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Recent Back Issues

- [#868 - 7 December](#)
- [#867 - 6 December](#)
- [#866 - 5 December](#)
- [#865 - 2 December](#)
- [#864 - 1 December](#)
- [#863 - 30 November](#)
- [#862 - 29 November](#)
- [#861 - 28 November](#)
- [#860 - 25 November](#)
- [#859 - 24 November](#)
- [#858 - 23 November](#)
- [#857 - 22 November](#)
- [#856 - 21 November](#)
- [#855 - 18 November](#)
- [#854 - 17 November](#)
- [#853 - 16 November](#)
- [#853 - 15 November](#)
- [#853 - 14 November](#)
- [#850 - 11 November](#)

Archives

Keyword Search of the Archives

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Scuttlebutt Europe #868 - 7 December 2005

Produced by [boats.com Europe](#) and [Seahorse magazine](#), Scuttlebutt Europe is a digest of sailing news and opinions, regatta results, new boat and gear information and letters from sailors -- with a European emphasis. Contributions welcome, send to editor@scuttlebutteurope.com

TAKING EACH WAVE AS IT COMES

Five days behind the winner, but fifth overall thanks to two boats not completing the Volvo Ocean Race's first leg, Grant Wharington's Australian entry Sunergy and Friends reached Cape Town yesterday.

This is more a race by installment than a round the world race for Wharington, and he confirmed there is now backing guaranteed for the boat to take part in the second leg to Melbourne.

Plucky or foolhardy are the divergent views of Wharington's campaign. All agree that his team have always been battling. The Melbourne property developer already had a full campaign with his 98ft maxi Skandia Wild Thing when he built this Volvo boat. It was three weeks late arriving in Spain for the race start, missed the Sanxenxo in Port race in which its six rivals scored their first points, and was only issued with a valid class certificate at 2.30am on the morning of the start of the Cape Town leg after four days of frantic work to cut weight out of the keel and trim the boat to class rules.

The day before the Cape Town leg, two crew members decided it was imprudent to sail with so little preparation. And having left Vigo, the front of its boom broke off and it stopped in Porto Santo, near Madeira, for pit-stop repairs. "We had our boom damage which set us back 15-plus hours, which turned into thousands of miles," said Campbell Field, navigator for this leg. "We had some really testing weather situations that tested our patience."

"We could have done more," Wharington said. "It's been like dragging a bucket." -- Tim Jeffery in the Telegraph: sport.telegraph.co.uk/sport/

DEE CAFFARI ENTERS THE DOLDRUMS

"The doldrums are looking rather tricky again unfortunately," reports weather specialist Mike Broughton, "only last Wednesday they were very narrow indeed and things would have been easy."

"Dee is going to have to work hard as she gets into the top end of the doldrums in the early hours of Tuesday (6th December). There are pockets of gale force winds to absolute calm - pretty standard doldrums conditions. We are using a lot of satellite imagery to negotiate the best way through and I am hoping we have opted for the best spot, timed to work our way through the major tropical cloud cells and avoid the largest area of calms."

Although the unpredictability of the doldrums is set to challenge Dee over the next few days, she enjoyed some consistent - and even enjoyable - conditions over the weekend. "There was warm sunshine, consistent breeze from the east, calm seas, and dolphins playing around the bow of Aviva for hours," wrote Dee on Friday. "They were having great fun, as was I, sat on the deck watching them."

The conditions also provided a timely opportunity to deal with vital repairs and maintenance work. Fixing the water maker was high on her list of technical priorities.

On a lighter note, she has also developed a fish scoop to tackle the flying fish landing on the deck of Aviva! "I knew it was going to happen, it was only a matter of time," wrote Dee on Saturday. "I now have a new duty each morning and that is to rid the deck of the unlucky souls that didn't see us coming on their night time flight across the water."

Although the thought of flying fish coming across the path of a steel Challenge yacht and her extremely tough round-the-world skipper sounds like a minor inconvenience, Dee has admitted to being rather squeamish when it comes to dealing with the unlucky flyers. "It has been a massive hurdle," she joked, before pointing out that, "Dead flying fish smell really bad. My biggest fear is that with the days and nights being much warmer now and having hatches open is that a fish finds it way through an open hatch."

