

Veni, vedi, vici

Arriving in Dubai to promote the foiling Bladerider at the beginning of November, the unbeatable Moth World Champion, Rohan Veal, could not resist adding another notch on the bedpost with a crack at beating Peter de Ridder's VX40 round-the-world record set in October last year. With only a moderate onshore breeze to play around with, Rohan borrowed local 'Moth Master' Glenn Raphael's white-hulled Bladerider to streak around the islands in 1 hour, 29 minutes and 37 seconds. Knocking 13 minutes off the previous record, the 'Jo Veme' trophy now has a price on its head, with Bladerider offering a rumoured US\$ 5000 remuneration for anyone who can beat Rohan's time in a suitable Bladerider.

www.rohanveal.com



Al Masaood raises the owning experience

In an attempt to prove its quality assurance on an international level and raise awareness of responsible trading, Al Masaood Marine has joined ABBRA, the American Boat Builders and Repairers Association. With local service contracts including the US Navy Patrol boats and UAE Coast Guard Patrol Boats, Al Masaood Marine is committed to servicing the whole boating community through its network of service centres.

"Pleasure boats are an integral part of our client base and it is equally critical for them to be serviced correctly to ensure the best boating experience," explained General manager, Andrew Wagner. "By being a member of ABBRA we can be measured, not only by customers we serve, but internationally. We can keep up to date with the dynamic service industries of USA and Europe, and we can improve to serve the customer better. We see this

association as a step ahead in maturing the UAE industry, and leading us forward to give better support to the customer."

In addition to its service division, Al Masaood supplied Premier Composites' new Landmark 43 with items including a Volvo Penta engine and SP System composite products. An online store for essential marine items, from parts to clothing is also available.

www.masaoodmarine.com

Kit can't travel in style

Though many are protesting against it, British Airways has announced that it will no longer carry surfboards and other sporting equipment on board their aircraft. Customers will not be able to check in sporting equipment in the form of surfboards, windsurf boards and sails, hang gliders, kayaks, canoes and javelins. This has happened due to BA deciding that these items are too large to pass through the airport baggage system, are too large for aircraft holds and take an undue amount of handling.

This clearly isn't the case, since if anything all such sporting hardware is getting smaller and every other airline does accept them, but in becoming the first major airline

to decide that windsurfers and surfers aren't worth the hassle, it sets a worrying precedent.

No other airlines have followed suit as yet, but if you decide you want to take the equipment away with you it is best to check in advance in case you have to arrange for it to be flown via another company. BA is not refusing all sporting equipment as they have said that bicycles, snowboards and skis will still be allowed, so long as they are packed properly.



Rugged solid state Marine PC

Digital Yacht, the UK-based manufacturer of marine PC systems, has introduced its CF60 solid state PC. Unlike traditional PCs that have a magnetic hard drive, this new CF60 utilises a patented solid state, flash memory device that effectively makes the PC impervious to any data loss through vibration or rapid movement, such as a boat crashing off a wave.

The solid-state hard drive also brings other benefits including faster boot-up and operation speeds, reduced power consumption and tolerance of a wider range of operating temperatures. The CF60 is purpose-built to be powered directly from a yacht's 12-volt DC battery system, without the need for an inverter or AC generator. Thanks to a heavy die-cast chassis, the CF60 does not require any extra internal cooling fans, as heat is dissipated through its enclosure. This is ideal for the marine

environment, as it greatly improves reliability by not drawing salty or moist air through the machine to cool it.

The CF60's rugged exterior does not sacrifice its performance, utilising a state-of-the-art Intel mobile processor with Windows XP pre-loaded as a standard operating system. While Vista is an option, many electronic chart manufacturers do not support this technology as yet and Digital Yacht can pre-install popular chart plotting programmes such as Nobeltec's VNS or Raymarine's

Raytech navigation software. Sporting 515Mb of built-in RAM and a CD/DVD drive suitable for loading software, the CF60 has all the normal PC-type connectivity including connectors for USB, Fire Wire and a traditional RS232 type connection for NMEA devices, and is available with

monitors.

www.digityacht.co.uk



Avon Jet about

Avon Inflatables launched two versions of its new four-stroke Seasport 320 Jet RIB this season. Updating its range, Avon's latest Seasport Jet (available in white or blue) utilises four-stroke technology, boasting a turbocharged 104hp 750cc engine that uses jet propulsion to guarantee reliability, power and safety with no external moving parts.

