

'A BRUSH with SAIL'

THE INTERNATIONAL SAILING E-MAGAZINE

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**Audi
MedCup**

TROFEO CIUDAD DE ALICANTE

'THE BOYS IN BLACK ARE BACK!'



'MEAN MACHINE' at the front of the 2008 MedCup fleet. Photo © Th Martinez/AUDI MEDCUP.

Owner, skipper and helmsman **Peter de Ridder** and his 2006 **Med Cup** champions have stepped up from their sub-par 2007 season. With a new Rolf Vrolijk designed '**Mean Machine**' and with a determination to show that they still have what it takes to be champions, they put a bad start behind them and battled through to win the first round for the 2008 Audi Med Cup.

They're not champions yet, there is a fair way to go, but they sure showed that their minds are on the job, because after a seventh and dead last on the first day of round the cans races, they had, in Peter's words, 'a bit of a talk' and came out swinging on the second day with a fifth place and two bullets.

They followed this up with a win in the double (gate) scoring coastal race and a bullet and eighth on the final day, to win the **Alicante Town Hall Trophy**. This is the first jewel up for grabs in the six-regatta tour of the **2008 Audi Med Cup**, which is without doubt, the sailing worlds number one Grand Prix tour!

But here's the rub. '**Mean Machine**' won by only one point from the 2007 Rolf Vrolijk design '**Bribon**', owned by **Jose Cusi**, skippered by **H.M. King Jaun**

Carlos of Spain with Emirates Team New Zealand's **Dean Barker** sharing the helm with His Majesty. This was another team obviously improving during the regatta and the fact is, there is so much talent throughout the fleet that it will be very surprising if the winner of the Med Cup is obvious until the final regatta at **Portimao** in September.



H.M. King Jaun Carlos steers 'BRIBON' to victory in race eight. Photo © Ian Roman/AUDI MEDCUP.

Blocking **Rolf Vrolijk's** ability to claim all three designs on the podium was the new **Doug De Vos/Fred Howe** owned **Botin/Carkeek** designed '**Quantum**'. This brand new '52' was skilfully helmed into third place by ex Emirates Team New Zealand tactician, **Terry Hutchinson**. They looked menacing throughout without gaining a bullet, but earned their podium spot by sailing a very consistent regatta.

I was amused by Terry's friendly shot at the after-guard of '**Mean Machine**' at the prize-giving, suggesting that he may have taught his ex team-mates on Emirates Team New Zealand (**Ray Davies, Tom Dodson and Kevin Hall**) too much.

It was a great opportunity for someone to suggest that perhaps he may have learnt a thing or two as well, while standing at the shoulder of **Dean Barker**, throughout an AC campaign?



Third placed 'QUANTUM RACING' was consistent.

Photo © Ian Roman/AUDI MEDCUP.

The talent in this fleet enables sailing 'journos' to name-drop on every line of every paragraph and with the America's Cup parked while the spoilt children squabble, the Med Cup circuit is the place for AC teams to keep their sailors plying their trade and sharpening their skills.

Let's look at the line up on '**Mean Machine**'. **Peter de Ridder** is one of a small group of exceptionally skilled amateur owner/drivers (he drove Farr 40 '**Mean Machine**' to third in the recent 'class World Championship) and obviously has the ability to keep an equally skilled core of crew around him. His after-guard of **Ray Davies** (tactician) and **Tom Dodson** (strategist) complete a trio who can almost read one another's minds when sailing. Added to that experience this season is ex ETNZ navigator, **Kevin Hall**.

Right through the crew there are years of top-level sailing experience: **Tony Ray**, **Jon Gunderson**, **Stu Bettany**, to name but a few.



'MEAN MACHINE' owner/skipper Peter de Ridder, receives the Alicante Town Hall Trophy from the Mayor of Alicante, Mr Luis Diaz Alperi. Photo © Th.Martinez/AUDI MEDCUP.

Scan through the crew line-up, on nearly every competitor in the **MedCup 2008**, and you will find names that immediately tie-up with success: **Jocken Schuman** (skipper/helm of **Platoon**) three times Olympic gold medallist, double America's Cup winner; **John Kostecki** (tactician on **Torben Tornquist's** new **Reichel/Pugh** designed '**Artemis**') more experience in offshore and inshore racing than can be listed here; **Vasco Vaccotto** (vastly experienced Italian sailor) helmsman on the new **Judel/Vrolijk** designed '**Matua Madrilena**'.

Paul Cayard (Multi-talented, champion sailing legend in offshore, Olympic classes and winning America's Cup helmsman) is helmsman on the Spanish America's Cup Team, **MedCup** entry, '**El Desafio**'; **Vinc Brun** (another legendary American sailor) tactician on '**Matador**'; **Dee Smith** (yet another famous, sought after American sailor) tactician for John Cook, owner/driver of British entry '**Cristabella**'; **Tomasso Chieffi** (legendary Italian sailor) tactician on Riccardo Simoneschi's '**Audi TP52 powered by Q8**' and **Andy Horton** (Star Class world champion runner-up and ex Luna Rossa) tactician on '**CXG Caixa Galacia** who's skipper and helmsman **Roberto Bermudez de Castro** is himself, an Olympic Star Class sailor and veteran of Whitbread/Volvo races.

Considering that many of the competing yachts are yet to realize their full potential, the stage is set for a truly fascinating, high-powered battle for **MedCup** honours in 2008.



*The organization of the **Audi MedCup** tour is as professional on shore, as the race management, the competing yachts and the sailors racing the yachts. This is the scene in **Alicante** at the recent opening regatta of the 2008 series of six **Audi MedCup** regattas. Photo © Th.Martinez/AUDI MEDCUP.*

Alicante Trophy-AUDI MedCup 2008 Final standings after eight races.

TEAM	RACES								TOTAL POINTS
	1	2	3	4	5	6*	7	8	
1. MEAN MACHINE	7	16	1	1	1	(1/1)	1	8	41
2. BRIBON	3	3	1	4	4	(12/9)	5	1	42
3. QUANTUM RACING	4	5	9	3	2	(4/6)	6	7	46
4. TAU ANDALUCIA	1	1	6	9	9	(3/5)	9	12	55
5. PLATOON	5	9	2	5	14	(8/8)	4	3	58
6. ARTEMIS	12	11	4	10	7	(2/2)	2	10	60
7. MUTUA MADRILENA	2	4	8	8	3	(6/12)	13	3	65
8. DESAFIO	9	6	7	11	5	(11/7)	3	6	65
9. MATADOR	10	14	3	2	10	(5/10)	8	5	67
10. CRISTABELLA	11	2	15	7	12	(10/4)	11	13	85
11. AUDI Q8	13	10	12	6	6	(15/15)	7	2	86
12. CAIXA GALICIA	15	7	11	13	8	(7/3)	14	11	89
13. ONO	8	12	10	12	11	(9/11)	12	4	89

14. CAM	6	8	16	14	15 (14/13)	16	15	117
15. RUSAL SYNERGY	14	13	13	16	16 (13/14)	15	16	130
16. VALARS	16	15	14	15	13 (16/16)	10	17	132
17. AIFOS	20	20	20	20	20 (20/20)	20	20	180
18. BIGAMIST	20	20	20	20	20 (20/20)	20	20	180
19. USA 17	20	20	20	20	20 (10/20)	20	20	180

* COASTAL RACE HAS HALF WAY GATE SCORE & FINISH LINE SCORE.

