3, 2, 5, **32**)

3rd **Bribón** ESP (4, 4, 4, 5, 5, 4, 5, 4.2*, 3, **38.2**)

4th **Platoon by Team Germany** GER (7, 9, 5, 3, 6, 1, 1, 5, 4, **41**)

5th **Quantum Racing** USA (3, 6, 12, 6, 1, 11, 8, 1, 2, **46**)

6th **Matador** ARG (2, 2, 7, 7, 12, 4*, 4*, 6*, 6*, **50**)

7th **CxG Caixa Galicia** ESP (9, 11, 6, 4, 2, 6.4*, 6.4*, 6.4*, 6.4*, **57.6**)

8th **El Desafío** ESP (11, 10, 9, 8, 8, 5, 4, 6, 9, **70**)

9th **Audi by Q8** ITA (8, 7, 8, 13, 9, 6, 7, 9, 6, **73**)

10th **Cristabella** GBR (15, 3, 13, 12, 7, 7, 8, 3, 10, **78**)

* - Redress Given

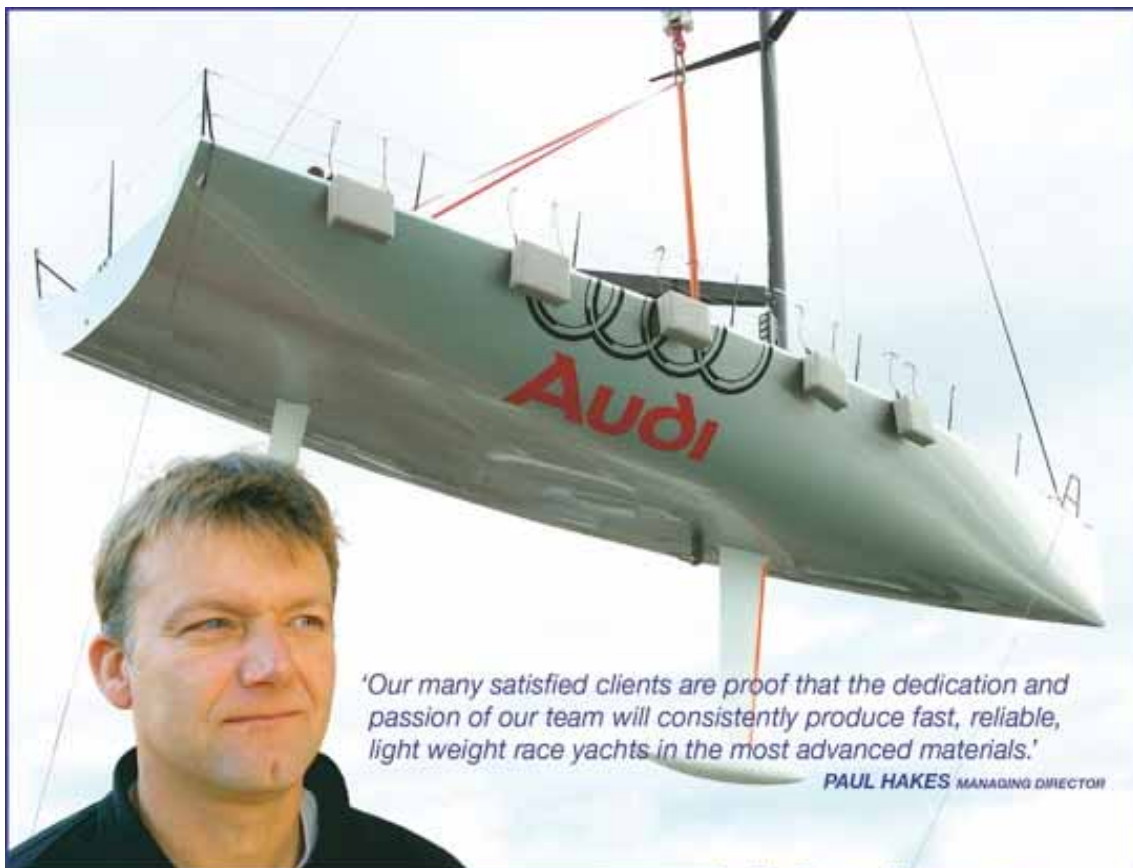
2008 AUDI MEDCUP CIRCUIT CURRENT TOP 10 STANDINGS AFTER 16 RACES
(Position, Boat, Country, Total Points)

- 1st **Bribón** ESP 80.2
- 2nd **Artemis** SWE 92
- 3rd **Quantum Racing** USA 92
- 4th **Platoon by Team Germany** GER 99
- 5th **Matador** ARG 117
- 6th **Mean Machine** MON 119
- 7th **El Desafío** ESP 135
- 8th **CxG Caixa Galicia** ESP 146.6
- 9th **Mutua Madrileña** ESP 151.4
- 10th **Audi by Q8** ITA 159

*THE NEXT ROUND OF THE AUDI MEDCUP TP52 CHAMPIONSHIP:
'Audi Region of Sardinia Trophy,'
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'Rosebud/Team DYT'

Wins 63rd Block Island Race

For the first time in decades, in order to take advantage of the northerly direction of the wind, the Storm Trysail Club's Block Island Race was run counter-clockwise around Block Island. However, according to overall IRC and IRC Super Zero Class winner **Roger Sturgeon** (Ft. Lauderdale, Fla.), having to leave Block Island to port rather than starboard wasn't the only atypical thing about the race.