The 3.29-metre SC DL is a deluxe version that offers fully upholstered side-by-side seating for the pilot and passenger and comes complete with an aft locker, three cleats, a console with folding steering wheel, and boarding step with integrated navigation lights.

The sporty, 3.22-metre SC RIB model features a jockey driving position, and with a dry weight of only 300kg, it is the ideal tender for yachts with limited lifting capability. The Seasport 320 Jet SC RIB caters for thrill seekers with its jockey seating, but can also take advantage of other on-water activities, such as water skiing and wake boarding.

www.avonmarine.com



Credit: Carlo Borleggi/ACM2006

No sick notes for AC crew

When investing in an America's Cup campaign, it is important to see how your investment will far, and that includes your team. Though published last year and covering the 31st America's Cup, five students at Loughborough University's School of Sport and Exercise Science in the UK carried out an interesting research project on the epidemiology of injuries and illnesses in America's Cup yacht racing. By recording all the injuries and illnesses of 35 professional male crewmembers that required medical treatment over a 74-week period of sailing and training, the group were able to determine the incidence and severity of injuries and illnesses incurred by a professional America's Cup yacht racing crew. The volume of sailing and training was also recorded, with the severity

of incidents being determined by the number of days absent from both sailing and training.

While this may have been a straightforward out of a total, 220 injuries and 119 illnesses recorded, an overall incidence of 8.8 incidents/1000 sailing and training hours (injuries, 5.7; illnesses, 3.1) was logged. The upper limb was the most commonly injured body segment (40 per cent), followed by the spine and neck (30 per cent). The most common injuries were joint/ligament sprains (27 per cent) and tendinopathies (20 per cent). The incidence of injury was significantly higher in training (8.6) than sailing (2.2). The most common activity or mechanism of injury was non-specific overuse (24 per cent), followed by impact

with boat hardware (15 per cent) and weight training (13 per cent). Grinders had the highest overall injury incidence (7.7), and bowmen had the highest incidence of sailing injuries (3.2). Most of the illnesses were upper respiratory tract infections (40 per cent).

Following this lengthy study, the conclusions drawn were that America's Cup crewmembers are no more at risk from injury than athletes in other non-collision team sports, when subjected to a well designed conditioning and nutritional program and appropriate management of recovery to reduce the risk of injury and illness. I suppose that's why yacht racing is still considered a gentleman's sport. www.ncbi.nlm.nih.gov/sites/entrez?cmd=Retrieve&db=PubMed&dopt=Citation&list_uids=16556783

What's on around the world – December

Dec 1-8	King's Cup, Phuket	www.kingscup.com
Dec 1-9	Earls Court Boat Show	www.earlscourtboatshow.com
Dec 4-5	Yachts & Superyachts Conference, Dubai	www.quaynote.com
Dec 5-9	RC44 Gold Cup, Abu Dhabi	www.rc44.com
Dec 5-10	Antigua Charter Yacht Show	www.antiguayachtshow.com
Dec 6-8	Class 1 Dubai Grand Prix	www.class-1.com
Dec 6-9	Phuket International Marine Expo (PIMEX)	www.phuketboatshow.com
Dec 6-10	Millionaire Fair Amsterdam	www.millionairefair.com
Dec 7	UIM F1 Grand Prix, Abu Dhabi	www.f1boat.com
Dec 7-16	27th International Istanbul Boat Show	www.boatshow.com.tr
Dec 9-16	Dubai International Film Festival	www.dubaifilmfest.com
Dec 12-15	Superyacht Cup Antigua	www.thesuperyachtcup.com
Dec 12	UIM F1 Grand Prix, Sharjah	www.f1boat.com
Dec 14-22	J22 World Championships, Durban	www.j22.co.za
Dec 15-17	Millionaire Fair Dubai	www.millionairefair.com
Dec 26-Jan 1	Rolex Sydney-Hobart Yacht Race	www.rolexsydneyhobart.com

DXB clean up

The Emirates Diving Association (EDA) in cooperation with the United Nations Environment Programme recently conducted a GCC-wide beach clean up called 'Clean Up Arabia', collecting 8.5 tons of rubbish from beach and underwater dive sites.