Next AUDI MedCup regatta:
 'CITY of MARSEILLE TROPHY', MARSEILLE. June 02 – 07 2008.

www.2008.medcup.org



Have you heard the rumour?



'EL DESAFIO' out in front.

Photo © Carlo Borlenghi

GREEN BOATS are BAD LUCK!

Well, that was the story circulating in various sections of the popular world sailing press earlier in May. But try telling that to owner **Goncalo Esteves**, helmsman **Laureno Wizner**, tactician **Santiago Lopez-Vazquez** or the rest of the Spanish GP42 team on '**El Desafio**', who took the Trofeo Pirelli Regatta by the throat and gave it a real shake.

This first outing for the GP42 fleet contesting the first regatta in the 2008 **QUEGRAMAR CUP** series was sailed in picturesque Santa Margherita Ligure, south of Genoa, Italy, from May 1 through 4. The conditions were fine, but light winds frustrated the sailing committee and contestants alike, at times.

However, the boys on the green boat stuck to the job, got on with the business and racked up a 3, 1, 1, 1 result to take the regatta by a handsome margin.

Good calls by **Lopez-Vazquez** appeared to be a big part of their advantage and the fourth and final race was a good example. The race committee sent the fleet away in only three knots and '**El Desafio**' was dead in the water at the

gun. They crossed the line a minute and a half behind the fleet and immediately went to the left while the rest of the fleet hugged the shore.

It was the right call and **'El Desafio'** rounded the weather mark narrowly ahead of **Paolo Cian's 'Roma GP42.2'**. They stayed in front and finished comfortably ahead of **'Roma GP42.2'** and **'Near Miss'** sailed by **Bertrand Pace**.

The crew of the green boat were very happy with their performance and at the end of the regatta **'El Desafio'** helmsman **Laureno Wizner** had this to say: *'We are obviously very happy with the result. It was not easy to race, but the crew is experienced having sailed together for a long time. It's always good to win but it's even more special to do it at the first event and with an almost clean score, with three wins.'*

The boat is now leaving for Valencia where we will have presentation to the media, and then we will head to St Tropez. Hopefully the conditions will be different there.'

Second placed **'Canarias Puerto Calero'** navigator, **Alicia Ageno**, expressed some frustration that was also felt by others contesting the regatta: *'It was very difficult to race with such light winds and continuous shifts. I believe today the Race Committee shouldn't have given us the start. The venue is very attractive, but it's hard to sail in a big fleet, you have to keep your eyes wide open to avoid the big and the little boats coming from everywhere, it's different than having your own race. Today (the final race) luck was a factor too. We are satisfied with our boat's performance; obviously she's tested from last season. Yet the new designs are fast, they lack some tuning but I guess they will get better and better, and the circuit more interesting with every new event. It's fun to sail in this class.'*

POINTS POSITION AFTER ROUND ONE OF QUEBRAMAR GP42 CUP 2008

	YACHT	DESIGNER	OWNER	POINTS
1.	'EL DESAFIO'.	(BotinCarkeek).	Goncalo Esteves.	6
2.	'CANARIUS PUERTO CALERO'.	(BotinCarkeek).	Jose Calero.	18
3.	'AIRIS'.	(Felci).	Roberto Monti.	19
4.	'NEAR MISS'.	(Farr).	Franck Noel.	19
5.	'MADRID'.	(BotinCarkeek).	Jose Maria van der Ploeg.	20
6.	'ROMA GP42.2'.	(Farr).	Filippo Faruffini.	21
7.	'SEAWONDER 007'.	(ReichelPugh).	Vittorio Urbinati.	28
8.	'ROMA GP42.1'.	(Farr).	Filippo Faruffini	31



Photo © Stefano Gattini

QUESTION TIME with PAOLO MASSARINI.

This is just a personal opinion, but we were disappointed with the number of boats that did NOT turn up for the first of the **QUEBRAMAR GP42 CUP** regatta at Santa Margherita. We thought that the increasing interest in the 'Class at the end of the 2007 season would have carried through to the start of this years round of regattas.

We took our concerns to **GP42 Class** manager **Paolo Massarini**:

A BRUSH WITH SAIL: 'Paolo, Is it fair to say that as the regatta circuit moves closer to Spain the number of yachts competing for the **QUEBRAMER GP42 CUP** will increase?'

PAOLO MASSARINI: *'The increasing number of new boats coming from not Spanish countries characterizes the 2008 fleet. Three new boats have been built and none from Spain. The only "new" Spanish boat is a 2007 project never launched last year. Having said that, it is well known how Spanish owners and Sponsors would be interested only in the Spanish fields. It was extremely positive to see three Spanish teams competing in Santa Margherita. For sure the class will see bigger numbers in Valencia and in Palma but we all know that these events are located in areas where every owner would like to sail.'*

BWS: 'With regatta entries appearing to be similar to last season's GP42 championship, the 'Class's development appears to have stalled at this stage. Does the 'Class management agree with this?'

PAOLO: *'The Class is not stalled as there are three (four with the 2007 one) new boats in the water. The level has also increased, if possible, with many more America's Cup and Olympic sailors present. The uncertain situation of the America's Cup has not helped to make clear plans in time. Some AC Teams of course, due to the budgets they have available and to the boats sizes, have preferred to race the 52s.'*

BWS: 'If the 'Class management does NOT agree with this, what development is planned or underway that has not been announced to the press?'

PAOLO: *'We strongly believe that there is a great confusion around the sailing high level competition and the when the AC situation will be solved some better planning will be possible. On the other hand, the proliferation of new classes and the lack of control of the racing calendars are negatively influencing the development of ORC newly launched classes. The philosophy of the GP42 management has always been not to create new events in a messy racing calendar but if the needed attention will not be given to the level of our competition, well, we will be obliged to go towards other solutions.'*

BWS: 'If the management DOES agree that the 'Class is temporally stalled in development, does it agree that the TP52 class is casting too much of a 'glamour shadow' over the smaller GP42's progress?'

PAOLO: *'Having in mind that the Management does NOT agree with the concept of stall, for the mentioned reasons, we are really happy to see the TP52 growing in glamour and number. Nevertheless we are receiving a lot of enquiring from important owners of different classes intending to jump on board of the GP42 for the 2009 season. So, yes we are smaller but we need also to remember how long was the start of the success of the 52s. We are really confident that of course with the help of sponsors such as Quebramar, we will be able to reach the same success and more stability soon.'*

BWS: 'Thank you Paolo. We look forward to the continuing growth in the GP42 Class and next round of the **QUEBRAMAR GP42 CUP** at **St. Tropez, France, June 8 - 10.**

www.gp42.it

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RC44's AND THE 'AUSTRIA CUP'.

As you read this edition of 'A BRUSH WITH SAIL', the RC44 Class will be contesting the third event of their 2008 championship on Lake Traunsee, Gmunden, Austria.

Armando Giulietti, Sebastion Col and their crew in **TEAM HIROSHI - CITTA di MILANO**, carry a 35 points buffer into this regatta and appear to have an edge that would establish them as favorites for this Austrian event of the **RC 44 Championship tour.**



'TEAM HIROSHI - CITTA di MILANO' in control of the RC44 fleet, during the CAGLIARI CUP REGATTA, in April 2008. Photo © RC44 Class media.

But with only 3 points between second placed **'Team Banco Espirito Santo'** skippered by **Patrick de Barros** and third placed **'Ceeref'** skippered by **Igor Lah** and a similar gap between **Joki Hellmich's 'Sea Dubai'** and **Chris Bake's 'Team Aqua'** for fourth and fifth spots, there's a lot at stake among the top group.