The Aviva Challenge is Dee Caffari's attempt to become the first woman to sail solo, non-stop around the world against the prevailing winds and currents.

www.avivachallenge.com

TREASURED GIFTS FOR SAILORS.

Many of the popular marine paintings by New Zealand artist Jim Bolland are now available in very limited print editions.

His America's Cup paintings include spectacular portraits of Nat Herreshoff's giant defender, "Reliance" (1903), the 'Super J' defender, Harold Vanderbilt's "Ranger" (1937) and the yacht that started America's Cup history, the schooner "America".

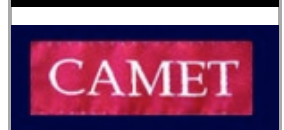
None of the editions of Jim's recent work exceeds 200 giving them an immediate collector value and increasing their desirability as a treasured gift.

See them all now on www.auldsmug.com
Contact Jim: jim@jimbolland.co.nz

LASER RADIAL WORLD CHAMPIONSHIP

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The last day of the qualifying fase at the Radial Open & Women confirmed the lead of Russian Igor Lisovenko and expectations about American Paige Railey. Both are in first place with a three point advantage over their runners-up. After six races there is now a throwout. Placings in the qualifying rounds determines the gold fleet. The top 45 at the Open and the top 38 at the Women will continue to pursue the title.

The races continues through Friday. The points from the qualifying fase will be added to the ones of the next six races, and each sailor is entitled to one discard before the final classification.

The Laser Worlds 2005 includes four world championships: Sênior (September 19th to 28th), Máster (September 30th to October 8th), Radial Open & Women (December 3rd to 9th) and Radial Youth (December 10th to 17th). The events are organized by the International Laser Class Association, Brazilian Laser Class Association, Ceara State Sailing Federation, Brazilian Sailing Federation and Yacht Club of Fortaleza.

www.2005laserworlds.com.br

VOR CANTING KEELS

Team Ericsson held a workshop on the subject of canting keels and their application in the Volvo Ocean Race. Their structures expert, Jason Carrington, was joined by Mark Bishop from Farr Yacht Design

Ericsson was one of several boats to suffer canting keel issues on the first leg, forcing them to lock the hydraulic rams in place. The technical team had now looked at the problem and were resolving the issue, Carrington revealed.

"We have a better grip on what the problem is. Our rams are coming out and we will be working on getting it right. We are very aware that it is the most critical part of the boat - you cannot race with that system not working so we are putting a lot of energy into making sure it is right before we go out in the Southern Ocean.

In the interests of crew safety, the teams are sharing information on the troublesome keels, the Ericsson team revealed. Shortly after Pirates of the Caribbean was forced to retire from the leg, Paul Cayard called Magnus Olsson, Ericsson's technical director, to discuss the problems.

"He told me what he thought had gone wrong which was really nice of him," said Olsson.

Mark Bishop, design engineer, Farr Yacht Design said he was impressed by this sharing of information.

"The structural arrangement on the boats is the same and I have been very impressed how open all the teams have been with each other. They have adopted a very pragmatic relationship on this. This is a race, but it is not an experiment. We are not experimenting with people's lives. We are involved in an competitive field and looking for an advantage, but we are very cognitive of the fact that people on these boats have families and children, and many people on the boats are our friends too so everyone is taking a very open approach to this and we are doing everything in our power to make sure it doesn't happen again."

www.volvoceanrace.org

KEY WEST AND MIAMI - DOUBLE YOUR SUNSHINE

Double your fun this winter with two Premiere Racing events: Acura Key West, presented by Nautica (January 16-20) and Acura Miami Race Week (March 9-12). Enjoy two world-class sailing venues and experience twice the distinctive international competition and professional race management. Acura Grand Prix Awards will recognize the top winners in the combined events. TP 52, Swan 45, Farr 40, Mumm 30, J/105, and Melges 24 classes are eligible. 300 boats are heading for Key West next month. The entry deadline is December 9 - enter online through the web site www.premiere-racing.com

BEYOU AND DELTA DORE TAKE ON THE VENDEE

Together they took victory after victory in the singlehanded Figaro Beneteau races... the Generali Solo, Solitaire Afflelou Le Figaro, Route du Ponant, Championnat de France de Course au Large en Solitaire... and now Jérémie Beyou and his partner Delta Dore will team up for the Route du Rhum and the Vendée Globe in 2008 as this renowned Figarist moves up to the Open 60 class. In an announcement attended by Gilles Chiorri, another Figarist who will serve as project manager, Russell Bowler from Farr Yacht Design, Halvard Mabire, JMV Industries, and Joël Renault, director of Delta Dore, the sponsor announced the build of a new Open 60 and an ambitious programme stretching four years.

