

The Future of Cruising

By James Merrington

The Cruising Division talk on 24th October was given by Phil Ross, editor of Cruising Helmsman Magazine. Phil outlined his sailing career which started in Melbourne, sailing on Cadet 12s, graduating to ocean races including the Melbourne to Hobart and Sydney to Hobart events. Following this he competed in the 1982 Sydney to Suva race on Challenge 2 and from there delivered the boat to Hawaii to compete in the Clipper Cup. He was part of a delivery crew to San Francisco where he joined the crew of Kia Loa 4. He was part of the racing and delivery crew for Kia Loa 4 and sailed in various regattas and delivered the boat to the East Coast circuit via the Panama Canal. After the various East Coast races, Kia Loa 4 went on to sail in the Mediterranean winning the World Maxi championships in Porto Cervo, Sardinia. Phil regaled us with some amusing anecdotes of his experiences during this time.



After these experiences he returned to Australia and joined the Kookaburra campaign for the 1987 America's Cup in Fremantle.

There were questions from the audience regarding facilities for cruising south from Sydney, specifically why there weren't any marina facilities on the South Coast, the response was that the geography was the major barrier to that, however, it highlighted the need for proper preparation when cruising. New Zealand now requires boats cruising to other countries to be equipped to Category 1 standard.

Questioned on whether cruising was growing, Phil responded that Beneteau & Jeanneau were launching five new boats per week and these must be going somewhere; also Cruising Helmsman magazine is growing in both circulation and advertising revenue.

Next cruising Division events:

Cruising in Company 16-18 November, Port Hacking.

Presentation 28 November 'Melbourne to Osaka race' a talk by Rupert Henry and Greg O'Shea.