Also worth considering as possible spoilers in this regatta are **Larry Ellison's BMW Oracle Racing** who finished second, on debut in the **Cagliari Cup Regatta.**

Another first-timer at the same regatta was Farr 40 triple world champion,

Vincenzo Onorato and his new '**Mascalzone Latino**'. When **Vincenzo** and his team get to grips with their new yacht they will never be far from the front of the fleet!

This addition of those two experienced racers to an already very competitive class can do nothing but encourage other quality sailors into the group. The regatta format of fleet and match racing offers a new challenge to sailors looking for more excitement and learning more skills!

***RC 44 CHAMPIONSHIP TOUR 2008.
THE POINTS POSITION, FOLLOWING TWO EVENTS.***

1. **Team Hiroshi-Citta di Milano**, Armando Giulretti: **40** points.
2. **Team Banco Espirito Santo**, Patrick de Barros: **75**.
3. **Ceeref**, Igor Lah: **78**.
4. **Sea Dubai**, Joki Hellmich: **81**.
5. **Team Aqua**, Chris Bake: **84**.
6. **Cro-A-Sail**, Miroslav Reljanovic: **112**.
7. **BMW Oracle Racing**, Larry Ellison: **120**.
8. **Team Organika**, Maciej Nawrocki: **136**.
9. **Beecom**, Isao Mita: **138**.
10. **Mascalzone Latino**, Vincenzo Onorato: **164**
11. **Magia Alike**, **184**.
11. **Ekpa 44**, **184**.
11. **Jelik**, Frank Pong: **184**.
11. **Jelik**, Frank Pong: **184**.



*Patrick de Barros & Russell Coutts match racing Patrick's RC 44
'TEAM BANCO ESPIRITO SANTO' in Dubai earlier this year. Photo © RC44 Class media.*

A quick word with Russell Coutts.

'A BRUSH WITH SAIL': As you have already stated on the 'Class website, the RC44 has the look of a smaller 'AC' boat and gives it a real no compromise race machine appearance. Have you found that this difference from the current trend in other classes of 'dinghy' type hulls is also a marketing advantage?

RUSSELL COUTTS: *We have not designed this boat with marketing in mind. It is a boat designed by racers for racers and it is aimed at a specific public. We have however put some effort in the marketing of the custom made container and the Class in general.*

BWS: There is obviously a lot of potential for RC44 Class numbers to increase

in Europe, the recent regatta in Cagliari demonstrated that it IS a growing class. Have you had further interest in Asia following Frank Pong's purchase of two boats?

RUSSELL: Yes, we have interest from other people in several Asian countries.

BWS: Do you have plans to promote the 'Class in the US?

RUSSELL: Yes, we would love to see the Class evolving in the US and we hope to compete in the States next year.

BWS: Have all ten owners who contested the Cagliari Cup Regatta shown enthusiasm to race at the Lake Traunsee Regatta?

RUSSELL: Yes. There will again be ten teams racing. I think it will be a great event and the participation is growing. It looks like we will have thirteen teams racing in Lake Garda.

BWS: You have spent a fair amount of time sailing in both classes. What major differences do you 'feel' between the RC44 and the TP52?

RUSSELL: Both Classes are great and quite different. First of all, the RC 44 is a one-design Class whereas the TP 52 is a box rule. As a consequence, there are new TP 52 designs every season. Another difference is the fact that we sail in both fleet and match race in the RC 44 Class. Finally, there are more crewmembers on TP 52's than on RC 44's.

*BWS: Thank you Russell. We wish you all the best to the competitors in the **Austria Cup** regatta and success in the future for the RC 44 Class.*

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WORLD CHAMPIONS JOIN THE RC 44 CLASS.

Two great Champions have joined the ranks of the fast growing RC44 Class. **Mateusz Kusznierewicz**, a gold and bronze Olympic medalist and with **Dominik Zychii** won the Star Class World Championship earlier this year, is sailing with **Team Organika** as Strategist in the fleet racing and helmsman in the match racing events.



Mateusz Kusznierewicz.

Photo courtesy RC44 Class media.

In an interview with **Bernard Schopfer** in the RC44 Class Newsletter, Mateusz admits that Team Organika are a little behind some of the boats at the top of the points table at the moment, but the 'Team is determined to lift it's game and when the Olympic regatta is behind him, it appears that **Mateusz** devote his energies with the RC44 class.

It was obvious during the **Cagliari Cup** regatta that the great Italian sailor, **Vincenzo Onorato** and his Latin rascals had arrived in the RC44 Class



Vincenzo Onorato.

Photo courtesy RC44 Class media.

Team 'Mascalzone Latino' were in learning mode as far as their new RC44 was concerned, but the three times Farr 40 World Champion and his crew will be well clear of the bottom of the points table after a couple of regattas. I'll wager that by the Lake Garda round, they'll be in the money. If not this week at the **Austria Cup Regatta** at Lake Traunsee!

RC44 CLASS
MALCASINE CUP 2008 – CONTINENTAL CHALLENGE
ORGANISED BY **FRAGLIA VELA – MALCASINE**
JULY 9 - 13
www.rc44.com

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As interest in Olympic sailing grows with the start of the China hosted Olympic Games drawing nearer, it seems pertinent to tell a tale of simpler, do it yourself times.

It's a story of determination. A story of great sporting discovery and the story of a very small Nation emerging from the mists of colonization and beginning to believe in itself.....

A TALE OF TWO MEDALS.

It seems a long, long time ago now. But in fact, it was just a few years before Elvis Presley signed with Sun Records, when New Zealand sailors started thinking seriously about the Olympic sailing regatta due to be sailed on Port Phillip Bay Melbourne, as part of Australia's hosting of the 1956 Olympic Games.

Stranded on our tiny Islands at the bottom of the World by distance and cost, we always thought we were 'pretty bloody good', but spent our sailing time beating up on one-another in our traditional classes and wondering how we would shape up against the rest of the world and when we might get that chance.

Australia's successful bid for the 1956 Olympic games, offered us the greatest chance we'd ever had to find out just how good our best were. And it was just a trip across the 'ditch', the Australasian term for the Tasman Sea, which separates New Zealand and Australia.

Top sailors throughout the country began talking seriously about Olympic classes. Initially over a few beers more likely than not, but slowly some decisions were made and in the City of Sails, Auckland, a very well known and very capable sailor Bob Stewart, made the decision to build a Dragon, which was the three handed Olympic keel yacht at the time and Warwick Parks was an enthusiast leading an interested group of would-be Finn sailors, by

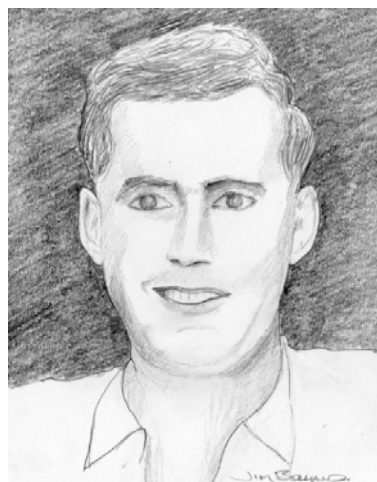
constructing a mould to enable the building of several hulls of this International and Olympic monotype

Further south in Wellington, Alan Ballintine was building a Finn with hopes of kick starting the Finn Class there. All of these sailors were laying the foundation for what would, during the next ten years, be a revolution in Kiwi sailing.

