



**Published by City of Sails Marine Yacht Brokers
For news, views, tips and information**

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Aquila Power Cats + See them at Sanctuary Cove Show + New Listings + Sailing Tales + How to Foil the Locals + Was America First?

NEW BUILDS

Aquila Power Cats - New Build – Luxury - Quality



Aquila 44 – Three or four cabins ensuite, space and comfort, Aquila sets the standard for this class of luxury power cat.

Recognized globally for its high-quality, advanced composite manufacturing capabilities, Sino Eagle Yachts builds **Aquila** Power Catamarans in a state-of-the-art facility to exacting standards. With one of the most talented teams in the industry providing the combined knowledge and extensive experience, **Aquila** has established a game changing new standard of power catamaran innovation. Leading the way in the market segment, **Aquila** continues to pave the way with strong international sales of the award-winning Aquila brand.

Available in 4 models – the ALL NEW Aquila 32, Aquila 36, Aquila 44 and Aquila 48. As Northern Sales Agents for NZ Boat Sales alongside partners at Multihull Central Australia, we are very excited to bring these fantastic vessels to the Australasian market. Three [Aquila 44](#) power catamarans have now been sold into Auckland!

Contact City of Sails Marine in Auckland - Ph 021 245 8809 - to arrange a VIP tour of the Aquila 44. Or you can see the 36 or 44 Aquila power cats at the Sanctuary Cove Boat Show, Thursday 23 – Sunday 26 May 2019. More info: [Sanctuary Cove Boat Show](#)

NEW LISTINGS

Auckland Coastguard Selling Two SAR vessels



Lion Foundation Rescue

City of Sails Marine has been appointed sales agents for two high class Search and Rescue Vessels, currently in operation with Auckland Coastguard. The largest of the two is the 15.5m Lion Foundation Rescue, a 15m alloy Teknicraft, launched in 2015. Powered by twin Scania and Hamilton jets, this built for purpose vessel cruises at 27 knots, with a maximum 40 knots. Fully equipped for her current task as an in-survey SAR vessel, but also perfect as a dive, charter, oceanographic or work boat.

For more information, photos, specifications, go to: [SAR Lion Vessel For Sale](#)



ASB Rescue (above)

The second Coastguard SAR boat offered through City of Sails Marine is ASB Rescue, built for the Auckland Coastguard in 1999. With a GRP hull, twin, 410hp Yamaha diesels on shafts, 4000l fuel, the vessel is another built for purpose rescue vessel, but would also make a great charter, service or dive boat.

For more information, photos, specifications, go to: [SAR ASB Rescue For Sale](#)

Nelson 42 Pilot Boat for Sale (MA)

An opportunity to purchase a very well maintained and completely refurbished Pilot Boat. Recently she has been used as a recreational boat but would also serve very well as a fast, workmanlike but comfortable vessel for charter, servicing or dive work.



Fast, strong Pilot Boat for sale – exclusive sales agents, City of Sails Marine

These vessels have been around since the 1970s and appear to originate from the Isle of Wight. Many vessels of this model have been fitted out in different boat building yards. Most are GRP.

With accommodation for 3 she is powered by 2 x Twin Perkins M300 6 cylinder marinised marine 300 PS diesel engines. For more information, go to: [Pilot Boat](#).

Alan Mummery Motorsailer

This lovely motorsailer designed by Alan Mummery is a perfect, comfortable, “get me home whatever” vessel – and very smart too. Just listed, lying in Wellington.

There’s more info on our website: [Motorsailer](#)



Alan Mummary motorsailer

Recently antifouled in smart navy blue, this boat is a huge volume vessel ideal as a comfortable and well priced live aboard!

The America's Cup: Late but worth the wait

With thanks to Scuttlebutt



[Watch Video](#) All teams for the 2021 America's Cup will be using a one-design Foil Cant System (FCS) developed by the Defender and Challenger of Record. It has proven to be a complicated project, and while delays in its completion will have a trickle down effect on when teams can launch their first AC75, the FCS testing is now done and the units are on the way to teams, bringing everyone one step closer to putting their AC75 in the water.

In addition to Challenges from Italy, USA, and Great Britain that were accepted during the initial entry period (January 1 to June 30, 2018), eight additional Notices of Challenge were received by the late entry deadline on November 30, 2018. Of those eight submittals, entries from Malta, USA, and The Netherlands have also been accepted. Here's the current list:

Defender:

- Emirates Team New Zealand (NZL)

Challengers:

- Luna Rossa (ITA) – Challenger of Record
- American Magic (USA)
- INEOS Team UK (GBR)
- Malta Altus Challenge (MLT)
- Stars & Stripes Team USA (USA)
- DUTCHSAIL (NED)

Key America's Cup dates:

- ✓ September 28, 2017: 36th America's Cup Protocol released
- ✓ November 30, 2017: AC75 Class concepts released to key stakeholders
- ✓ January 1, 2018: Entries for Challengers open
- ✓ March 31, 2018: AC75 Class Rule published
- ✓ June 30, 2018: Entries for Challengers close
- ✓ August 31, 2018: Location of the America's Cup Match and The PRADA Cup confirmed
- ✓ August 31, 2018: Specific race course area confirmed
- ✓ November 30, 2018: Late entries deadline
- March 31, 2019: Boat 1 can be launched
- 2nd half of 2019: 2 x America's Cup World Series Preliminary Events
- February 1, 2020: Boat 2 can be launched
- During 2020: 3 x America's Cup World Series Preliminary Events
- December 10-20, 2020: America's Cup Christmas Race
- January and February 2021: The PRADA Cup Challenger Selection Series
- March 2021: The America's Cup Match

Details: www.americascup.com



Gender neutrality goes boating

The Scottish Maritime Museum is to stop referring to ships and boats as “she” and instead adopt gender neutral terms after the word “she” was scratched from a number of signs in the museum.