On 12 December, 9.30-12.30, a similar initiative is being organised by Emirates Environmental Group (EEG). Last year, 'Clean Up UAE' attracted 17,000 volunteers, and this year is to increase that up to 20,000.

www.eeg-uae.org

Annoy the cat

Having up-to-date technology is fantastic, but only when it is useable and easily accessed, something particularly true with marine navigational software. There's no point having an all-singing, all-dancing nav package if it isn't at hand when you need it most.

Garmin's new user-friendly RF Wireless Remote Control and Mouse is designed to remotely control, using an optical sensor, its GPSmap 5000 series touch screen plotters. By using radio frequency rather than infrared, the devices do not have to be in direct sight of the plotters, which makes them easier to use and improves their functionality, particularly useful when the plotter is mounted in the wheelhouse coachroof or behind other instrumentation at the helm. The RF Wireless Remote Control can be used with both the GPSmap 4000 and 5000 series plotters and provides full functionality in the palm of your hand.

www.garmin.com



DYT expands Dubai routes

Florida-based Dockwise Yacht Transport (DYT) has announced a cooperative partnership with Leer, Germany-based BBC Chartering & Logistic, to expand global shipping options for its private luxury yacht clients. The strategic alliance allows DYT to continue offering its unique float-on/float-off yacht transport service with its own fleet of four semi-submersible ships while adding an alternative lift-on/lift-off service option through BBC, which operates more than 140 vessels worldwide.

While DYT has forged a reputation

through its trans-ocean float-on/float-off fleet, said DYT President Clemens van der Werf, "The reality, however, is that there will always be clients who need additional scheduling flexibility or the ability to get to a destination we do not service directly. They have come to trust DYT's expertise and depend on our standards for safety and attention to details. BBC is a powerhouse in global shipping; while it provides the tonnage, DYT will manage their operations for the yacht transport business, offering our clients extra sailings and more flexibility."

"While yachts are similar to other heavy-lift cargo with respect to the necessary lifting gear, they also require a greater sensitivity with respect to the lift and stowage," said Svend Andersen, BBC's Managing Director. "BBC has the specialized vessels and equipment, while DYT has the extended knowledge base for managing precious cargo."

Among the new regular routes served by BBC will be regular connections from the Caribbean to Northern Europe, Florida to Brazil, and to Dubai.

www.yacht-transport.com

Bomb boats beware

If you thought that faxing the coastguard before taking to the sea in Dubai was excessive, be thankful you're not in the US. Homeland Security Secretary Michael Chertoff has called for the screening and inspection of small boats for bombs as a new anti-terrorism initiative in San Diego. Chertoff said that although a lot of effort has been expended on screening cargo containers for bombs,

"I haven't heard anybody talk about small boats... And a nuclear bomb on a small boat can do just as much damage as one in a container." He of course referred, as all connections between boats and terrorism do, to the suicide bombing of the destroyer *USS Cole* that was attacked by a small boat laden with explosives in Aden in 2000.

www.portsecuritynews.com

Fame for Seafarers

As part of its Centenary year celebrations, the International Sailing Federation (ISAF) has launched the ISAF Sailing Hall of Fame, with a spectacular gala dinner in Estoril, Portugal announcing the first six inductees at the beginning of November. ISAF President, Goran Pettersson introduced them with "What better way is there than to honour those who have who have dedicated their lives to the sport of sailing throughout our history. The ISAF Sailing Hall of Fame is a legacy from our Centenary year and will be a record of achievement for generations to come." Designed as a quadrennial event, the

inaugural ISAF Sailing Hall of Fame started its rolls by honouring Olin Stephens, Dame Ellen MacArthur, Paul Elvstrom, Barbara Kendall, Eric Tabarly and Sir Robin Knox-Johnston as its first inductees.

www.sailing.org/halloffame



Credit: Getty Images

EasySail

T5 Middle East wants Laser to be a part of every fleet

Boat Owner chatted to Tom Pratt and Silke Ehrenbrandtner from Laser Distributor, T5 Middle East, about its objectives:

“We were very nervous ahead of the first round of the Volvo Laser SB3 Middle East Grand Prix at DOSC, but even without much wind, the competition was a great success. Considering there was only 40 seconds difference between the first and last boat in the last race, it shows how competitive it was. One incorrect reading of the wind and the whole race can change. But the great thing is that Volvo is fully behind the development of the class, having signed up for next year’s Grand Prix circuit as well.”