'As far as I can figure, nothing is typical here,' he said, explaining that this was his team's first time sailing on Long Island Sound and Block Island Sound. *'We've done a lot of sailing on San Francisco Bay, where the tricky currents might compare, but the wind changes here are way more complicated.'*

The 186 nautical mile race, in its 63rd running, began late Friday afternoon (May 23) and sent **Sturgeon's** STP65 *Rosebud/Team DYT* and 108 other IRC- and PHRF-rated boats off on a course from Stamford, Conn., down Long Island Sound, around Block Island (R.I.), and back. A Northwest breeze of 16-18 knots got the boats off to a quick downwind start and stayed consistent until the fleet got to Plum Gut.

'On the way out through the Gut the wind was tricky, and coming back through upwind, it threw everything at us, including 20-30 degree shifts.' said **Sturgeon** who finished the race at 12:40 am Sunday morning after sailing just over 18 hours.



STP 65 'ROSEBUD/TEAM DYT'.

Photo © 'Rosebud/Team DYT' media

Given that *Rosebud/Team DYT* didn't have the benefit of local knowledge, keeping **Bob and Farley Towse's** (Stamford, Conn.) Reichel Pugh 66 *Blue Yankee* in its sights *'helped us around the course,'* said **Sturgeon**, explaining that *Blue Yankee* wound up second. *'It was back and forth with Blue Yankee and then we leap-frogged them.'* Sturgeon was ecstatic to win his first Storm Trysail-organized race, since the club was instrumental in the development of the STP65 class and *Rosebud* was the first STP65 launched. *'I'm very proud of*

that--that we've helped stimulate the building of a lot of boats in the 65-foot range.'

George David's 90-foot Reichel/Pugh-designed *Rambler*, which last year won IRC overall and in Super Zero class, took line honors in the Block Island Race, finishing in just over 17 hours.

According to Chairman **Ray Redniss**, the boats finished in a strong northerly. *'There was some dropping out of the breeze along the way, but we were done with all finishers by 5:30 am Sunday when usually we're done around noon. It was chilly, but crystal clear and a pretty ride.'*

Hiroshi Nakajima's (Stamford, Conn.) Swan 43 *Hiro Maru* turned in the best corrected and elapsed time for the PHRF fleet. *'We were lucky all the way around,'* said **Nakajima**, who has "lost count" of how many times he has competed in his race but is happy to finally win after entering his own boat six times. Best performance by a double-handed boat went to **Peter Rugg's** (New York, N.Y.) J/105 *JADED*.

Other trophy winners were **Rives Potts'** McCurdy & Rhodes 48 *Carina* for "best corrected time in IRC below 1.08 rating" and "best performance by a vintage yacht"; Storm Trysail Club for "best team race performance" (*Lora Ann*, *Vamp* and *Christopher Dragon*); and **Tom Carroll's** (New York, N.Y.) J/133 *SirenSong* for the best combined IRC scores in the Edlu and Block Island Races, awarded as The Tuna Trophy.

The Block Island Race is part of the US-IRC Gulf Stream Series, the Northern Ocean Racing Trophy and the Double Handed Ocean Racing Trophy (both for IRC) and the New England Lighthouse Series (PHRF). Specifically for Long Island Sound sailors, the Block Island Race is a qualifier for the Caper, Sagola and Windigo trophies awarded by the Yacht Racing Association of Long Island Sound and the "Tuna Trophy" for the best IRC combined scores in the Block Island Race (weighted 60%) and Larchmont Yacht Club's EDLU Race (weighted 40%).

Storm Trysail Club's 63rd Block Island Race

Top-Three Finish Results:

Finish Position, Yacht Name, Yacht Type Length, Skipper, Hometown

IRC Super 0: (8 Boats) (1) *Rosebud*, STP65 65', **Roger Sturgeon**, Fort Lauderdale, FL, USA. (2) *Blue Yankee*, Reichel Pugh 66 66.5', **Bob & Farley Towse**, Stamford, CT, USA. (3) *Rambler*, Water Ballasted Sloop 90', **George David**, Hartford, CT, USA.

