

The Magazine of the Cruising Yacht Club of Australia

OFFSHORE

Numbers 86 & 87

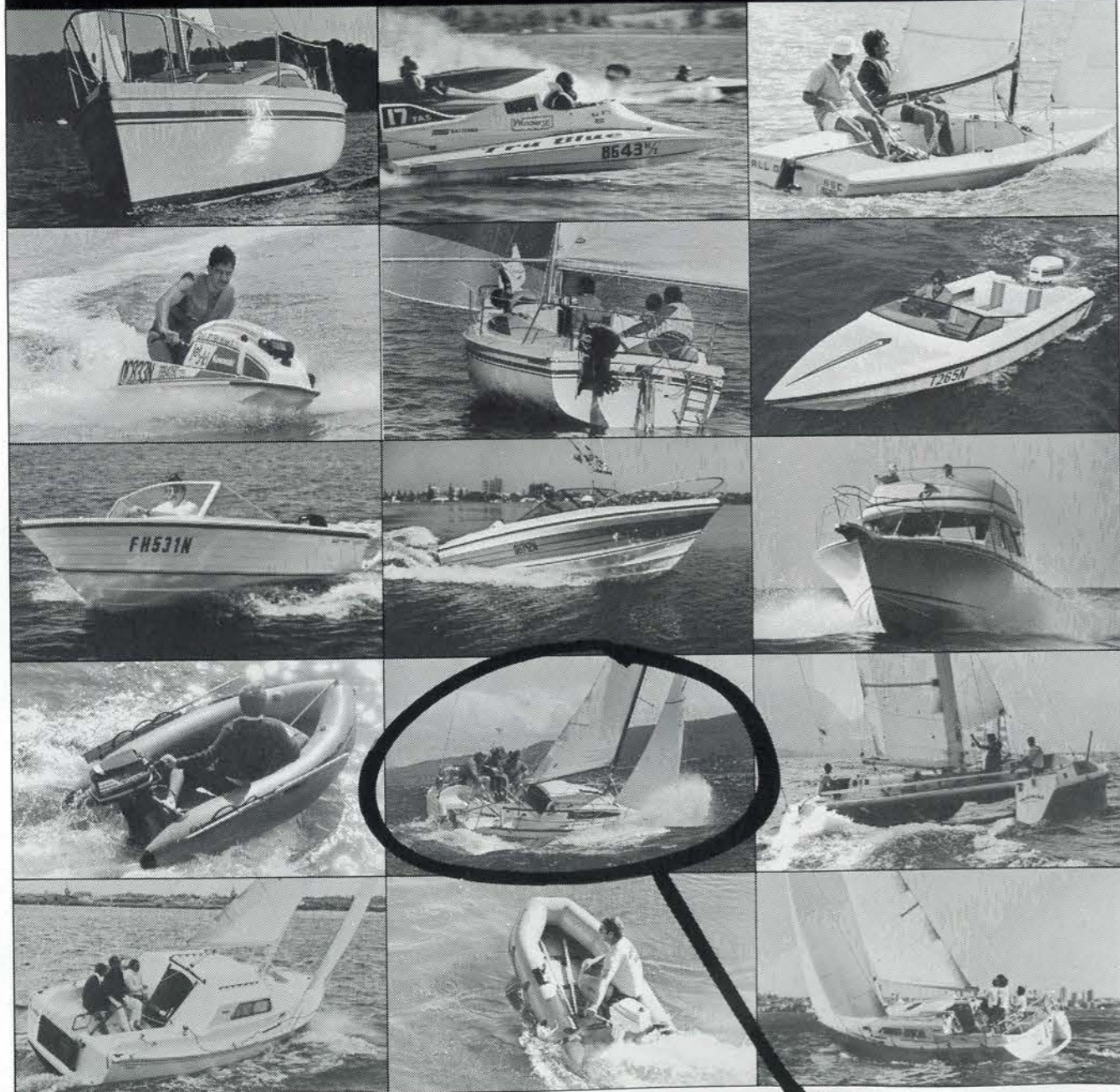
December 1985

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The Magazine of the Cruising Yacht Club of Australia

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Cover: Another Concubine, newly launched member of the NSW Southern Cross Cup team, is an updated version of the highly successful Farr one tonners which won the 1983 Southern Cross Cup for New Zealand and a development of last year's winner Indian Pacific. For a complete rundown of this year's AWA Southern Cross Cup event, see page 33.