At this point of New Zealand yacht racing, no names rang out louder than that of the Mander brothers, Peter (the eldest), Graham and to a lesser extent the youngest brother David. Their home was in Christchurch, the major City in the South Island and their sailing careers had been nurtured on Lyttelton Harbour, the port of Christchurch.

By the early 1950's, Peter Mander had won National Championship victories in all the major New Zealand centreboard classes and taken on and beaten the Aussies at their own game in the 'Flying Eighteens', the open 'anything goes' unrestricted 18 footers.

At the same time as the Olympic 'bug' was spreading in the northern parts of New Zealand, Peter Mander, brother Graham and two members of Peter's regular sailing crew, Jack Cropp and Graeme Wilson, had formed a syndicate with the aim of building two of the Olympic two-handed dinghies of the time, the Twelve Square Meter Sharpie.



PETER MANDER.

The two Mander brothers and their mates had decided that they didn't understand the new Finn monotype or the three-handed Dragon, as there were none of these classes racing in New Zealand. But although the 'Sharpie' was also not raced in their home country, it was more like the sort of boats they had grown up with. A dinghy, albeit a lot longer than any local class, with a jib and gaff-headed mainsail. They had plenty of experience in the rig as the senior New Zealand dinghy, the 'X' Class, was gaff-rigged.

Further north in Auckland, leading dinghy sailors Geoff Smale and Lloyd Brookbanks had made the same decision and they too, were building a 'Sharpie'. The foundation of a class of Twelve Square Meter sharpies was laid.

All this was going on at the same time as New Zealand sailors were getting used to the idea that they now had a national body. The 'New Zealand Sailing and Motor Yacht Federation' was finally established in 1952 and one of the driving ideas to create this body, was to enable the sport of sailing to be represented on the national Olympic organization. Without that connection, nomination for the Olympic games was impossible.

Although by this time, the 'Sharpie' class was represented in Auckland as well as Christchurch, both groups thought it would be advisable to make it look more widely distributed by inviting a good crew from Wellington to sail with them in the planned series of trials on Lyttelton Harbour, that would be used to decide on a boat and crew to hopefully gain nomination to join the New Zealand Olympic Team.

One of the Mander sailing clan Brian Wall, had agreed to build a third hull and with the addition of a very old sharpie built in the 1930's, they would have a fleet of four boats in Christchurch. The old boat was 'Kestral', which had previously been re-rigged without the gaff to modernise it and so needed to be returned to it's original rig profile and generally brought up to standard.

Meanwhile, the building of hulls was going on apace in both Islands. This was all in a time when most New Zealand sailors built their own yachts and this was the case in the Mander family. One of Peter's great mates and crew Jack Cropp, a syndicate member in the 'Sharpie' effort, was a very skilled boat builder and was the 'leading hand' in this stage of the project.



JACK CROPP.

But by European comparison, where most 'Sharpies' were professionally built, it was a comparatively amateur operation. On top of that, the Kiwi's would be starting from ground zero with sailing technique. This was going to be a great mountain to climb!

The two Mander syndicate boats were built from four huge beams of native Kauri timber, 'saved' from the demolition of a church. They were twenty-four feet (7.3 M) long, each fourteen inches by ten inches (355.6 mm X 254 mm).

The four young men were determined to cut the timber themselves as there was quite a bit of foreign matter by way of nails in the timber. They thought that if they took the job to a timber yard, the damage to saw blades would see them receive an invoice for the job, that would probably kill their project.

I quote Peter Mander from his book: '*GIVE A MAN A BOAT*':

'Influenced by Jack we were hyper-independent and determined to 'face' these monsters ourselves before committing them to the tender blades of a professional timber yard whose foreman would scream with anguish and present us with a monumental bill if his precious machinery bit any hidden nail.

We used Jack's saw, with a colossal blade and a sliding trolley we had to build, to support and guide the beams into the cutting teeth. To keep the apparatus cool we rigged a water hose over the point where wood and metal would meet. It's a

wonder we weren't all killed. The saw blade practically melted; water sprayed everywhere; and the indomitable Cropp finally did the job with an adze. Eventually the beams were sliced along their faces and pronounced clean of metal and off they went to the Jarrah Timber Company for breaking down into manageable pieces'.

All the sharpies were sailing by late 1955 and the two Mander boats, named 'Jest' and 'Quest' were sailed at every opportunity to gain as much knowledge of tuning the boats and working up crew fitness to a standard required to stand these narrow boats upright in any sort of breeze.

Initially these new sharpie sailors found the boats sailed well in breezes up to fifteen knots. Above that wind strength, the crews discovered they had a lot to learn about trimming the low peaked gaff mainsail to reduce wind pressure in the top area. They were used to gaff rigged 'X' class, but in those boats, there were four crew members. Here was a narrow twenty-foot hull with about the same sail area as the 'X' class, but with only two crewmembers!

But they did learn to sail them and these keen young men quickly got their fitness to a level to enable them to enjoy a solid breeze. They swapped boats and crews and asked their experienced mates to watch and comment on their progress. Other experienced dinghy skippers were asked to race the boats so they could make useful comment. The boats were on the water at every opportunity during that 1955-56 season.

Peter Mander and his brother Graham, with their crews Jack Cropp and 'Tiger' Wilson continually raced closely, with little margin between them. Both teams knew they had a good chance to win the final trial and neither gave an inch.

The Canterbury trials to select two crews to go through to the National Olympic selection trials were competed for by eight crews using the four available, Christchurch boats. There had always been little to pick between these two great helmsmen and so it was that the boats 'Jest' and 'Quest' and their crews won through to the next deciding phase, in this Kiwi search for 'gold'.

The National trials were a formality. The Wellington crew of Graeme Hargreaves and Wally Patterson had only a couple of practice races to get acquainted with the 'Sharpie' and were well off the pace. Geoff Smale and Lloyd Brookbanks brought their own boat down from Auckland, where they had put in a huge amount of practice hours on the water, but without another Sharpie to compare their performance, they also found themselves well off the pace.

It was an extremely close battle between the two Christchurch crews and there was very little between either crew's performance and results. This would prove to be an important factor in the result at Melbourne later in the year.

Peter Mander and Jack Cropp won the nomination to represent their country but Graham Mander and 'Tiger' Wilson had pressed them outstandingly well throughout all the trial series. In fact, if they had not had rig failure while leading a race during the earlier Canterbury selection trials, when sailing the refurbished oldest 'Sharpie' in the fleet, they would have won the overall series.

There is no doubt that had the younger Mander brother, Graham, and his crew Graeme Wilson won the nomination they would have also sailed a fine Olympic regatta!

Winning the selection series was one thing, but the seemingly long wait until the New Zealand Olympic Team would be announced was another altogether. With absolutely no previous record in international sailing competition, the selection would be based on national performance and the ability of the representatives of the 'New Zealand Sailing and Motor Yacht Federation' to express their gut feeling of the ability of Mander, Cropp and 'Jest' to compete at International level.

When the day of the announcement came, New Zealand sailors across the country listened to an amazing outcome. In a list of fifty-three athletes, announced in priority, Peter Mander and Jack Cropp were rated at number seven. New Zealand sailing had taken the first big step toward a great future!



On Monday 26 November 1956, Peter Mander, Jack Cropp and the very well prepared 12 Square Meter Sharpie class yacht 'Jest', took New Zealand into International sailing competition for the first time! The sailing fraternity in New Zealand held their breath.