IRC 0: (12 Boats) (1) *Snow Lion*, Ker 50 50', **Lawrence Huntington**, New York, NY, USA. (2) *Bombardino*, Santa Cruz 52 53', **James Sykes**, New York, NY, USA. (3) *Brand New Day*, J 65 65', **James Madden**, Newport Beach, CA, USA.

IRC 1: (9 Boats) (1) *SirenSong*, J 133 43', **Tom Carroll**, New York, NY, USA. (2) *Fury* (C), Baltic 48 DP 48', **Ray Gincavage**, Branford, CT, USA. (3) *Tabasco*, J 46 46', **John Levinson**, Southport, CT, USA.

IRC 2: (6 Boats) (1) *Celeritas*, NYYC Swan 42 42', **Malcolm Gifter**, Newport, RI, USA. (2) *Arethusa*, NYYC Swan 42 42', **Philip Lotz**, New Canaan, CT, USA. (3) *Mutiny*, NYYC Swan 42 42', **Edward Madara, III**, London, UK.

IRC 3: (8 Boats) (1) *Vamp* (C), J 44 44.9', **Leonard Sitar**, Holmdel, NJ, USA. (2) *Maxine* (C), J 44 44.9', **William Ketcham**, Greenwich, CT, USA. (3) *Honahlee* (C), J 44 44.9', **H.L. DeVore**, Larchmont, NY, USA.

IRC 4: (6 Boats). (1) *Christopher Dragon*, J 122 40', **Andrew Weiss**, Rye, NY, USA. (2) *Patriot*, J 122 40', **Stephen Furnary**, Rye, NY, USA. (3) *Partnership*, J 122 40', **David Tortorello**, Fairfield, CT, USA.

IRC 5: (12 Boats) 1. *Rocket Science*, J 120 40', **Rick Oricchio**, Fairfield, CT, USA. (2) *Peregrine*, J 120 12.19', **USMMA Brian Giorgio**, Kings Point, NY, USA. (3) *Soulmate*, J 120 40', **Joseph Healey**, Poughquag, NY, USA.

IRC 6: (9 Boats) (1) *Carina* (C), McCurdy & Rhodes 48', **Rives Potts**, Westbrook, CT, USA. (2) *Galadriel* (C), Swan 46 46', **John Santa**, Southport, CT, USA. (3) *Cabady* (C), Taylor 42 42', **Randall/Matt Baldwin**, Ridgefield, CT, USA.

IRC 7: (11 Boats) (1) *Ripple*, J 37 37.5', **John Towers**, Manhasset, NY, USA. (2) *Tenacious*, Beneteau First 36.7 36', **Julien Dougherty**, City Island, NY, USA. (3) *American Girl*, X-Yachts 37', **Daniel Galyon**, Binghamton, NY, USA.

IRC 8: (6 Boats) (1) *Westray* (C), Concordia Yawl 39'-10", **John Melvin**, Riverside, CT, USA. (2) *Emily* (C), Custom Aage Nielsen 43'9", **Edwin Gaynor**, Southport, CT, USA. (3) *Quest* (C), Cambria 40 CB Cutter 41.41', **Dennis Powers**, Essex, CT, USA.

IRC – DH: (12 Boats) (1) *Jaded*, J 105 35', **Peter Rugg**, New York, NY, USA. (2) *Mireille*, J 120 40', **Hewitt Gaynor**, Fairfield, CT, USA. (3) *Lora Ann* (C), Express 37 37', **Richard du Moulin**, Larchmont, NY, USA.

PHRF: (10 Boats) (1) *Hiro Maru* (C), Swan 43 43', **Hiroshi Nakajima**, Stamford, CT, USA. (2) *Wildeyes*, Quest 33 32.5', **Teri & Pete Binkley**, Branford, CT, USA. (3) *Patience* (C), Tripp 33 33', **Richard Royce**, Glen Cove, NY, USA.

The (C) indicates the boat is 15 years or older.

www.stormtrysail.org



ROLEX GIRAGLIA CUP St Tropez. June 2008.



The busy ST. TROPEZ dockside.

Photo © ROLEX / Kurt Arrigo.

Day one of the **2008 Giraglia Rolex Cup Regatta** was a day for keeping a cool head in a day of ever-changing breeze in St Tropez. With big holes in the 10-knot wind, along with shifts of up to 70 degrees, the first day of was what sailors like to call a 'heads-out-of-the-boat-day'. Boat speed was less important than picking your way through the virtual minefield in the Gulf of St Tropez.

In the IMS division, **Carlo Puri Negri** repeated his first-day victory from last year's event, his Farr 70 *Atalanta II* dominating the IMS fleet and **Neville Crichton's** SuperMaxi, *Alfa Romeo*, won the IRC division.