The boat will be drawn by Farr Yacht Design and built in Cherbourg at JMV Industries.

Beyou's preliminary schedule:

2006

Transat AG2R
Route du Rhum, solo

2007

Tour des Iles britanniques, crewed
Fastnet Race, crewed
Transat Jacques Vabre or the Barcelona World Race, doublehanded

2008

The Transat, solo
Vendée Globe, solo

RAIMAN LAND KINGS CUP REGATTA

Three straight wins in the short windward/leeward races on the second day of the Raiman Land Phuket Kings Cup Regatta in Thailand today has given Sydney yachtsman, Ray Roberts, the lead of the five day series.

With good support from Steve McConaghy calling the shots, Jamie Wilmot on main and Stuart Broom trimming, Roberts' crew on the DK46 Quantum Racing Drumstick are, in McConaghy's

words, 'right on the pace.'

Light and shifty conditions were the order of the day, but Roberts' crew were undaunted. 'We brought our rig settings from Hamilton Island with us and spend a day tuning up in the practice race off Kata Beach. We are very happy with our performance so far,' Roberts said of their IRC lead on their chartered DK46.

In yesterday's opening race, a long passage race, which was subsequently shortened and described by McConaghy as, 'four and a half hours of very testing conditions, Roberts and his crew finished second behind Nick Burns' Hong Kong entry, Mandrake.

Quantum Racing's main competition is Neil Pryde's Hong Kong entry, Hi Fi, with a number of America's Cup sailors taking a sabbatical aboard Roberts' former Farr 52, Hollywood Boulevard. Pryde finished fifth in the shortened passage race yesterday and finished today with a trio of second places.

The Australians have a healthy six point lead from Hi Fi going into tomorrow's race five and bodes well for Roberts' Rolex Trophy Series and Sydney-Hobart campaign.

Three more days of racing remain; windward/leeward courses and two further days of passage racing.

Eighty six boats are taking part in the 19th running of the event. Racing resumes tomorrow, with a lay day set down for Thursday, and racing resuming again on Friday and Saturday. -- Di Pearson

For full results: www.kingscup.com/todaysresults.html

THIRD JULES VERNE TROPHY FOR BRUNO PEYRON

During a ceremony that took place last night at the Musée de la Marine in Paris, Bruno Peyron and the crew of the giant catamaran Orange II were awarded the Jules Verne Trophy, celebrating their incredible voyage around the world, which last March set a new record time of 50 days, 16 hours, 20 minutes and 4 seconds. For the skipper of the giant Orange II, a pioneer in multihull ocean racing and the first man to sail around the world in less than 80 days, this will be the third time he has received this award.

Looking beyond the human endeavour, the figures are quite something: in 12 years, Bruno Peyron will have cut his initial record by 29 days. In 1993, on board Commodore Explorer, he was the first to take up the Jules Verne yachting challenge, just managing to finish in less than 80 days. In 2005, on board a vessel that you could hardly have dared to imagine a decade ago, the French yachtsman and his crew took another giant step forward, achieving the first voyage around the world in well under two months!

Peyron: "In 2002, on board one of the three catamarans designed for [The Race], we cut the record to 64 days. Orange II is the latest in this line of boats, and the evolution is quite understandable". Logical and understandable, indeed, but improving on the circumnavigation by 14 days in just three years is an incredible leap forward in terms of performance, and a giant step in terms of design and technology. Nevertheless, the true magic of the Jules Verne is that this in no way takes anything away from the extraordinary human endeavour of such an achievement. -- BYM News, www.bymnews.com/new/content/view/21480/48/