The Australian press, like the Australian 'Sharpie' crew of Roland (Rolly) Tasker and his crew Malcolm Scott, were confident of success in the regatta. The local papers carried many predictions of an Aussie whitewash, with most of the sailing medals staying in the 'big' country.

The first race in the seven-race - worst performance dropped, with six to count - series for the Twelve Square Meter Sharpies, was to start at 1.20 p.m. and the course of ten miles was over two triangular laps and one windward and leeward. The Australian Navy sloop H.M.A.S. 'Swan' was the starting vessel.

Again, I quote Peter Mander from 'GIVE A MAN A BOAT':

'It was a good day, but blowing harder than we wanted. In addition, we were not as happy as we might have been, tense and keyed to know what would be the outcome of our initial essay into the big time. The start was half way up one leg of the first triangular lap into the wind and when the first mark was reached the Commonwealth was all there.'

Tasker - as the reporters predicted he would be - was in front from the gun and about the marker buoy, a good three-quarters of a minute clear of the British, whose varnished boat 'Chuckles', was skippered by J. R. Blackall. Jasper Blackall with the wide shoulders and open face, was a frank, honest English gentleman, subtle

and far from stuffy. We came fifteen seconds behind Blackall, the Canadians and Italians on our heels.

Running before the wind we started making good time. Here our dinghy experience stood us in good stead. We knew how to hit the waves and thump along without pause and we were so delighted to be near the front we took all kinds of risks to hammer 'Jest' along for everything she had.

Right then, as we passed Blackall, the penny dropped: we understood what was going to be the essence of our duel with Tasker. He was faster on the wind; we had the pace going with it.

And suddenly we realised we were good enough to carry off a prize. From that moment our sights became fixed, not on merely doing our best to justify selection in the New Zealand team but to bring home a couple of medals – one each for yacht crews – and a diploma for the boat.'

On the second run the Kiwis again took a lot of time out of Tasker and Scott, but on the beat to the finish the Australian yacht 'Falcon IV' reversed the trend and finished a comfortable 1 minute 17 seconds ahead. The British crew were just short of five minutes behind the Kiwis.

A lot of the competitors found the conditions on Port Phillip Bay completely out of their comfort zone. When it blows there, the shallow bottom creates short, steep seas that are difficult to sail in. There were several capsize and the five foot (1.5 meter) seas caused a lot of concern and pumping!

The following day dawned fine with just a little less wind but still fresh. Tasker again won the start, but after a short joust with the South African yacht, Mander and Cropp pinned their ears back and 'Jest' lead at the weather mark. They drove their yacht hard downwind, sometimes right on the edge and with Tasker involved with getting past the South African boat, the Kiwis sailed away to a 1 minute 41 second victory.

On Wednesday the wind had almost vanished and the light weather experts came out to play. Tasker and Scott showed their class with a second place albeit nearly six minutes behind the German champion Mulke The Brazilians, enjoying the light breeze, harassed Tasker all the way around the course.

Mander and Cropp struggled into fifth place, after a frustrating day of picking the wrong shifts and sailing into flat spots.

Thursday saw the return of the wind with a forecast that predicted worse to come! And it did! Two minutes before the start the wind increased to 35 mph and the sea rose with it. In five to six foot waves the fleet was battling to the weather mark with the Kiwis sailing higher above the Aussies who were sailing faster. Half way up the beat Tasker tacked over on to port but failed to keep clear of Mander and Cropp and hit 'Jest'.

The rest of the race was a test of survival! Tasker and Scott put on another great display of heavy weather sailing but equally as good was the British yacht, which all but caught the Australians by the finish line. Italy was third over eleven minutes behind and the Kiwi pair, after submerging and almost capsizing, finished twenty-five minutes behind Tasker.

The American entry skippered by Eric Olsen, finished one hour and seven minutes after the winner. Seven yachts did not finish.

When the Kiwi's protest against the Australian yacht, for not keeping clear when on port tack was heard, the Aussie crew flatly denied there was contact. Other competitors offered to give evidence but the International Jury

dismissed the protest on the grounds that Peter Mander had failed to identify the position of the incident and give the exact time that it happened!

There was a three-day break before the final three heats. The points position was reasonably serious for the Kiwis, as although in second place, they were one thousand adrift of Tasker, but five hundred ahead of Britain and seven hundred ahead of Italy.

The days went quickly, recovering from the fourth race, checking hardware on the boat and repairing sail damage. The mainsail in particular had taken a severe thrashing in the gale conditions on Thursday.



Racing resumed on Monday and the weather co-operated with the regatta organisers, presenting a sunny day with a moderate to fresh southerly breeze. Mander and Cropp were fifth at the first mark but, by sailing down-wind like men possessed, they took the lead a third of the way through the race and finished first, over five minutes clear of Tasker and Scott who had a tough battle with Italy all the way to the line.

The sixth race, sailed in similar weather was again a day for Kiwi rejoicing but the Aussie crew were again second and the points situation was very interesting, to say the least. The Aussie's had a total of 6086 and with worst performance dropped, left them with a net total 5172.

The Kiwis on the other hand, had a gross of 5688 and as unbelievable as it seemed at the time, with worst performance dropped, a net total of 5172. Exactly the same as the Australians!

To win gold, Mander and Cropp HAD to win the seventh and final race, or do better than fifth IF Tasker and Scott finished lower than fifth. That scenario was most unlikely!

Here is the International Committee's report of the race as signalled from the official committee launch.

1. Start 1320, no recalls. 12 starters. Burma did not start. Bunched at start with USSR well away. New Zealand and Australia to leeward. Brazil and Great Britain in good weather positions. Breeze constant from south 15 mph approx.
2. Rounding mark 5 first time, Great Britain from USSR, South Africa, Canada, New Zealand, France, Australia, Germany, Brazil, Italy, USA

and Greece. Leaders are close together and not a great distance separates first from last.

3. Rounding Mark 7. Great Britain leads 38 seconds from New Zealand; South Africa follows, then Australia, Italy, USSR, USA, France, Canada, Germany, Greece and Brazil.
4. It appears that France is flying a protest flag on starboard rigging.
5. On beat up to Mark Buoy 5 for second time. It is hard to pick positions, but it appears Great Britain is holding a nice lead from New Zealand, with Australia in third place. South Africa and Italy would be next, with the rest of fleet spread out.
6. Windward Mark second time round. Great Britain 60 seconds in front of New Zealand 5 seconds in front of Australia.
7. Windward Mark second time. After Australia a long gap back to Italy, South Africa together, then USSR, France, Brazil, USA, Germany. Breeze appears to be making.
8. Running down past ship. Great Britain 1 min 15 sec ahead of New Zealand, Australia then Italy, South Africa together, USSR, France, Brazil. USA, Germany, a gap to Canada then Greece.
9. On beat up to Mark Five. Last time. Australia has now moved into second position astern of Great Britain. The rest of the fleet are a long way back and we cannot position them at this stage.
10. Rounding Mark Five for last time. Great Britain leads from Australia and New Zealand who are close together. Leading margin just over half a minute. Rest of fleet long way astern and not yet near buoy.
11. Rounding Mark One for beat up to finishing line. Great Britain leads New Zealand by over a minute with Australia in third position 8 secs behind. Rest of fleet a long way astern and race is between these three boats.
12. Finishing Positions and Times

Great Britain	3:23.59
Australia	3:25.08
New Zealand	3:25.29

Then followed: South Africa, USSR, Italy, France, Germany, USA, Brazil, Canada and Greece. Burma did not come to the starting line. France was flying a protest flag.