The *Atalanta II* crew are experienced with the challenging conditions that St Tropez so often presents, and the 70-footer sailed an excellent first leg after a poor start. *Atalanta's II* owner **Carlo Puri Negri** commented: *'We started badly, but we made some good tacks on the windward leg, and when we reached the windward mark we were with the bigger boats in the IRC division, Alfa Romeo, Y3K and Magic Carpet. There was quite a lot of upwind sailing, and the light winds suited Atalanta. I think some of the heavier boats were suffering today.'*

There was a good mix of sizes at the top of the leader board, with **Walter Caldonazzi's** Sly 47, *Rocket 1*, coming second to *Atalanta II* in IMS, with 65-foot Maxi *Edimetra* in third. In IRC the top two boats were 100-foot Maxis, with *Alfa Romeo* beating **Claus-Peter Offen's** Y3K for top honours. But below that, the leader board was sprinkled with boats of different sizes. **Paolo Scerni's** Swan 42 *Kora 4* is one of the smaller boats in the division, but it finished 3rd ahead of **Igor Simcic's** Valicelli 60, *Esimit Europa*.

Results on Corrected Time - Giraglia Rolex Cup Race 1:

IMS Class 02: - (1). *Atalanta II* - **Carlo Puri Negro** - Farr 70; (2). *Rocket 1* - **Walter Caldonazzi** - Sly 47. (3). *Edimetra VI* - **Erneso Gismondi** - Wally 65

IRC Class 0-2: (1). *Alfa Romeo* - **Neville Crichton** - Maxi (2). Y3K - **Claus-Peter Offen** - Wally 100. (3). *Kora 4* - **Paolo Scerni** - Swan 42.

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Day two was champagne sailing for the Giraglia Rolex Cup fleet, with beautiful sunshine and up to 13 knots of wind in the Gulf of St Tropez. But the thing that really determines a sailor's mood, regardless of the blue skies or azure seas, is the scoreboard.

The sailors with the sunniest dispositions came from the smaller boats, because the best breeze didn't arrive until later in the afternoon when the 167-boat fleet was already more than half way through its meandering 30.7 mile race around the Gulf. That late-arriving wind, propelled the smaller boats back to the finish line in good time, and there was nothing the larger boats could do about it!

Although *Alfa Romeo* got a very good start and was soon showing a clean pair of heels to her smaller rivals, skipper Neville Crichton could only manage 34th on corrected time in IRC Group A. After winning yesterday's race, the New Zealand Super Maxi has now slipped to 9th overall in the rankings. The winner of the big boat division was one of the smallest, the 40-foot *Fissa*, which now lies 2nd overall on the IRC Group A leader board. Topping the division is Paolo Scerni's Swan 42 *Kora 4*, with scores of 3 and 7, giving the Italian boat a 7-point lead over the French team on *Fissa*.



The well performed, 'FISSA'

Photo © ROLEX / Kurt Arrigo.

It was a similar story in ORC Group A, where a French IMX-40, **Laurent Lavaysse's** *Magic Simca* won the race. There were three IMX-40s in the top four, the only other boat being **Antonio Ronconi's** *Comet 51 Andromeda*, which finished 2nd. Combined with an 8th place from the first race, *Andromeda* topped the leader board for the ORC big boat division. Steering the Italian boat was former Olympic sailor and well-known match racer **Cristiana Monina**. *'We thought we had done a very good race, and we have! It is always difficult to know how you have done in handicap racing until you see the results.'*

Monina said they made tactical mistakes: *'But then, I'm sure so did everyone else, because it was that kind of day. At the start the wind was not so strong. We had some problems getting over to the coastal side of the course, but the wind was shifting and we stayed towards the middle of the fleet. That seemed to work for us. Also, I think we have a good rating because the boat is quite old and heavy, but today we were fast. We had some tight spinnaker reaches and the speed was very good.'*



IMS Class 3-4 Champion 'MANIDA'.

Photo © ROLEX /Kurt Arrigo

In ORC Group B, **Alberto Patrone** and **Francesco Damonte's** *Manida* shared the lead with **Javier Pujol's** *Calima*, the Italian and Spanish boats on 5 points apiece. The lead in IRC Group B is much more clear cut, as **Jean Claude Bertrand's** A35 *Tchin-Tchin* has won both races so far. This puts the leader five points ahead of A-109 *Galanga*.

'Tomorrow it's going to be tough, a real fight because the scoreboard is so tight.'

The final day of the inshore racing series of the Giraglia Rolex Cup, promised to be very competitive through all the classes!

