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Autumn 2019 Newsletter

Did you know that every international boat in Australian waters that DBY has for sale is fully imported with no cost to the buyer at all. All paperwork has been processed and all fees paid so rest easy that if you decide to choose one of these international boats it is yours without a hitch or hassle.

DBY Boat Sales has had a record number of yachts and multihulls arrive into Pittwater after crossing the Pacific. We have many sensational boats that are fully equipped with a detailed inventory and everything you need for bluewater sailing or just an extremely comfortable boat for our local waters.

A few boats are still on their way. These ones are still enjoying the warm tropical waters of the Fijian Islands before the last leg of their journey.

One of the boats that has arrived is the [Beneteau First 47.7](#) that has sailed from Slovenia.



[Beneteau First 47.7 "ZANA"](#)

Reduced to \$229,000

Beneteau 47.7 world cruiser set up for circumnavigating. This boat is for those wanting comfort but with a high degree of performance.

She is set up with the shorter rig for easy management and handling. She is usually the star performer in the cruising fleet being so easily driven. The beauty of this feature is you do not have to carry as much sail as most other boats to achieve the long daily runs. Zana is beautifully set up and maintained by a meticulous owner who is sailing with his wife and 2 children. They have sailed her from Europe.

The boat has never been chartered and is the owner version with huge cabin in the bow and 2 doubles aft. The boat had a substantial refit before departing 2017 including engine overhaul, new sails and rigging. They installed an inner forestay as well as substantial stiffening to the internal structure.

New rudder bearings, addition of dinghy davits for ease of handling. She has an electric cabin top winch, and the best of electronics and safety.

Priced for a quick sale for those who want an ocean ready package.

Go East from Australia! Sydney to the Pacific! Say what!!!

If you would like to know more scroll down for a great article on sailing east from Sydney, Australia.

Latest Listings



Pictured on the left is the [Lagoon 440 Cruising catamaran "CARPE VENTUM"](#) currently for sale with DBY. It is known as one the most popular catamarans ever built. She has been the most successful distance cruiser of all the Lagoon range over the years and for very good reason. The Lagoon 440 provides ultimate comfort, good performance, as well as proven sea-keeping qualities. This 3 cabin owner version has only had one owner and never been chartered.

International Buying & Selling

Buying a boat overseas is EASY and FUN.
We can walk you through the reasons for doing it. We help you make the process simple and show you the steps involved.
AND we can find the perfect boat for you.



The Cruising Dream

So you are thinking about one day cruising around the world. It has now become quite common, the idea of buying a second hand boat in Europe, the Caribbean or Pacific and sailing home to Australia.



The yacht in the first image is a gorgeous [Dufour 500 Grand Large](#) located in Singapore and priced at \$465,000AUD. It is very well designed for cruising, with good performance when you decide to race her as well. Perfect for club racing and long term cruising.

The catamaran on the left is [a Lagoon 400](#) "SPALAX II" priced at \$240,000USD. Currently in Fiji while the owners enjoy their final few weeks of holiday. It is a comfortable and spacious cat which is extremely easy to sail and provides a pleasant and bright living space. It has four cabins and four heads.

Featured Boat



Hallberg Rassy 46 "GRACE"

\$498,000

Absolute top shelf 2002 Hallberg Rassy 46. No expense has been spared on the fitout on *Grace*.

Her owners, a family from Tasmania, have completed their Pacific tour and now she is available for sale.

Only the best in blue water equipment, and a high level of safety have been installed with the emphasis on backup, spares and redundancy paramount in the owners mind.

Emphasis was on long term self-sustainability with power and water and ease of handling short-handed.

We do get a number of this famous model from Hallberg Rassy. *Grace* is the best we have seen.

So if you are looking for the best, *Grace* is awaiting her new owners and the next adventure.

See below for a few of our current listings.



New Listing -

Lagoon 440 \$475,000



Huge Reduction!

Swan 46 \$249,000



Montevideo 45 \$139,000



Price Reduction!

