

All in the family

The team at Sydney Yachts wants the new Sydney 32 to follow in the wake of its hugely successful big sister. Simon Kent reports.

They're one of the genuine success stories of Australian boat building. From a humble start, where big ideas and an appetite for work far outweighed available capital, Sydney Yachts has moved to the forefront of the domestic sailboat market.

Much of this success can be directly credited to ready acceptance of the Sydney 38. So too the Sydney 40 and the rest of this extended family. Now it's time for the Sydney 32 to step into the spotlight and (hopefully) carry on the tradition.

Most people first made their acquaintance with the boat at last year's Sydney International Boatshow. The sheerline revealed the Murray, Burns & Dovell heritage long before the signage did. Then there were the other unmistakable signs that gave away the bloodlines...

Big, colourful steering wheel. Custom Whalespar aluminium fractional rig. Slim coachhouse with two windows either side and slightly flared topsides forward. Swept back spreaders, single backstay and NO running backstays or checkstays.

For those who stepped below there was the finish of polished wood and gleaming gel coat. Custom draws that slid easily out and in. Plenty of accom-



Headroom is an impressive 6'2".

modation to meet IRC and IMS standards, galley, dedicated navigation area and, above all, once the docklines had been thrown clear, a terrific turn of speed on the water.

All of which had me anticipating a pleasant day sailing with Martin Thompson when I joined him on Pittwater for a test and mid-week race with the rest of the RPAYC fleet.

Fun's included

After we motored out towards the start,

skipper for the day Andrew MacPhail stepped out from behind the wheel and beckoned me to take his place. I did with one qualification:

"All care but no responsibility," I said.

Not that I needed to bother. Our mixed fleet was polite and almost unfailingly restrained as we entered the last ten minutes before the gun. Off towards the start, the big 60-footer *Wild Oats* was turning everyone else inside out while I was having fun just turning the wheel. It felt like I was steering a model yacht on a millpond in some sort of giant-in-Lilliput escapade.

"The fun's included as standard in the whole package," Thompson offered as way of recognition of my beaming dial. "The steering is direct, isn't it."

No need to answer. I put the wheel



"I put the wheel over as we dodged some moored boats and the helm responded immediately."



MAIN PHOTO: The new Sydney 32 owes its lines to the bigger 38.

INSET, TOP: Outboard composite chainplates involve no through-hull fitting, thus lessening the chances of leaks.

ABOVE: Men at work... three's no crowd on the Sydney 32.





ABOVE: Cockpit is open and uncluttered. Note the two removable seats forward of the wheel. They can be left ashore or used for storage at sea.

RIGHT: All rigging, standing and running, is of the highest quality available.

over as we dodged some moored boats and the helm responded immediately. The spade rudder swept us through an arc of 180 degrees and back from whence we came.

We returned to the starting area, took the gun and charged off. Now the wheel was once more in the capable hands of Andrew MacPhail and we were two-sail reaching in 12 knots of breeze and making an easy 6.5 to 7 knots through the water.

This is the sort of performance that gives any owner confidence.

Third boat

Like RPAYC member David Benallo. He has the third boat on Pitwater coming and it's called *Rollercoaster*. A look at his personal sailing pedigree shows that he knew what he was looking for.



"I've owned an Endeavour 24, an S80, a Cavalier 30 and an Adams 10. Upgrading to the Sydney 32 was an easy decision. Most boats in the 30-33 feet size range are Spartan to say the least, the new Sydney 32 has 6'2" head room and is fitted out for family sailing, with galley, accommodation, storage and saloon areas usually seen only in bigger boats.

"It's a great all rounder. We will be able to race IRC, JOG, One Design and yet it is a great family boat. With such broad appeal it will retain its value."

As mentioned earlier, it all comes in a pretty slippery package, too.

During our race we were able to wake-ride with a couple of 40-footers

(no names will be mentioned to spare the blushes of the guilty) which was fun in itself. Almost as much fun as watching the expressions on the faces of the crew as they tried their hardest to shake us.