Results Overall after two inshore races

IMS Class 0-2 (top three)

1. *Andromeda* - **Antonio Ronconi** - Comet 51S - 10 points
2. *I.Nova* - **Alberto Franchella** - Comet 45S - 11 points
3. *Magic Simca* - **Laurent Lavraysse** - IMX-40 - 15 points

IRC Class 0-2 (top three)

1. *Kora 4* - **Paolo Scerni** - Swan 42 - 10 points
2. *Fissa* - **Ettore Yachting** - A 40 RC - 17 points
3. *Nikimar* - **Christophe Picard** - Farr 52 - 25 points

IMS Class 3-4 (top three)

1. *Manida* - **Alberto Patrone/Francesco Damonte** - Proto - 5 points
2. *Calima* - **Javier Pujol** - Prototipo - 5 points
3. *Almogaver* - **Antoine Illies** - X-332 - 8 points

IRC Class 3-4 (top three)

1. *Tchin-Tchin* - **Jean Claude Bertrand** - A-35 - 2 points
2. *Galanga* - **Philippe de Saignes** - A-109 - 7 points
3. *Nusantara Sync. Tech.* - **Pierre Lacaze** - A-35 - 9 points

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'EDIMETRA VI' leads IMS Class 02.

Photo © ROLEX / Kurt Arrigo.

On day three *Alfa Romeo* dominated the final heat of the inshore series in the Giraglia Rolex Cup, but it wasn't good enough to win the series. In IRC Group A, a 5th place was good enough for Paolo Scerni's Swan 42 *Kora 4* to secure overall victory comfortably from the 40-footer *Fissa*.

The wind was a long time coming to the Gulf of St Tropez. The fleet of 167 boats waited until almost 3 o'clock before the race committee was satisfied there was sufficient wind, at which they point they sent the fleet on a short course which took line honors winner *Alfa Romeo* just an hour and a quarter.

In addition to line honours - which is to be expected for a boat as sleek and well-sailed as *Alfa* - **Neville Crichton** was pleased to win today's race by more than five minutes on handicap from Farr 52 *Nikimar*, especially as the wind increased slightly as the race progressed. *'We thought we'd sailed well yesterday,'* said the New Zealand skipper, *'and we ended up 31st.'* So in a similar scenario today he somehow managed to secure the win, even if he still only finished 4th overall in class.

In the other big boat division, ORC Group A, it was the biggest boats which also enjoyed the best result on handicap. Wally 65 *Edimetra VI* won the race, lifting her to 3rd overall, just behind 70-foot Maxi, *Atalanta II*. However, the cruiser/racer Comet 51 *Andromeda* managed to hold off the race yachts to cling on to overall victory in the division.

Owner **Massimo Guardigli** said: *"We are very happy to have achieved this result with a cruising boat that we take on holiday with the children. We have proved that it is possible to get good results with this boat. Of course, the credit goes to the crew, and to **Cristiana Monina**, who helmed the last two races. She integrated very well into the team."*

Jean Claude Bertrand maintained his winning streak with A-35 *Tchin-Tchin*, taking the final inshore race by more than three minutes on corrected time and dominating IRC Group B with a fistful of first places. **Jean-Louis Boue's** *Rakam* came third today, lifting the First 36.7 to 2nd overall ahead of A-109 *Galanga*.

In ORC Group B, **Federico Massari's** Grand Soleil 341 *Mariel* won the race today, but *Manida's* 2nd place was good enough for co-owners **Alberto Patrone** and **Francesco Damonte** to retain their lead and win the division overall.

Results - Overall after completion of inshore series:

IMS Class 0-2 (top three)

1. *Atalanta II* - **Carlo Puri Negri** - Farr 70 - **17** points.
2. *Andromeda* - **Antonio Ronconi** - Comet 51S - **20**.
3. *Edimetra VI* - **Ernesto Gismondi** - Wally 65 - **21**.

IRC Class 0-2 (top three)

1. *Kora 4* - **Paolo Scerni** - Swan 42 - **15** points.
2. *Fissa* - **Ettore Yachting** - A 40 RC - **23**.
3. *Nikimar* - **Christophe Picard** - Farr 52 - **26**.

IMS Class 3-4 (top three)

1. *Manida* - **Alberto Patrone/Francesco Damonte** - Proto - **7** points.
2. *Calima* - **Javier Pujol** - Prototipo - **9**.
3. *Almogaver* - **Antoine Illies** - X-332 - **11**.

IRC Class 3-4 (top three)

1. *Tchin-Tchin* - **Jean Claude Bertrand** - A-35 - **3** points.
2. *Rakam* - **Jean-Louis Boue** - First 36.7 – **13**.
3. *Galanga* - **Philippe de Saignes** - A-109 – **13**.

The night before the 243 mile, St. Tropez –Giraglia Rock –Genoa race start, more than 2,000 guests were treated to a spectacular dinner, fireworks and entertainment at La Citadelle, the ancient battlements which look over the town of St Tropez. The winners of the inshore racing from the previous three days received their Rolex timepieces.