Hylas 54 \$790,000



Taswell 44CC \$249,000



Jeanneau 51 Sun Odyssey \$195,000



[Corsair 51](#) \$695,000USD



[Bruce Roberts 53](#) \$199,000



New Listing

[Stealth 12.6m Cat](#) \$290,000 USD



Reduced!

[Botterill 28](#) \$50,000

Sailing East from Sydney to the Pacific

All your questions answered....

Typically Australia has been referred to by the cruising community as the destination at the end of the downhill slide. Perception is that you cannot sail East in mid latitudes as you would be pushing the SE trade winds.

Traditional options to sail east if using "Ocean Passages of the World" as a reference would involve sailing south into the roaring 40s then heading due north once reaching a suitable longitude for your location. Think again as this is not the best way to do it if you are the average cruiser. Bearing this in mind, those sailing West from Europe or North America who want to do more than one season in the Pacific have often been swayed or marketed into heading to New Zealand as it is 1000NM further east which in theory makes a second season back into the Pacific easier.

But... here is why New Zealand as a destination between seasons is in my opinion not the best one. It is an option but one that attracts unnecessary discomfort and stress on your vessel and crew. The advantage of sailing east into the Pacific from Australia is the ability to stay mostly within the mild latitudes which is 25 degrees north to 25 degrees south. In this region it is well known that outside of Cyclone season the weather is very predictable and stable.

Bring New Zealand into the equation and we have a whole new ball game. NZ is close to the latitudes of the Roaring Forties. These strong westerly winds are generally between the latitudes of 40 and 50 degrees and have no landmasses to serve as windbreaks. The boundaries of the Roaring Forties are not consistent, and shift north or south depending on the season with regular SW fronts reaching well up in to 30 degrees latitudes.

Once again from personal experience and talking and listening to many cruisers you will learn that the leg into NZ and out again will more than likely be the toughest and most dangerous that you will ever encounter. So why do this arduous journey?

From a cruisers perspective safe passage is all about weather and good forecasting.

In middle latitudes we have accurate long term forecasts that become more consistent the closer we get to the Equator. It is very rare to encounter anything dangerous outside of Cyclone season. Generally 10-25 knots with 1-2 metre wave heights going to 3 metres on the occasional bad day.

The further south we go the more quickly the fronts pass through. This means you have tighter windows and more volatility. On the passage south to New Zealand it is not uncommon to encounter winds at 35- 45knots and seas of 4-6 metres and potentially stronger winds and higher waves. If you have a fast boat it is possible to arrive into NZ from the most southern Pacific Islands within a favourable weather window. But we have found the average cruiser who does 140-160NM a day will be hit by a front gale strength enroute.

So if you are headed our way from the Pacific and want to look at doing a second season in the Pacific or you are Australians wanting to head out into the Pacific here is what I would suggest.

I can attest first hand that sailing east from most ports on the East coast of Australia is absolutely a great option. In 1985 my wife and I sailed our custom lightweight 31 foot catamaran from Sydney and travelled east in the middle latitudes all the way to San Francisco. At the time and throughout our journey everyone else was sailing the other way telling us what we were doing was impossible. In fact we did it quite easily being off wind almost all the way.

Further confirmation of the concept has been the establishment of a number of events heading east from Australia. The most successful without doubt being the [Go East Rally](#) run by John and Leanne Hembrow. This rally heads to New Caledonia and Fiji from South Queensland every year.

So how is this possible? The organisers of the Go West Rally who own a multihull absolutely avoid upwind sailing and describe the Go East Rally as truly an amazing journey.



Reality is that the SE trades are not as regular as one may think. If you are able to look at the real data which is not so easily available you will find that there are massive windows in the mid latitudes at the right time of the year to head absolutely in any direction. Using the winter SE trade pattern as an example, particularly in the winter months you look carefully at the forecasts and historical data. You will notice a two week pattern of a mild S/SW front which turns SE over the following days then into East/NE. After that the wind is N-NW before going around to S/SE again.