France did protest. Tasker had made a very unfortunate decision and put himself and Scott at the mercy of the French yacht, which was on starboard! They collided and that was Tasker and Scott's race!

But before the outcome of the protest meeting was announced, Mander and Cropp had begun celebrating their Silver medal. Still dressed in their track-suits they were still celebrating in real Kiwi style, when the protest committee announced that Tasker and Scott had been disqualified!

This put the Australians back to the points total they had at the start of the final race, 6086. The Kiwi's points total had gone up to 6602, but with the

worst performance excluded, they finished on 6086! Again the Kiwi's and the Aussies were equal on points.

But the count-back rule decided the result. Australia had two race victories. New Zealand had three! Gold to New Zealand!

The door had opened. New Zealand had joined International Sailing!

JIM BOLLAND. 2008.

Quotations from Peter Mander & Brian O'Niell's book **'GIVE A MAN A BOAT'**, published in 1964 by A.H & A.W. Reed, were made by kind permission of **PENGUIN GROUP NZ**.

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STP65 'ROSEBUD' IS 'DOCKWISE'.



Dockwise Yacht Transport (DYT), the world's leading yacht logistics company with its own fleet of semi-submersible ships, has announced that Rosebud Racing has joined forces with the company to become Rosebud Racing/Team DYT. The Farr-designed Rosebud was launched in June 2007 as the world's first STP65, a "box-rule" collaboration between the Storm Trysail Club and the TransPacific Yacht Club. Owned by Roger Sturgeon of Ft, Lauderdale, Fla., it has set the racing world on fire with its recent performances, including winning the overall IRC handicap title in the famed Rolex Sydney Hobart Race at the end of 2007. In that race, Sturgeon also became the first American in 30 years to take overall regatta honors, joining only two other Americans who can make the same claim: Jim Kilroy (Kialoa III in 1977) and Ted Turner (American Eagle in 1972).

"The Rosebud campaign has had an exhilarating journey, and the future will prove even more remarkable," said Sturgeon, adding that Rosebud Racing/Team DYT will use DYT services for shipping the team's prized race boat to race destinations around the world. "There is no better way to get to our far-off race destinations than using the Dockwise Yacht Transport service.

The company has a magnificent staff of service managers and loading masters to help us with scheduling and, most important, the safe transport of our yacht."

DYT operates four semi-submersible yacht carriers, including the new 687.5-foot (209 meter) Yacht Express, which takes regular runs between Ft. Lauderdale and Genoa, Italy. The float-on/float off process that is unique to these ships alleviates worries about wear and tear on the boat.

"Rosebud Racing/Team DYT is the perfect ambassador for the segment of our personalized customer service that devotes itself to getting race boats to their regattas around the world," said DYT President Clemens van der Werf. "For instance, the DYT voyage scheduled in August from Newport, R.I. to Sardinia, Italy, will get Rosebud and other racing yachts to the Mediterranean in time for the racing season there."

Rosebud will sport its new Team DYT sail and hull graphics when it competes in New England this summer at Block Island Race, the New York Yacht Club Annual Regatta presented by Rolex, the Newport to Bermuda Race (which was won by Sturgeon's previous Rosebud, a TP52, in 2004), the Edgartown Yacht Club Round the Island Race, and the New York Yacht Club Race Week at Newport presented by Rolex. After it crosses the Atlantic with DYT's help, it will compete in the Maxi Yacht Rolex Cup (Sardinia, Italy) in September and the Rolex Middle Sea Races (Malta) in October, before heading back with other sailboats on a DYT ship to Ft. Lauderdale at the end of October.

A designer of computer software and a member of Lauderdale Yacht Club as well as Hyannis Yacht Club in Massachusetts, Sturgeon is joined on the crew of Rosebud Racing/Team DYT by his wife Isobel and noteworthy international sailors.

www.stp-65.org

Headquartered in Ft. Lauderdale, Florida, DYT is a wholly owned subsidiary of Dockwise Ltd. (Hamilton, Bermuda), the global leader in maritime transports and installation. Since its maiden voyage in 1987, the company has transported over 9,000 motor and sailing yachts to various destinations around the globe, offering owners and charterers safe and easy access to many of the world's premier cruising grounds.

In addition to its conservation partnership with The Billfish Foundation, the only non-profit organization dedicated solely to conserving and enhancing billfish populations around the world, DYT is also partnered with the International SeaKeepers Society. Its newest ship, Yacht Express, is outfitted with the modular SeaKeeper 1000TM ocean and meteorological monitoring system, samples, measures, records and transmits critical measures of ocean health--salinity, temperature, oxygen and pollution, among others--to various scientific and public communities across the globe.

Along with area representatives around the world, DYT has additional operating offices in Italy, France, Martinique and Newport (R.I.). A partnership with BBC Chartering and Logistics also allows DYT to manage safe lift-on/lift-off service aboard BBC's fleet of 140 cargo vessels worldwide. The service is for clients who need additional scheduling flexibility or the ability to get to a destination not normally serviced by DYT's semi-submersible ships.

For more information please contact:

Catalina Bujor (PR/Marketing Officer)

Telephone: +1 954-525-8707

E-mail: pr@dockwise-yt.com

Relaunch of the Rocket: 'RAGTIME'.



'RAGTIME' with her twenty-first century under-water profile!

[Photo courtesy of Steve Welsh.](#)

'A Brush with Sail' has been following Californian **Chris Welsh's** re-configuration of the underwater profile of his John Spencer designed '**Ragtime**' with interest and a lot of nostalgia. She is an ex Auckland, New Zealand yacht, that was launched as '**Infidel**', way back in 1964. She is fondly remembered in the 'City of Sails' and there is great interest in the rumor that Chris is intending to bring her 'home' after the Tahiti Race in June. We re-print Chris's recent letter to us:

'Ragtime' is back in the water and moving well. As part of the measurement process for IRC we weighed the boat: 23,910 pounds with rig. This has to be the lightest she has ever weighed, with the most sail area and least drag. Net, she weighs 3,000 lbs. less than when I got her, has 10% more sail area (mast is 6.5' taller than the first mast), and 5-6% less drag. Looking back to the original launching, she had the same amount of lead (8,000 lbs +/-), but the C.G. of the lead was three feet higher and the fin had significantly more volume so the righting moment was far less. The original keel fin and skeg rudder had to be very 'draggy' by comparison.

First good sign is she appears to be a half knot faster at a given engine RPM due to the lowered drag. The increased stiffness of the boat was evident to the truck driver who transported her to the launch yard. Previously, she had twisted and as he called it, 'spaghetti'd', but now she is 100% rigid. We can bend the rig much better as well; before, after a certain point, the backstay just flexed the boat rather than the rig. Most of the credit for this goes to the carbon stringers, which were installed on top of the floor beams; apparently, someone had cut out the stringers at a previous date for weight savings.

Sailing over the weekend we did not bring home the gold, but were happy to have long periods of pacing with the Santa Cruz 70's upwind and downwind; we've not been able to hang with them before, especially in light air, and the whole weekend was under 10 knots of breeze.

For the next month, everything is about getting ready for the Race. Systems checking, two new jibs underway, and re-cutting of several of the spinnakers to make them slightly flatter. With the drag lowered the apparent wind is

further forward, and rating wise, we think we are not benefiting from all of the area.