There was a surprise winner of ORC Group A, when **Carlo Puri Negri** went up to receive his prize for *Atalanta II*'s victory in the division. A number of boats had pointed out an error in the calculation of the length of race 2 on Monday.

When the correct distance was factored into the handicap system, *Atalanta II* was one of the beneficiaries, and the change the points situation, elevated her to first overall, displacing *Andromeda* from the top of the rankings.

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Giraglia Rolex Cup Race.

Victory to 'TARTARUGA'.

Record run by 'ALPHA ROMEO'

Neville Crichton's 100-foot canting-keeled SuperMaxi *Alpha Romeo*, sailed majestically across the finish line outside the Italian port of Genoa at 08:03:15 hours on the morning of Thursday June 12, setting a new record time of 18 hours, 3 minutes and 15 seconds for the **Giraglia Rolex Cup Race**, the 243 mile marathon from St. Tropez in France, via the Giraglia Rock off the northern tip of Corsica, finishing in the Italian port of Genoa.



Part of the 169, boat fleet, at the start.

Photo © Rolex / Carlo Borlenghi

In this years event, the 56th sailing of this famous event, the New Zealand skipper and his expert crew had sliced 4 hours, 10 minutes and 33 seconds off **Crichton's** own record, which he set in 2003 with his previous *Alfa Romeo*,

a much less powerful, fixed-keel 90-foot Maxi. **Crichton** notched up record after record in his old boat, but has been frequently frustrated by poor winds with the 100-footer. However, on this occasion, the wind came good for *Alfa Romeo*.

Crichton said it had been a dream run for almost the entire course, *'We had a good breeze on the beat up to the turning mark [near the Porquerolles Islands off the French coast]. We had 22 knots at that point and carried a spinnaker or Code Zero all the way to the Giraglia Rock, where there was about 13 knots' wind. We picked up a new breeze and reached towards Genoa. The wind dropped and we parked up for almost three hours before we got the new shore breeze to get us across the finish.'*

Tactician **Michael Coxon** was delighted and relieved to have taken the record in a race that has so often frustrated the Alfa Romeo team. *'We've always joked that high pressure follows this boat around. We campaigned the 90 footer very successfully for years, and everyone knows the 100-footer is faster but we've not broken as many records.'*

'This time we finally got the conditions that suit this boat. They weren't fresh conditions, but strong enough, and the wind was kind, both in terms of strength and direction. We parked up for only a little over two hours, which is not bad for this race. We've been parked up for hours in the past.'

The often windless, Bay of Genoa, which on many occasions has been the enemy of **Neville Crichton** in his quest for record making, might have been his ally for achieving IRC handicap honours, as, not long after *Alfa Romeo* crossed the line this morning, the rain started to fall in Genoa, as did the wind strength.



'ALFA ROMEO'. Race record setter!

Photo © Rolex / Carlo Borlenghi

But *Alfa Romeo* was not the only yacht with expert and hard working crew. The rest of the fleet never gave up on the hours of sail trimming and careful helming needed to succeed in the light conditions experienced in the closing stages and no one wanted to lose all the glory to the Kiwi maxi!

Nor did they. **Marco Paolucci's** Comet 45, *Tartaruga*, was confirmed as winner of the Giraglia Race at the prize giving ceremony for the Giraglia Rolex Cup, held at the **Yacht Club Italiano**. The skipper of *Tartaruga* received the **Rolex Challenge Trophy** and the **Bellon Challenge Trophy** for being the first yacht overall on corrected time in the division with the most number of entries.

Marco Paolucci was a happy man indeed. *'The joy of winning this historic regatta, a symbol of International yachting, is incredible,'* he said. *'It is a special moment, most of all for someone like me who only started sailing in 2002. A large part of this crew is from the Scuola Vela (sailing school), and they were really committed in this regatta. So a special thanks to **Marco Quagliari, Angiolo Borsò and Michele Regolo**. This crew was able to stay focused even when it was calm and there wasn't much wind to keep the attention high.'*

Paolucci and his crew's unyielding concentration certainly paid off, as on ORC handicap they won the Giraglia Race from the Canard 41, *Aurora*, by just 57 seconds on corrected time. *'It goes to show how important it is not to lose concentration in this race, not even for a moment. That's not easy in such a long race, when the wind drops. For me, it is particularly sweet to win such a prestigious race on a boat that I also take cruising with my family.'*

For winning the Giraglia Race on elapsed time *Alfa Romeo* was awarded the **Rolex Trophy** and the **René Levainville Trophy**, as well as the **Beppe Croce Trophy** for being the first to round the Giraglia Rock. For breaking the course record, *Alfa Romeo* was awarded the **Coppa del Record**. For the best combined score from the three days of inshore racing in St. Tropez and the Giraglia Race to Genoa, **Paolo Scerni's** Swan 42, *Kora 4*, won the **Challenge Nucci Novi Trophy**.