How far do you plan on taking the class?

“With SB3 getting one design accreditation from the ISAF, we might be able to get the World Competition out here in a couple of years. But now the SB3 class is up and running, we are looking at a small fleet in Bahrain, and pushing awareness of the value of sailing and the ease/economy of Lasers to hotels and developers. We want to see more corporate investment in sailing in the future, which we believe we will see with Volvo demonstrating the way the sport can be effectively used for brand promotion.”

What about existing Laser sailors?

“We now have a vast warehouse of spares for all Laser models, from spars and sails to complete hulls, so there is now no need for Laser owners to wait when something breaks. We have also donated a Laser GXD Standard to Adel Khalid to sail in competitions throughout the Gulf. Whether he makes it to the Olympics or not, we very much want to support how far he has come and what he is becoming in terms of a role model to young sailors. The Olympics would obviously be great for him, and Arab sailing in general, but we also want him to do well locally.”

So big things in the pipeline?

“Starting off where we have, there is so much to do in terms of awareness of T5, Laser, what we do and what we offer. Ultimately we want Laser to be the boat of choice for the environment. At first we will look at pushing our services through the Grand Prix events and supporting youth sailors. Then we will have a great push at the SB3 Grand Prix final during the Dubai International Boat Show. In the next year we are planning to expand all the way across the Middle East, and maybe even acquire some further territories as well. There is a massive lack of sailing schools and places for Laser sailors to club together. We need greater capacity so clubs and schools are able to accept the influx of people wanting to get involved with sailing. With the ease and availability of Laser, we hope to change that.”



Lavish launch for Fairline

In a lavish ceremony held on the lawns of the Park Hyatt Hotel, and with new models spotlighted sitting in Dubai Creek Marina, Fairline Boats announced the official appointment of its new dealer for the UAE. Fairline United Arab Emirates, a subsidiary of the Al Ghaith Group of Companies – which also owns Middle East Aston Martin.

Thomas Kastgen, CEO of Fairline UAE detailed its exciting Middle East expansion plans while introducing the company on stage: “We are delighted to have been selected to join the prestigious network of Fairline dealers worldwide. Our Dubai premises are the first of several we will be launching across the Middle East in the forthcoming two years, which will include new Fairline facilities in Bahrain, Qatar, Oman and Saudi Arabia.”

Fairline UAE will operate from a dedicated retail office at the new Dubai Marina Yacht Club, which is currently being completed, and will offer customers a wide range of new and used Fairline’s, exceptional after-sales service and Fairline charter operations. Recognising the importance of allowing potential

customers to experience the brand and gain first hand experience of Fairline ownership, Fairline UAE will support its sales operations with two demonstration yachts, the new Targa 44GT and the Squadron 58.

Fairline UAE joins the Fairline network of just over 60 dealers across the world that are each selected by the UK head office to offer customers the very best service before and after choosing their Fairline boat for the first time, or upgrading their existing boat to a new model. Fairline Boats manufacture luxury motor yachts from 38-78 feet in three distinct ranges: the Targa range – a sociable, open-cockpit sports boat; the Fairline Phantom Flybridge Series – suited to long-range cruising and featuring more generous accommodation and the Fairline Squadron range – the epitome of a true flybridge motor yacht for long periods afloat.

The Fairline range was recently boosted with the world launch of two models; the Targa 44GT IPS and the new flagship Targa 64GT. Fairline has also announced it will launch an updated Targa 52GT and a new Squadron 55 motor yacht in 2008.

www.fairline.com

Livorsi takes up the stainless strain

Developed with the active Livorsi customers in mind, the new stainless Steel Sea Strainer features an easily removed, clear view Lexan lid, which allows for nearly effortless checking and removal, both helpful when boating in rough waters. Maintenance and cleaning are simplified by a stainless steel cone-shaped basket that deftly collects the multitude of debris to be found in seawater. An easy lift handle allows you to remove the basket and its contents with no hassle. Durability is another built-in feature, as the unit is pressure tested to 150 PSI. An impressive 60 GPM can flow at 22 PSI meaning that the unit is engineered to flow enough water for an application of up to 800hp. The Stainless Steel Sea Strainer comes with a universal mounting bracket for port or starboard applications. Same-side or opposing bungs for virtually any configuration are

available. An optional floor mount bracket, blow-off valve and flushing kit is available.