We're racing around Catalina Island next weekend, which will be a good race for us – 25 mile beat, then 65 miles of reaching and running. We have one or two local races after that and then off to Tahiti. After Tahiti, the boat will transit the Cook Islands, Tonga, maybe Fiji, and arrive in Auckland about October 6th. I can already imagine her in Cook Inlet, Moorea.

Chris Welsh
Ragtime
USA 7960

TAHITI RACE INFO AT:
www.transpacificyc.org

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YELLOW JERSEYS AT KIEL!

Kiel will present a world premiere in sailing: the worldwide known "yellow jersey" will be introduced to **Kieler Woche 2008** (June 21 to June 29). "We want the various spectators to better recognize the overall leading team in each boat class" states **Jobst Richter**, Race Director of the **Kieler Woche** organisation. With this novelty in sailing the organizers intend to contribute to a broader understanding for spectators and visitors, as well as a better media coverage of the Grade 1 event **Kieler Woche**.

Like in cycling the No. 1 crew of each boat class will wear the "yellow jersey" on a day to day basis, thus defending the overall lead of the preceding race day.

An additional boat class of this year is the Moth dinghy together with the spectacular Blade Riders in the International Part of Kieler Woche; Women's Match Racing on the inner Kiel Fjord along the waterfront of "Debitel Stage"; open competition in the 2.4 mR Class (in the past exclusively Paralympic Class); the X-35 European Championship, the IDM (International German Championship of Offshore Classes); the premiere of the wooden Twelve Metre "veterans"; the Farr 40 high-tech One Design Class, and the newly invented "Schabernack Cup" for offshore amateur/cruising yachties; and the Tallship Parage on Saturday, June 28th; the navy cutter races around the inner Kiel Fjord; the rendezvous of all classic yachts on June 21st.

Offshore Race for amateur/cruising yachties: "Schabernack Cup" From June 27 to June 29 the Kieler Woche organisation offers a new regatta event "Schabernack Cup" to amateur/cruising yachties. A warm-up race precedes the main race from Kiel to Heiligenhafen and a mysterious sandbank located south of Kiel at the Baltic coast. The name of the sandbank "Schabernack" near Heiligenhafen means "hoax", consequently this race may include some practical jokes. -- **Hermann Hell**

www.kieler-woche.de

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NEW: MELGES 20

Melges Performance Sailboats have lifted the very first Melges 20 hull from the mould and it is well on its way to the next step in production. This latest Melges keelboat joins the ground breaking 24 and its bigger sister boat the 30. In the UK this latest Melges product will face comparison with the Laser SB3, which has swept the planing keelboat market over the last couple of years.

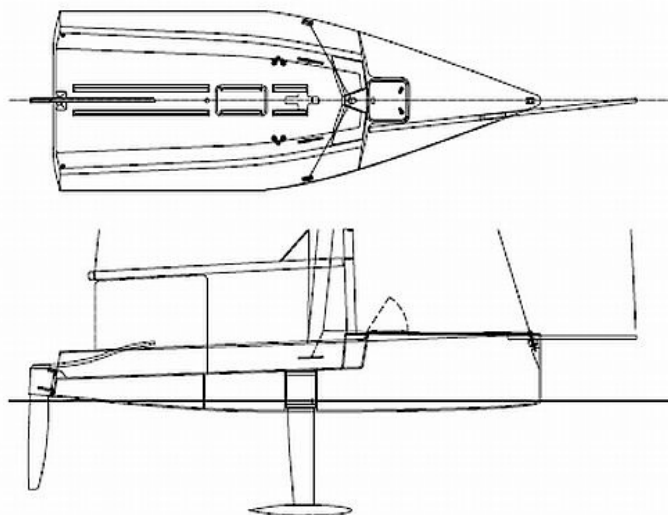
The all new Melges 20 delivers a sleek, sophisticated looking hull shape that is sharp, clean and modern looking - what they describe as - the epitome of less is more.

Intended to be sailed with 2 to 4 crew, there are no crew weight restrictions and no sailmaker restrictions. The boat and rig will be a strict one design.

McConaghy Boats in China is building the Melges 20™, with Reichel Pugh drawing the lines - described by Harry Melges, CEO of Melges Performance Sailboats - as ensuring that this boat will be advanced in every respect, high quality, innovative, designed to the very core and fun. It will be beautiful, a cinch to sail, rig and comfortable.



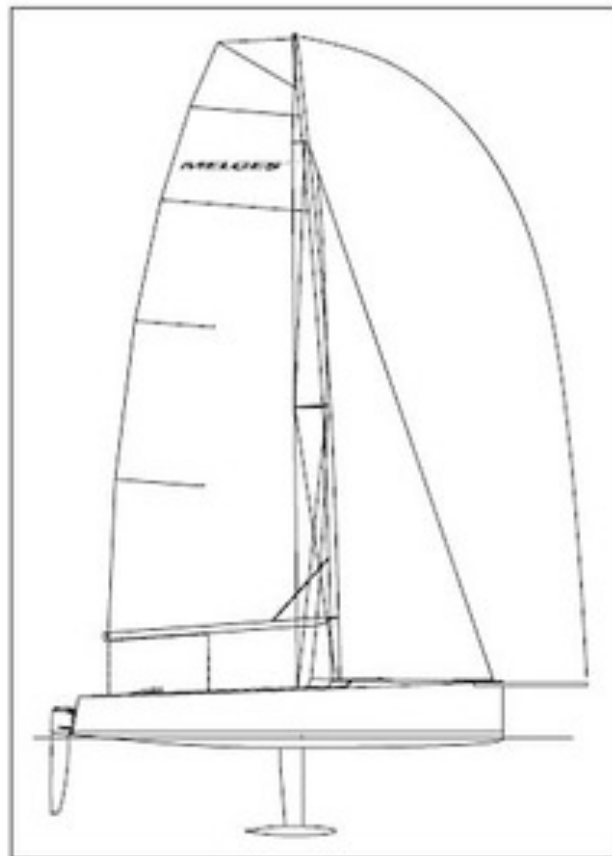
MELGES 20 STERN VIEW



MELGES 20 DECK LAYOUT.



MELGES 20 BOW VIEW



MELGES 20 SAIL PLAN

www.melges20.com



German Sailors enter Portimão Global Ocean Race

Boris Herrmann, National 505 Champion, becomes the first German entry in the Portimão Global Ocean Race.

Global Ocean Sailing Ventures, organizers of the **Portimão Global Ocean Race**, today announced that **Boris Herrmann**, a top dinghy sailor in his native land of Germany, has formally entered the Portimão Global Ocean Race. Herrmann, who won the 505 National Championships in Germany in 2007, also placed 9th in the World Championships. He is well known on the International Dinghy Circuit and is slowly making a name for himself in offshore ocean racing having competed in the Mini Transat and cruised extensively aboard his family's steel sloop since the tender age of 3 months. This will be his first around-the-world race and will be competing in the double-handed 40-foot division. Joining him as co-skipper is **Felix Oehme**, a German match racing hotshot and old rival from the dinghy racing scene.

"We are thrilled to have Boris and Felix in the race," said **Josh Hall**, Race Director of the Portimão Global Ocean Race. "They are precisely the kind of young talent we hoped would enter the race. Both Boris and Felix bring their enormous skills as dinghy sailors to the offshore racing circuit and will inevitably become the rising stars of ocean racing."