For *Alfa Romeo's* Line Honours victory, owner **Neville Crichton** received a **Rolex Submariner** timepiece in gold and steel while **Marco Paolucci** received a **Rolex Yacht-Master** timepiece in steel and platinum for *Tartaruga's* overall win on corrected time - a beautiful reward for a hard-earned victory in this renowned offshore regatta.

Paolo Scerni was awarded a **Rolex Submariner** in stainless steel for *Kora 4's* overall performance in the Giraglia Rolex Cup. The **Giraglia Rolex Cup** is organized by the **Yacht Club Italiano** with the collaboration of the **Yacht Club de France** and the **Société Nautique de St. Tropez**.

Giraglia Rolex Cup Overall Results:

Winner Line Honours and new Course Record - *ALFA ROMEO* (**Neville Crichton**) *Elapsed Time: 18 hours 3 minutes 15 seconds*

Overall Results of 243-mile Giraglia Race:

(ORC corrected time): (1). *TARTARUGA* - **Marco Paolucci** (ITA) - Comet 45s - 23:40:15. (2). *AURORA* - **Bonomo-Berruto** (ITA) - Canard 41 - 23:41:12. (3). *ARGO* - **Luciano Manfredi** (ITA) - First 44.7 - 23:42:28

Overall Results of 243-mile Giraglia Race (IRC corrected time): (1). *FISSA* - **Ettore Yachting** (FRA)-A-40 RC - 13:59:52. (2). *HIGH FIVE* - **Vinicio Petracchi** (NZL)- Cookson 12M-14:50:48. (3). *TCHIN-TCHIN* - **Jean Claude Bertrand** (FRA) - A-35-15:00:40.

Overall Results of combined inshore and offshore races: Mini Maxi Class: *(Top 3)* (1). *ATALANTA II* - **Carlo Puri Negri** - Farr 70 Racer. (2). *EDIMETRA VI* - **Ernesto Gismondi** - Wally 65. (3). *MAYA* - **Lucio Crispo** - FY61.

ORC Class Group A: (*Top 3*) (1). *ANDROMEDA* - **Antonio Ronconi** - Comet 51S. (2). *EXTRA1* - **Giorgio Recordati** - X-41. (3). *I.NOVA* - **Alberto Franchella** - Comet 45S

ORC Class Group B: (*Top 3*) (1). *MANIDA*-**Alberto Patrone/Francesco Damonte** - Prototype. (2). *CALIMA* - **Javier Pujol** - Prototype. (3). *ALMOGAVER* - **Antoine Illies** - X-332.

IRC Class Group A: (*Top 3*): (1). *KORA 4* - **Paolo Scerni** - Swan 42. (2). *FISSA* - **Ettore Yachting** - A-40RC. (3). *NIKIMAR* - **Christophe Picard** - Farr 52.

IRC Class Group B: (*Top 3*): (1). *TCHIN-TCHIN* - **Jean Claude Bertrand** - A-35. (2). *RAKAM* - **Jean-Louie Boue** - First 36.7. (3). *PATRICIA* - **Umberto Santanera** - First 34.7.

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'**STARK, RAVING MAD**'?

NOT ANY MORE!

Australian yachting has had a pre-season injection of interest with the arrival in Brisbane, of the Reichel Pugh 66 *Stark Raving Mad*, that was recently purchased by Brisbane yachtsman **Peter Harburg**.

Built in 2006 at Westerly Marine in California, she is the sister ship to well known and very successful Australian racer, *Wild Oats X*.



STARK RAVING MAD in Southern Californian waters. Photo source, unknown.

Honorary Patron **Sir Jack Brabham**, triple world champion and only Formula

One driver to have won a world title in a car of his own construction, is a close personal friend of **Peter Harburg** and the racing yacht will be renamed *Black Jack* in honor of Sir Jack's sporting achievements. Earlier this year, *'Sir Jack was awarded an Officer of the Order of Australia for services to motor sport as an ambassador, mentor and promoter of safety and to the community through support of charitable organizations'*. Now his interests have expanded to yacht racing.

Due to be ready to race for the Sydney to Southport, *Black Jack* will then campaign for her home club Royal Queensland Yacht Squadron for the 2nd Brisbane to Keppel Tropical Yacht Race before meeting *Wild Oats X* on the start line at Hamilton Island Race Week.

The *Black Jack* crew will include **Vaughan Prentice** as Sailing Coordinator and **Mark Bradford** as Skipper, both from the North Sails Brisbane Loft. Popular Sydney yachtsman **Peter "Billy" Merrington** from Royal Prince Alfred Yacht Club will be Tactician and **Mark Demilio** has the position of Project Manager. **Harburg**, together with **Bradford** have begun to assemble a talented crew of both youth and experienced sailors. The key positions are to be filled by Queensland yachtsman.