www.livorsi.com



IN HIS OWN WORDS • BARRIE HARMSWORTH

IRC rules

IRC is proving a worldwide success, lets keep it that way



A far cry from last year's congress in Eastleigh, UK, the 4th IRC International Congress meeting was held in Chania, Crete. Safely ensconced in a 200-year-old

Arsenal building overlooking the sea, we heard about the evolution of the IRC fleet worldwide. Mike Urwin presented a paper showing an overall increase of 20 per cent. That set the mood for the rest of the meeting. Reports of the 15 delegates from all over the world claimed one success story after another. Most impressive was the presentation by Don Nowlan from the US, illustrating the decline of the International Measuring System (IMS) and the increase in IRC.

The IRC rating system is the property of the UK's Royal Ocean Racing Club (RORC) and Union Nationale pour La Course au Large of France. David Asher, the President of RORC went on to say how important it was to keep the IRC rating system in its current form. Some discussion ensued over the so-called "secrecy" of the rating formula but, as was made clear, it was the ease with which the old International Offshore Rule (IOR) had been exploited by owners and designers that had led to its downfall. Those of us, who are old enough, remember the last of the IOR boats with their extreme hulls and complicated rigs. They could only point to windward and not much else. And, worse still, they were ugly. To me that is a travesty. Yachts and women should be as beautiful as possible and attempts to make them better by technicality is a sin. With good management, the IRC rating rule has avoided these problems and the latest IRC designs are quite breathtaking.

Next the meeting tacked on to a more technical nature, the highlight being a vigorous interchange over canting keels. In fact, keels in general. Fairly obviously, a keel is essential on a keelboat and of late there have been a few occasions where they have become detached, on occasion causing fatality. What IRC is trying to avoid is being forced into a position where they may be held responsible for a faulty design because they have rated the boat. Extreme, you may think, but in a large country that owns a lot of aircraft carriers they'll sue you for anything.

My friend Johannes Weimer rang me to complain – what do you expect, he's German. He said his two sons Hannes and Max, who run Premier Composites, had won the Volvo SB3 competition. He complained they hadn't got enough publicity for winning and reckoned it was because they were German. Quite right. At least *Boat Owner* followed it. Okay Johannes?



The sculpting of sails

Capturing the essence of yachting is sometimes as poetic as experiencing it. Be it through print, prose, poetry, picture or film, the beauty of nature harnessed through sail and brawn can never be underestimated. Arriving in Dubai for Cityscape, Australian sculptor John Woulfe brings a unique aspect to his yachting-inspired sculptures, drawing on 35 years of experience as a traditional wooden yacht builder and restorer in Sydney. "I only hope that I live long enough to get all my ideas out there," sighed John.

John's journey into sculpture started during his career as a shipwright, a job he fell into from school, where he studied many techniques, particularly the traditional steaming and crafting of wooden hulls into natural waterborne shapes. "My shipwright experience has been extremely valuable in helping me produce good quality timberwork," John said. A keen sailor, John's passion for sailing inspired him to develop a series of sleek yacht sculptures for racing trophies, made from stainless steel, sandstone and Australian timbers such as Jarrah, Huon Pine, and Australian Red Cedar.

It was following a life-threatening bout of meningitis that John made the decision to turn his attentions to his art, a choice he has never looked back on. In 2004, John made his first public appearance in the yachting fraternity with a successful exhibition during Hamilton Island Race Week, which was followed by well-received displays at yacht clubs including the Cruising Yacht Club of Australia (CYCA) and Royal Geelong Yacht Club (RGYC). His real break then came in

2005, when John won the Cromwells Arts Prize of \$50,000 with the wall-mounted sculpture, 'Hobart Bound', inspired by the Sydney-Hobart Yacht Race.

Not only did this accomplishment elevate John's fast-growing status, but it also caught the eye of the CYCA, that commissioned him to create the Big Boat Challenge Trophy – for the pre-Sydney-Hobart regatta – that he presented to Neville Crichton, owner of *Alfa Romeo*. Subsequently John has been commissioned by RGYC to make the perpetual trophies for the inaugural Skandia Docklands Invitation and Audi IRC Series.