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EDITOR: David Colfelt
Advertising and Editorial Correspondence
The Editor, OFFSHORE, 67 Beresford Road, Rose Bay, NSW 2029. Tel. (02) 327 1152

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Letters

Saga of the MV Jessica nee Koomooloo, Part V,

September 30th, 1985

Dear Friends,

After a month in Acapulco, where we repaired most of our canvas, some upholstery, repainted and waxed *Jessica*. We continued on to the Guatemalan border town of Puerto Madero. Based here, we then visited (overland) Guatemala City.

Next we successfully transited the Golfo de Tehuantepec with its stormy reputation. We stood well out to sea to bypass Honduras, El Salvador, and Nicaragua and made our next landfall four days later at Punta Arenas, Costa Rica.

We toured over land to San Jose, the capital. The Golfo de Nicoya offers great cruising. Next was Gullfuto Costa Rica where we anchored at a spot called Miramar Yacht Club, named by someone with a great imagination. It was good fun and the food at the club excellent. On departing Gullfuto, we entered the waters of Panama and experienced our most pleasant surprise to date. Panama, both on the Pacific and Caribbean Coast, is a cruising paradise and a fisherman's dream come true. We explored the 900 miles plus of Panama's Pacific and found warm friendly people, great climate and water, unbelievable fishing and contrasts of villages and cities, wealth and poverty, developed and unexploited areas and always smiling helpful Panamanians.

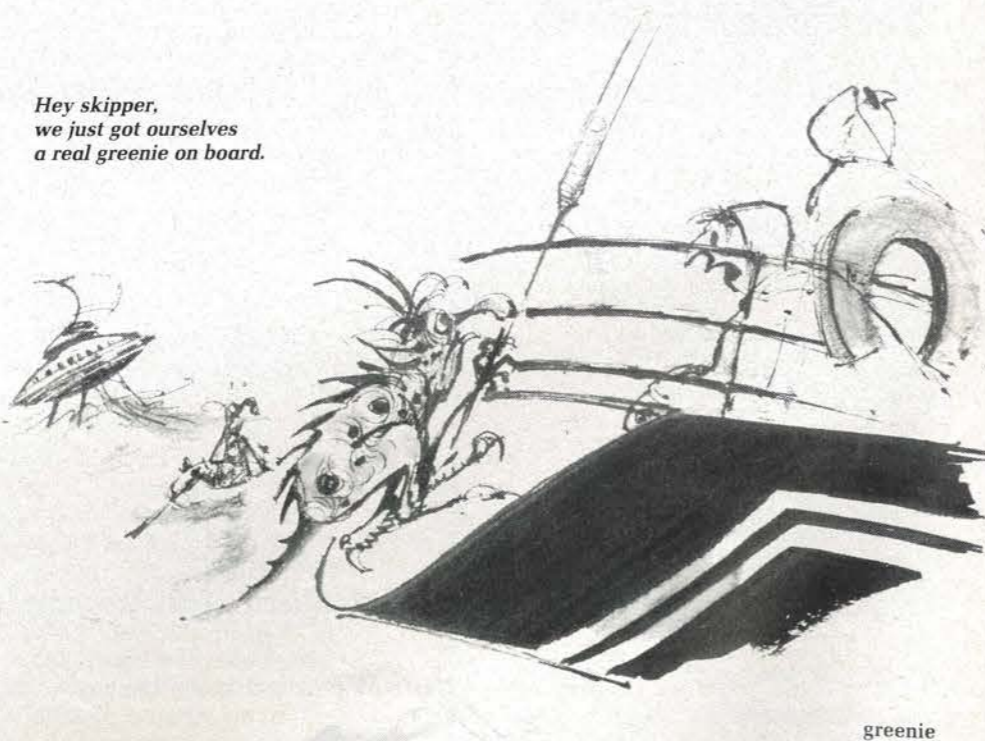
Audrey rejoined us at Panama City and we then cruised the Perlas Islands and Bahia Pina which both Zane Grey and Ernest Hemmingway said was the world's greatest fishing. Since Baja California we have continuously had fresh Mahi Mahi, Wahoo Tuna Snapper and Lobster. To keep up the tradition we landed, tagged and released four sailfish over 100 lbs and lost two Marlin. The high spots were Isla Coiba, a good fishing resort, a major Panamanian prison and the largest island on the Pacific Coast between Vancouver and the Panama Canal. Contradora Island, a resort 40 miles from Panama City. Tropical Star Lodge the de luxe fishing resort and the Perlas Islands. In Balboa and Panama City were a big surprise. Modern skyscrapers riddle the skyline and the city is safe, clean, modern, friendly and bustling with traffic, shops.