STARK RAVING MAD in Southern Californian waters.

Photo source, unknown.

This is an exciting edition to the quality Australian racing fleet and *Black Jack* will raise the bar for Queensland yachting. The crew are looking forward to the challenges that lie ahead as they prepare *Black Jack* for racing.

Harburg is also the owner of *Spirit of Queensland* (formally AAPT/Grundig) however the purchase of *Black Jack* will offer him and his crew the chance to race competitively against Australia's finest yachts.

www.blackjackracing.com

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THE SIR BU NAAIR DHOW RACE.

IS IT THE WORLD'S RICHEST SAILING EVENT?

On Sunday June 1, 2008, even before the crack of dawn, the men were at it - sipping tea, chanting folk songs and getting ready to meet the challenge that lay ahead that day, the Sir Bu Naair dhow race. As the fleet of 100 dhows, with their sails not yet unfurled, are being gently towed to the starting line of the Sir Bu Naair race, the men and the sea appeared to be in perfect harmony with each other. Even though there was no conflict between the stillness of the sea and the restlessness of the participants, the air was pregnant with a sense of competition.

Then, the moment that everyone was waiting for finally arrived. **Saeed Hareb**, CEO, **Mina Seyahi** and Managing Director, DIMC signaled the take-off by releasing two orange flares. *Al Zeer*, led by **Mohammed Rashid bin Shaheen**, skillfully navigated his boat and crew to the winning post leading the rest of the fleet by more than half a kilometre. Often referred to as the fisherman by night and sailor by day, **Mohammed** has been a part of the winning boats for several years. *Al Adeed*, led by **Rashid Mohammed Al Rumaithi**, achieved a first time podium position while *Serdal* found itself in third place. The race is over, but the tradition lives on. The **Sir Bu Naair** race reflects, in all its simplicity, the ancestral trading activities undertaken by the ancient pearl divers and their trading vessels.



No wake? Don't be fooled, these dhow's are fast?

Photo courtesy, Event Media.

Now, add a very Modern Touch!

Animation Research Ltd., the Dunedin based company behind the **Virtual Eye** technology used at the Americas Cup, has just completed successful testing in Dubai for what is arguably one of the richest yacht races in the world.

The annual **Sir Bu Naair** Dhow boat race off the coast of Dubai featured over one hundred of the traditional sailing boats with prize money in excess of **\$2.5 million**. The wooden dhows are capable of speed in excess of 20 knots and this year, for the first time, they were tracked using the technology that has been used by **ARL** since 1992 on a variety of sailing events, including the Americas Cup, The Volvo, and the World Match Racing Tour.

this year, for the first time, they were tracked using the technology that has been used by **ARL** since 1992 on a variety of sailing events, including the Americas Cup, The Volvo, and the World Match Racing Tour.

'It was a real eye opener,' says **Paul Sharp** the ARL programmer who co-developed the Americas Cup software. *'You think you have seen it all with an event like the Americas Cup and the wealth that surrounds it and then you experience an event like this. The dhows seemed to turn up out of nowhere, line up at the start line out in the Gulf and 6 -7 hours later they are handing out prize money in excess of \$2 million! It was amazing.'*

The experience was definitely a first for the two person team of **Paul Sharp** and **Brent Russell**. In temperatures in excess of 40 degrees, they found themselves working from a barge sailing alongside the dhow fleet - complete with a full Outside Broadcast Truck and mobile satellite links - delivering live television coverage of the race back to shore.

'It would certainly be the most unusual OB I have worked on' says technical engineer, **Brent Russell**. *'We were 40 - 50 miles from shore, trialing a system we had never used before, on boats we had only seen in pictures until a day before the race start. I have to admit to a few nervous moments until we saw the first of the tracking animations go live to air.'*



Down-wind tactics, on screen.

Image © Animation Research Limited.

The trial came at the request of the **Dubai International Marine Club** after a team from **ARL** had earlier completed successful tracking of 12 off shore power boats at the WPPA Class 3 Power Boat Championship, another major international event staged by the DIMC.

'The team had to pull both trials together at very short notice but they went extremely well' says ARL Managing Director Ian Taylor. *'We have now been asked to gear up to track a combination of 30 Class 1 and Class 3 power boats at the end of this year as well as the entire 100 plus fleet of dhows for next years race.'*

There is little rest for the Virtual Eye sailing team, the following week they were in Seoul to cover the Asia Cup, part of the World Match Racing Tour.



The fleet heads for Dubai, VIRTUALLY. Image © Animation Research Limited.

***NEXT SEASON, THIS 50 FOOTER
WILL GRACE THE WATER NEAR US.....***



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ALL ABOUT THIS LOVELY LADY.***

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