“For the second time this year, the museum has been targeted by a vandal, who has destroyed one of the interpretation signs which follow the universally adopted and centuries old maritime tradition of referring to vessels as female,” explained Museum director David Mann.

“Like other maritime museums and institutions, we recognize the changes in society and are committed to introducing gender neutral interpretation.

The practice of referring to boats and ships as “she” is a centuries-old tradition – how much longer may it last?

America’s Cup - How to Foil the Locals

The America's Cup: Team New Zealand's foiling developed on a secretive mission to a remote lake. And they were armed with a secret weapon.

The weapon was named Waka and the group of Emirates Team New Zealand members - who were in stealth mode with no team clothing or branded vehicles - went undetected.

The year was 2011 and a group from Team New Zealand were on a covert mission to test a radical new development that has now been revealed as the birth of America's Cup foiling - aka sailing on air. More of this story- [Click here](#)



How dominant was America in 1851?



With thanks to *Scuttlebutt*...

Bengt O. Hult, now at 96 years old, is a retired International Judge who had served the sport throughout the world. He is also the author, or translator, of more than 50 books, mostly on sailing, and has lectured on racing rules for decades.

The Swede is also a keen observer of America's Cup history, and in this report takes issue with the interpretation of the – "there is no second, Your Majesty" – statement.

I seek to share the true story of the race around the Isle of Wight in 1851 which is often, incorrectly, called the first race for the America's Cup.

I have read with interest a number of articles about the history of that famous race in England in 1851 which have generally just repeated the old story as told by the owners of America. Among other things, the remark of that silly footman aboard the Queens paddle steamer – "there is no second, Your Majesty" – indicating that the yacht was a flyer.

People have for more than 150 years deliberately misinterpreted that remark. What is reported is not at all what he meant. I think it is time to sort out what actually happened that day. The following facts are taken from the press and other sources from that time. So off we go...

It is normally reported that there were 15 yachts – 7 schooners and 8 cutters – entered and starting in the race round the Isle of Wight. There was, in fact, one more entered, the Irish sandbagger or, as they were called in Europe, beach yawl, called Wildfire.

However, the haughty officers of Royal Yacht Squadron did not like that type of boat although it was an established type in the US at that time. They refused her entry, but that did not stop her from starting in the race together with the other smaller yachts.

After having sailed for about one hour the yachts should take the Nab light vessel to starboard, some miles off the coast. Most yachts did so but America followed the coast and fell off, thereby gaining some miles.

The other yachts protested of course but the race committee explained that they had given the guests a special, very elegant copy of the sailing instructions where the Nab by mistake was left out in the course diagram. They could not be blamed for following that diagram so the protest was dismissed.

It is not quite clear but it seems that some other yachts followed in the wake of America, among them Wildfire. An hour later two other cutters, Volante and Frank, had worked closer to the shore south of the island and were then in the lead. This is confirmed in the log of America. The wind was light and the tide against.

Now America put in a number of tacks to get close to the shore as well. The reason was to cheat the tide. Other yachts followed, and soon a number of yachts were fighting hard for free wind. Frank tacked in front of Volante and broke her bowsprit.

When the yachts rounded St Catherine's Point – half way round the island – Aurora was close behind America but first of them all was Wildfire. Her lead was substantial, three miles. This was confirmed by Montague Guest, the official historian of the club, who wrote about the race in 1902.

When they later could ease the sheets, America managed to catch up with Wildfire near the Needles, the formidable rock pillars outside the western point of the island. The wind was again dying and, what was even worse, the tide had changed and was now against.

America had now goose-winged her two big sails in order to catch as much wind as possible and chose to get out into the Solent. In contrast, the smaller yachts tried to get as close to the coast as possible to cheat the tide. In fact, they even went in to bays and nooks as there was no tide there at all.

Finally America managed to cross the finish line, which was when that footman told the Queen aboard the royal paddle steamer that America was first but there was no second. Where were all the others then? They could not have sunk all of them and they could not possibly be below the horizon. The truth is, of course, that they were inside a nook and obscured by a headland.

The official results show that the second yacht, Aurora, was only 8 minutes behind. She had a very high peaked gaff, making the rig more like a gunter rig. If it is a formidable achievement that America (30.86 meters and 132 ton) beat Aurora (19 meters and 47 ton) by 8 minutes after having sailed 54 miles in about 10 hours is up to the reader to decide, especially as America cut the course at the Nab and Aurora did not.

While Wildfire was not in the official results, the press reported that she was a few miles in front of the winner when she finished.

Perhaps the winners themselves can give us their appreciation of the yacht America. They sold the yacht as soon as they could, grabbed the cup and the money and went home to New York. Did they brag about their feat? No, they put the cup in a cupboard where it stayed for seven years before they took it out, renamed it America's Cup, and donated it to NYYC.

What about the new British owner, lord John de Blaquiere, then? Did he use his "golden egg" to win numerous matches? No, he entered her in a few matches, won some and lost some.

One match in 1852 was against the Swedish schooner Sverige of the same size. They raced east of the island, and at the turning point the Swedish yacht had a lead of nearly nine minutes. However, on the way

to the finish, her main gaff broke so that the sail could not be sheeted in, giving America one of her few victories.

Anyone may have an opinion of America. After having read this true story, you as a reader may have yours.....