Boris Herrmann has a busy sailing schedule planned in advance of the Portimão Global Ocean Race. On the 11th May, 2008 he will join a highly competitive fleet of Class 40s to race single-handed across the Atlantic in The Artemis Transat from Plymouth, England to Boston, Massachusetts. Shortly thereafter he will compete in two successive events: the Marblehead to Halifax Race, and the Quebec to St Malo Race, both events raced fully crewed. After a short visit to Germany on behalf of his sponsor Beluga Shipping GmbH, he will sail to Portimão for the race around the world.

"I am very pleased to be able to compete in the Portimão Global Ocean Race," said Herrmann. "We have a great sponsor in Beluga Shipping GmbH, a terrific boat and a team of talented sailors that includes **Jan Saugman**, the current 505 World Champion and weather expert **Ralf Brauner**. It's my goal to successfully circumnavigate in the Portimão Global Ocean Race as a stepping-stone to what I hope will become a successful offshore ocean racing career."

Herrmann will compete in an **Akilaria 40** designed by the top French Naval Architect **Marc Lombard**.

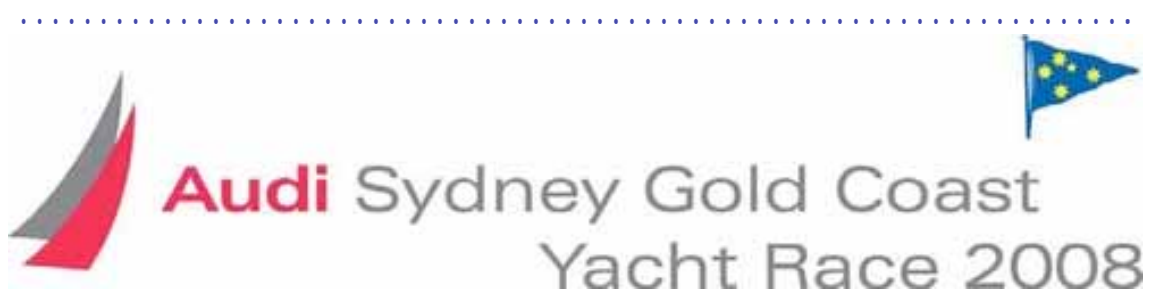
*The **Portimão Global Ocean Race 2008/09 (PGOR)** is the world's first solo-double global ocean race and has as its Title Sponsor the **City of Portimão, Portugal**. The inaugural running of the event will mark the first time an around-the-world yacht race has both a single-handed and double-handed division in the same event.*

The race will start from Portimão on the 12th October, 2008 and sail a traditional course around the world stopping in **Cape Town**, South Africa, **Wellington**, New Zealand, **Ilhabela**, Brazil and **Charleston**, United States covering a distance of 30,000 nautical miles.

Co-founders **Josh Hall** and **Brian Hancock** are both lifelong sailors, each having impressive sailing, communications and business credentials. Hall has circumnavigated numerous times single-handed on his series of yachts named for his sponsor **Gartmore Investment Managers**. Hancock has participated in three Whitbread Round the World races and is author of numerous successful books on sailing, travel and adventure.

www.portimaorace.com

www.beluga-racer.com



The Cruising Yacht Club of Australia, in co-operation with the Southport Yacht Club, annually conducts the **AUDI Sydney Gold Coast Yacht Race**. The race, now in its twenty-third year, is considered by competitors as a significant event on the CYCA's ocean racing calendar and is a major feeder event to the **AUDI Hamilton Island Race Week**.



'RAGAMUFFIN'. A regular competitor.

Photo © Andrea Francolini

The AUDI Sydney Gold Coast Yacht Race is the first race of the CYCA's Blue Water Point-score - the pinnacle of CYCA's Summer Racing programme. The Blue Water Point-score is comprised of seven races including the AUDI Sydney Gold Coast Race, the Sydney Hobart Race and the AUDI Sydney Offshore Newcastle Yacht Race.

The race is 384 nautical miles and has attracted fleets of between seventy and eighty yachts each year, with some of Australia's best known ocean racing yachts – 'SKANDIA', 'WILD OATS X', 'WILD JOE', 'YENDYS', 'HARDY'S SECRET MENS'S BUSINESS', 'RAGAMUFFIN', 'BRINDABELLA' and 'QUANTUM RACING' – as well as the stalwarts of the event – 'IMPECCABLE', 'PHILLIPS FOOT WITCHDOCTOR' and 'MORE WITCHCRAFT' have taken part in the past.

Naming rights sponsor, AUDI, is the largest sponsor of competitive Sailing in Australia and Managing Director, Joerg Hofmann, says the company is a keen supporter of the CYCA. The CYCA is one of Australia's best-known Clubs, with a host of top events in its stable.

'AUDI is a strong supporter of the Club and its major events and we look forward to another successful year of the AUDI Sydney Gold Coast Yacht Race', Mr Hofmann said.

The first entry to be received for the 2008 race was 'KIONI', a Beneteau First 47.7, skippered by Nick Athineos. With four Rolex Sydney Hobart, three Lord Howe Island Races, three Mooloolaba Races, four Gold Coast Races, four CYCA Winter Series, Hamilton Island Race Weeks and many Twilights on it's sailing C.V., 'KIONI' is a regular campaigner and has introduced more than 130 sailors to the sport of ocean racing.

The official start of the AUDI Sydney Gold Coast Yacht Race, will be at 1 p.m. on Saturday 26 July. When the race concludes at the Gold Coast, boats will be welcomed by key local sponsor of the Southport Yacht Club, AUDI Centre Gold Coast. This race also marks the third event in the four-part AUDI IRC Australian Championship that will be decided at Audi Hamilton Island Race Week.

www.goldcoast.cyca.com.au

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LOICK PEYRON MAKES HISTORY!



Twelve years after his last victory in the **Artemis Transat** (formerly Ostar). Loick Peyron re-wrote the record books when he crossed the finish line of the thirteenth edition of the race, at 03h 15' 35" on Saturday 24 May 2008.

An historic achievement which surpasses even that of legendary French sailor Eric Tabarly, by becoming the only person in history to have won this single-handed transatlantic race, between the UK and the USA a total of three times.

www.gitana-team.com
www.theartemistransat.com

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WHAT'S ON, IN JUNE 2008.

TP52 CLASS 2008 MEDCUP

'CITY OF MARSEILLE CUP'. MARSEILLE, FRANCE: JUNE 2 – 7.

GP42 CLASS

QUEBRAMAR CUP. ST.TROPEZ, FRANCE: JUNE 8 – 10.

GIRAGULIA ROLEX CUP. ST. TROPEZ, FRANCE: JUNE 8 – 14.

SUPERYACHT CUP. PALMA: JUNE 11 – 14.

NEW YORK YACHT CLUB 154TH ANNUAL REGATTA

PRESENTED BY ROLEX. NEWPORT, RHODE ISLAND: JUNE 13 – 15.

TRANSPAC – TAHITI

RACE. START OFF POINT FERMIN. CALIFORNIA: JUNE 20.

NEWPORT – BERMUDA

RACE. START OFF CASTLE HILL, NEWPORT, RHODE ISLAND. JUNE 20.

KEIL WEEK - KEILER WOCHE. KEIL, GERMANY. JUNE 21 - 29

ROLEX BOAT INTERNATIONAL

SUPERYACHT REGATTA. PORTO CERVO, ITALY. JUNE 23 – 26.

ROLEX COMMODORES

CUP. COWES, ISLE OF WIGHT, UK. JUNE 29 – JULY 6.



Photo © Ian Roman / AUDI MEDCUP.

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