From directly astern they'd start to climb above us, hoping that superior boatspeed would carry them faster and higher before sailing off into clear air. It didn't happen. They couldn't even get into a mast abeam position. After a few such pointless overlapping attempts they fell back down on course for the bottom mark and spent the remainder of the leg peering at our stern.

Alas a lack of time prevented us from finishing the course. Still, with just a few sets of hands on board, we were able to be competitive. The deck layout is almost a complete copy of the bigger Sydney 38, so anyone stepping down from that level would feel immediately at home. Or vice versa, depending on the case.

Andrew McPhail could provide ample evidence of this. A week before our test he sailed the same boat *Mainstay* (Stan Montgomery/RPAYC) to a convincing win in the opening race of the 2003 Australian Super 30 cham-

STANDARD INCLUSIONS

- Recessed racing wheel
- Dyform rigging
- Racing deck gear
- Racing winches
- Self-aligned rudder bearings
- Custom racing rope package
- Whalespar custom mast/boom
- Rigid vang or boom kicker
- Mainsheet winch system
- Twin groove forestay
- Spun tapered kite pole
- Composite hull, deck, interior
- Composite chainplates
- Hydraulic backstay
- High tensile steel keel
- Lead bulb
- Survey complaint hull/deck
- Fresh water cooled engine
- Category 2 battery management



"This is the sort of performance that gives any owner confidence"

pionships. Here's how he put it:

"We were new to the boat, still figuring out how to sail it and were very pleased with the performance. We were

buried off the line, but fought our way up through the fleet on the first beat.

"We were very pleased with our speed in the 12 knot breeze and were placed 4th or 5th, then the lead boats overstood the first mark, positioned to the east of Terrigal. We rounded first.

"As expected the lightweight Mumm 30s sailed through us on the run, but we still had them clearly on time at Bungan. Coming back we were headed badly off Whale Beach and needed two seaward nasty tacks to recover.

"So we thought we were gone, however we discovered early on that if we were quick to change gears with the breeze, we could keep the boat moving very nicely. We figured after the race that if we'd not hit that adverse shift we would have won by three minutes, so it was not just the first mark that told the story."



TOP: The on-deck layout has been kept as simple as possible.

ABOVE: Navigation area is forward-facing and directly between the galley and the companionway ladder.

Fit out

Martin Thompson is keen to point out that once you've bought the boat and sails, the moment you accept it from the factory you're ready to race in exactly the sort of company thus described.

"It's not a matter of buying a 'basic' boat and then clipping on all the go fast bits. We deliver a race-ready package that will deliver on competitive edge.

"I think a few people were surprised when they bought into the early OD classes. They thought they'd immediately be in amongst the winners.

"Trouble is, they then had to go and buy a new suit of ultra fast/ultra expensive sails, running and standing rigging, fared keel, electronics and maybe a couple of hired hands to call the shots as well.

"At Sydney Yachts we want everyone

SPECIFICATIONS

LOA	9.67m
BEAM AT DECK	3.21m
DRAUGHT	2.04m
DISP.	3,100kg
BALLAST	1,300kg
FUEL	65 litres
WATER	200 litres
ENGINE	18hp Yanmar
PRICE	\$227,000 ex-factory
DESIGN	Murray, Burns & Dovell
CONTACT	Sydney Yachts - 02 9979 8044

to be competitive in what is a true One Design class. If you look at the list of standard inclusions you'll realise the only thing a new owner has to add is his or her necktop computer and a few sailing mates."

Conclusion

The new Sydney 32 costs \$227,000 ex-factory. It perfectly replicates everything that has made the bigger Sydney 38 a success: good design, simply rig, comfort below decks and a quality finish.

Built in Sydney Yachts modern ISO 9002 certified construction works at Nowra, on the NSW South Coast, the boat complies with all Waterways regulations for charter vessels.