While not basing his sculptures on any specific yacht mould, individual commissions have been styled along the form of traditional racing hulls and Farr 40s, but in each case it is the essence that is used to capture the emotion of sailing. "It is real 3-D art," explained John. "The idea is to create a big picture that draws people in, then they get to appreciate the detail and craftsmanship that makes up that bigger image. The trick is to keep it simple and maintain a sense of proportion. Not go too far into detail with guard rails, etc."

Already having sculptures in exclusive hotels and resorts, John is still full of progressive ideas. Moving on from the 3.5-metre stainless sloop in a hotel foyer, which required engineering to ensure the 80kg weight would lie at a 16-degree heel, John has plans for a centerpiece that places two America's Cup-style racers dueling in a shallow pond, with lights and pressurized water giving the impression they are moving.

www.johnwoulfe.com.au



Cool Gill boots

Admittedly, boots are not normally considered as prime footwear while sailing on the Arabian Gulf, but for those sailing further afar, or who want the best grip on the foredeck, bare feet should be avoided. The new breathable boot range from Gill is designed for those that want the best in footwear performance on the boat. Using the latest high tech materials, Gill has developed two different designs in classic brown leather and highly durable black Kevlar/Leather styles, both of which benefit from fantastic grip, a great fit, and unrivalled breathability. The Vibram sole, a compound that has superb water dispersion capabilities and will keep you securely attached to the deck, provides the grip, while the cooling breathability is provided by an eVent lining, which is the most breathable lining available that is suitable for waterproof footwear.

www.gillmarine.com



BMW-powered Duboats

Striking a bold vision on the racecourse, with both its position and new livery, the Duboats Yacht Racing Team has acquired a new 2007-2008 season sponsor in AGMC and BMW Group Middle East.

Founded in 2003 by America's Cup yachtswoman and Duboats GM, Christophe Vanek, the Duboats Team has consistently proved the capabilities and successes of its Beneteau yachts by showing the racing fleet how to race successfully. In addition to many skilled members of the Duboats yacht sales and service team, the crew also includes Yousef Bin Lahej, the first UAE

national to qualify for the Olympic games, and a driving force behind the growing sport in the country. Bin Lahej is also the first UAE national to win an international sailing event, the Al Barez International Regatta in Bahrain.

"AGMC and BMW are supporters of premium sporting events, both globally and locally. Our expansion into the yachting world was a natural progression in supporting this growing sports segment in the UAE," explained Stathis I. Stathis, General Manager of AGMC.

BMW has a long history in the

sport of yacht racing, both in terms of sponsorship and involvement. Notably, BMW Yachtsport has offered technological competence and design know-how, especially in the field of intelligent lightweight construction, to the BMW Oracle America's Cup racing team. BMW is also involved in sailing events including the Giraglia Rolex Cup (St Tropez, Genoa), BMW Match Race Academy (Italy), BMW City Challenge (London) and Royal Langkawi International Regatta (Malaysia).

www.press.bmwgroup.com

Martin's a pretty fly guy

A seasonal activity that requires a great deal of skill and patience, fly fishing is as easily performed at sea as it is on lakes and rivers. Run under the aegis of acclaimed fisherman Martin James, The Fujairah Salt Water Fly Fishing Academy teaches traditional angling methods, in which artificial flies are tied out of materials such as fur and feather onto a hook, to imitate naturally occurring food. Rods are generally light, while the lines are heavy, providing the perfect weight and momentum for casting. "With its densely populated and flat waters, the Gulf is perfect for this style of fishing," said Martin James. "Moreover, Fujairah, in contrast to Dubai and the windy West Coast, is

particularly suitable." Since his first visit to the UAE in 1992, Martin has been enthralled by the local seas and the catches offered. "Unlike more conventional methods of angling, fly fishing is less messy and does not involve live bait, but a lure covered in silk furs, which, when combined with an expert cast, imitates a bait fish." The academy offers a range of courses and expert tuition and covers all aspects of the sport, from tying knots to the mechanics of casting. The course includes one night's accommodation at Le Meridien Al Aqah, a classroom session, five hour charter and dinner with Martin, and runs from December 12th to 17th.

www.lemeridien-alaqah.com