PROJECT MANAGER NEEDED AT FORMULA YACHT SPARS

Formula Yacht Spars Ltd is Europe's leading mast builder with three facilities, two in the UK and one in the Netherlands. We build carbon and aluminium spars for a wide range of clients from 35' performance yachts through Volvo 70's, America's Cup and Superyachts. Rapid expansion has resulted in the immediate vacancy for a Project Manager. The successful candidate will need good experience, excellent organisational skills, and keep track of multiple projects. A good knowledge of the yachting industry, masts, spars, and an ability to sail will be an asset. Please send CV to Tim Watson: tim.watson@formulaspars.com www.formulaspars.com

RYA DISAPPOINTED AFTER BROWN'S FAILURE TO BACK 2012 OLYMPICS

The Royal Yachting Association (RYA) is joining the British Olympic Association and UK Sport in criticising the government's pre-budget report statement, after the Chancellor yesterday failed to commit any additional funds to ensure the success of Great Britain's athletes at the London 2012 Olympic Games.

Sailing is Britain's most successful Olympic sport and Britain is the most successful sailing nation in Olympic history. Rod Carr, CEO of RYA and UK Sport Board Member, is concerned. "The lack of any announcement supporting British Sport is very disappointing and this may have an impact on British Sailing. We wanted the Government to commit to additional funding as financial support is vital to enable Britain to remain successful and stay at the top of the medal table in sailing."

John Derbyshire, RYA Performance Director, commented. "It's disheartening that Gordon Brown was unable to commit to putting additional funding into the development of Team GB for the 2012 Olympic and Paralympic games. Many of our young athletes, inspired to take up sailing because of London 2012, and our existing medallists need funding sooner rather than later in order to realise their Olympic dreams and to fulfil the dreams of the British public."

Key executives from RYA and other Olympic Governing Bodies met Tuesday evening to discuss this issue and others impacting on high performance sport in the UK and the role of the host National Olympic Committee in 2012.

GIPSY MOTH HALFWAY TO ANTIGUA

Gipsy Moth passed the midway point en route for Antigua in the Caribbean at the weekend... covering the ground at over 7 knots with an ETA of 11 December. The boat's best day's run so far has been 180 miles "which is pretty good going for this old girl" said James Jermain, the mate, and YM's chief boat tester.

The 24-hour run is also close to Chichester's best of 189 miles in the Southern Ocean - then a record for a singlehanded sailor.

James added: "I must admit to having entertained some seriously unkind thoughts about Gipsy

Moth during this trip but, with the wind over the quarter and all sail set from mizzen through mizzen staysail and main to cruising chute, she goes pretty well. We have had eight knots on the clock regularly and averaged 7 knots for several hours." -- Yachting Monthly, www.ybw.com/auto/newsdesk/20051105094256ymqjpsymoth.html

IMPERIA WINTER REGATTA

5th December is just arrived, and registration term ended, as for NOR prescription. An extraordinary participation, in terms of numbers, level and Nations represented: 240 boats entered, subdivided in 4 classes, coming from 12 Countries. A great success confirming the big job done over past years, fixing IWR as the most popular winter event for these classes in Europe.

The biggest fleet is the 420, with 130 boats; and the 45 470 on starting line are a successful number, clearly higher than the average for this kind of events; 46 Lasers and Laser radials will sail for getting the passport to next ISAF Worlds, and 21 L'Equipe will alternate races and training in a youth-promotional programme. -- Luigi Rognoni

The Imperia Winter Regatta is an ISAF grade 3 event; race dates are December 8- 11.

Further information on www.i-w-r.com

LETTERS TO THE EDITOR - editor@scuttlebutteurope.com

Letters are limited to 350 words, and you may only write a single letter on a topic. No personal attacks are permitted. We do require your name but your email address will not be published.

* From John Reed, Secretary to the World Sailing Speed Record Council:
The WSSR Council announces the ratification of a new World Record:

Record: The greatest distance sailed by a Monohull in 24 hours

Yacht: ABN AMRO ONE

Name: Mike Sanderson and 9 crew

Dates: 26th/27th November 2005

Start position: 33° 5.41' - 022° 40.46'

Finish position : 35° 26.20' - 012° 1.58'

Distance: 546.14 nm.

Average Speed: 22.75 Knots

The previous record was held by "Movistar", Bouwe Bekking NED and a crew of 9, 4th/5th April 2005, 530.19 nm, 22.09 kts.

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THE LAST WORD

Advice is judged by results, not by intentions. -- Cicero

