

Why Switch from Sail to Power?



In recent years, particularly with the development of Marina Stage IV, we have seen an influx of power boats into the Squadron. In fact, some members of the club's seasoned racing fraternity have recently taken the plunge into power. We asked Annette Guilfoyle, also a relatively recent convert to power, to investigate this phenomenon.

Vatican during 2006 Flotilla For Kids. She was Annette and Lindsay Guilfoyle's exchange for the Spencer 30 yacht, Escapade.

When Lindsay and I sold our trusted 30ft Spencer *Escapade* in 2004, with the intention of upgrading to a bigger, newer yacht, we considered our options carefully. In the 4 years we had *Escapade*, weather conditions and time restraints had prevented us from ever sailing further than Edithburgh.

Within weeks of purchasing *Vatican* (previous owner Mr Pope), we spent our first idyllic New Year's Eve anchored at Emu Bay on KI and our decision to convert from sail to power was well justified.

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At full throttle and 23 knots, we can make it to Port Vincent in less than 2 hours. We prefer to travel at a more economical cruising speed of 14 knots, which takes us about 2.5 hours and costs about \$50 in fuel. We'll gladly spend the extra dollars to get us to and from our destination in less time and provide us with more choice and flexibility on when and where we can go.

We love the added headroom and space on *Vatican* compared to a sailing

boat. It's a fun, family boat and suits our needs perfectly for the next few years. However, we haven't ruled out going back to sail in the future when we have more time for leisurely cruising.

I spoke to some of our die-hard veteran Squadron sailors, some of whom had given us much 'stick' about converting to power, about their recent decision to follow suit. Here's what they had to say:

David Morphet

David commenced sailing at Glenelg Sailing club at the age of 13. It was in *Slipping Away*, his last sail boat, a Southern Ocean 32, that David completed his 50th summer season of competitive racing, during which time he had never missed a Saturday race. David's wife Jillian says 'David is too modest to list his many successes over the 50 years, but look at the trophies on display in the cabinet or those awarded on prize nights and the name Morphet can be seen on many of them.'

David's first foray into power was with a 6.13m Reef Runner, a trailer boat kept on RSAYS hard stand for 18 months. He refers to this as a 'mechanics opportunity' and says he certainly learnt a lot from it. He recently upgraded to a Riviera 29, a newer boat which only requires basic maintenance.

Asked about his reasons for converting to power, Dave says 'I was

privileged to have many good, reliable crew members during my years of sailing, and it has pleased me to see a number of them now successfully competing in their own boats. However, it is becoming increasingly difficult to get regular crew. That, together with getting older and not being as fit and healthy as before, was my main motivation. You also have to consider the expense of maintaining a racing yacht at a competitive level. Having a power boat enables me to go fishing and crabbing, as well as providing the opportunity to 'tinker', which I really enjoy.'

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John Butterfield

You may have spotted a recent addition to the Squadron pool in H row.

Katriama II is a 58 ft Horizon motor yacht, built in 1996. With two Caterpillar 3208TA (turbo-charged, after-cooler) engines, she cruises comfortably at 25 knots. And with a Kohler Gen Set, appropriately called 'Coca', she boasts all the creature comforts that yachties dream of, such as air conditioning,



John Butterfield en route to Adelaide with Katriarna II. He's having a bet both ways and keeping his yacht Jazam.

ensuite shower facilities (and a second shower room), dishwasher, washing machine & dryer, ice maker, flat screen TV. In spite of this, John is hanging onto his yacht *Jazam*, at least until he can convince himself that the move to power has been a good choice.

... Katriarna II provides a flat, stable platform in 40 knot winds in a beam sea ...

John's sailing history spans some 40 years. Whilst he has prior experience with power boats, he has never skippered one until now. He says the only concern he had converting to a power boat was the amount of roll in a beam sea. With plenty of experience on his recent cruise bringing her to Adelaide from Sydney he was pleasantly surprised. 'The major difference is that *Katriarna II* provides a flat, stable platform in 40 knot winds in a beam sea, with optimum comfort inside. In *Jazam* in those conditions, it would be most uncomfortable. At anchor, we also have a large, flat, stable platform, which is good for relaxing and entertaining.'

When asked what he'll miss most about sailing, John said 'The quietness, although *Katriarna II* is not that noisy at

lower speeds and telling the crew what to do'. John's teenage son Zane says he has fond memories of *Jazam* and he'll miss the good times. Something tells me there are plenty of good times in store for the Butterfields in their new venture!

Robert Henshall

Robert is another RSAYS Member taking a two-way bet with power. He has had *Sapphire* a 42.7ft Beneteau for the last seven years, but has been thinking about getting a power boat as a second boat for the last three. He was looking for something quick and easy for fishing. In late 2005 he purchased his Arvour 25-footer, built in Finland. With a top speed of 20 knots, a light pick and chain anchoring system and being very easy to manoeuvre, it is ideal for one-day fishing trips. He also uses it to support Etchells racing. Robert lists the main differences with the power boat as the engine noise, hull noise and intense steering required in heavy weather. Nonetheless, he is satisfied with his move and says he

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uses it about 20% of his time on the water.

So, in conclusion it seems that speed, convenience, comfort and ease are the main reasons for converting from sail to power.



Lincoln Week

Lincoln Week starts February 22nd-March 1st. Pre race briefing is at the CYCSA at 1830 on the Thursday night. Please download an entry form from the Link site from our website. Several of our boats have already entered. Remember you must be Cat 3 for this race. The Safety Committee will be undertaking inspections for Safety Compliance the weeks leading up to this event. Please keep an eye on the Notice Board for this to see if you are one of the lucky ones.