The aim is to be off wind. Modern cruisers do not like going upwind so we await a forecast that provides the easy ride. Sometimes this may involve a slight routé change and a little patience but the rewards are great.

So what can we take from all this.

For those coming from Europe and North America and thinking of a second season I suggest to come downwind all the way to Sydney clearing into one of our northern ports like Bundaberg, Southport or Coffs Harbour. Enjoy all that this beautiful city has to offer and obtain that amazing photo of you sailing under the Sydney harbour Bridge with the Opera House in the background. Explore the incredible coastline of NSW and spend the summer here with us. Sydney has the best of facilities in order to do any maintenance and very gorgeous anchorages for your base. Then head East again with the Go East rally, back out to Fiji and Vanuatu in May.

Remembering that New Zealand is only a short flight away and you may obtain a flight from Sydney for as little as \$99 AUD. You can then explore this stunning country by van or car as the beauty of NZ lies in the internal landscape and best seen by driving.

Our suggestions are from experience and understanding our part of the world very well. We love our country and love our neighbours across the ditch also and trust us with our knowledge of the conditions you may encounter along the way with any decision you may ultimately choose.

Budget Live aboards - waiting for you....



[Hartley Cape Bay 45](#) \$79,000



[Adams 45](#) \$59,500

A couple of cuties that might hit the spot



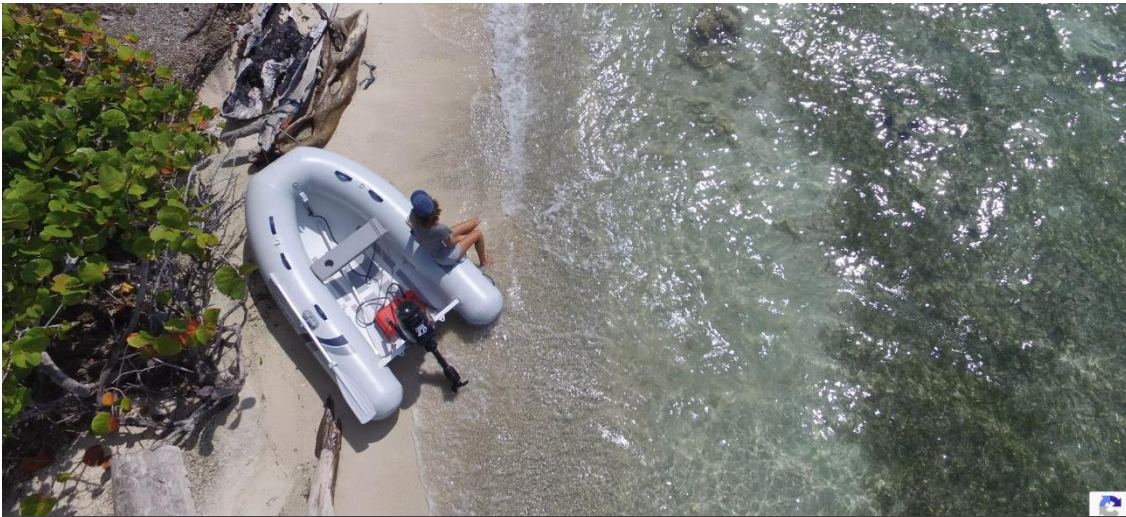
[Whittley Cuddy Cabin](#) \$19,999

DBY's work boat that has been meticulously maintained and serviced. She is a great girl looking for a new home.



[Hutton 28](#) \$15,000

Owner says must sell!



DBY Boat Sales now selling [HIGHFIELD](#) inflatables



**We shall not cease from exploration
And the end of all our exploring
Will be to arrive where we started
And know the place for the first time**

T.S. Eliot



At DBY Boat sales we have customers ready to buy once they find the right boat. Your boat could fulfill their dream.

If you would like an appraisal please don't hesitate to contact us or click [here](#) to let us know more about your boat.