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supermarkets, restaurants, night clubs and is as up to date as Sydney or San Francisco. After a few days of voluminous paper work and preparation we transited the Panama Canal, a great thrill to take our own boat through. In Cristobel and Colon, on the Caribbean side is 180 degree contrast to Panama City: run down, slovenly, dirty and dangerous. We were advised by everyone not to walk the streets. Unemployment is at 50% and despair is everywhere. In an attempt to improve things, the Government has created the largest duty free zone in South America covering 94 acres (Audrey had a ball) and everything the world manufactures is offered there. A few days of finishing paper work and provisioning and we were off to the San Blas Islands via Portobello, the richest of all the ports of the old Spanish Main. The San Blas Islands are mainly atolls of postcard beauty, colourfully dressed Cuna Indians and the handcrafted colourful molas. As I write this we are crossing the Gulf of Darien to Cartagena, Colombia where the boat will be for 6 weeks. Write to us there C/MV 'JESSICA', Club De Pesca, P.O. Box 2796, Cartagena, Colombia, South America. Audrey and I are off on the grand tour of South America and we would like very much to hear from you when we return to the Club about November 1st. In the meantime, keep well, be prosperous and know we are thinking of you.

Nostalgically, Herb and Audrey DeGraff

Hey skipper,
we just got ourselves
a real greenie on board.



Hobart Race Program

The CYCA Publications Committee has just released its 11th successive Official Souvenir Program of the AWA Sydney-Hobart Race. Production of this annual is a massive job, especially with 190-some starters in this year's Race, and it is a project which makes a substantial contribution to the Club each year. The Program is written completely by volunteer members of the Committee and others who donate their efforts, and it is produced under extreme time pressures, which will explain some of the

The Chandler said this would
get us through the light patches.



go fast

'bloopers' that appear, such as the mixing of captions on two cartoons on pages 24-25, which are reproduced here for the benefit of bewildered Program readers. The Program this year is chock full of good reading and entertainment, as well as having the complete 'form' on all entrants to the 1985 Hobart Race and the usual complete history of the race and the sail number identification chart.

Articles included are: a compendium of yachting excuses; a dictionary of contemporary offshore language; an article about last year's winner *Indian Pacific* and how she won it; an interview with a sparmaker, mast designer and sailmaker about the progress and problems of the modern rig; yacht design as reflected in the 1985 Southern Cross Cup; this year is the Navy's 75th anniversary, and this article looks at naval participation in the Hobart Race a naval officer started the race in 1945

The Program may be obtained from the CYC or at major newsagents, ship chandlers and yacht clubs.

Super-maxi for Lewis

Contracts have been let to a Sydney company to build the 'world's largest maxi yacht', a sleek 25 metre (82'3") international racer equipped with the latest computers, satellite navigation, and a *Cordon Bleu* standard galley. The maxi, to be named *Sovereign*, has been commissioned by Bernard Lewis, well known CYCA previous owner of the maxi *Vengeance* and, before that, *Gretel*.

David Pedrick of Newport, R.I. is the designer; he developed *Nirvana* which raced in Australia in 1983 and which holds the course record in both the Bermuda and the Fastnet Races. Pedrick has recently been appointed head of the design team for Dennis Connor's American 12 Metre syndicate which is on short odds among challengers for the America's Cup in 1987.

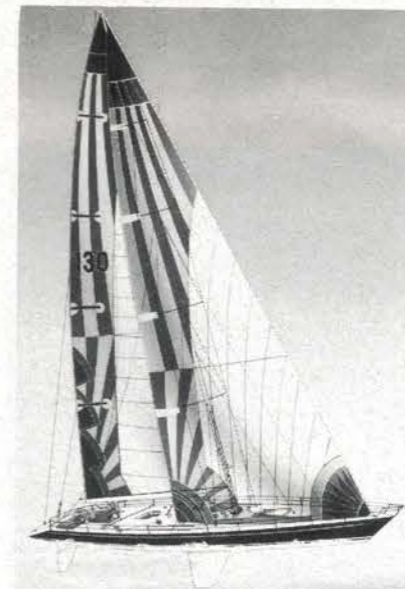
Sovereign will be his first 'state-of-the-art' full racing maxi yacht. *Nirvana* was heavily cruising oriented but was still competitive on the international maxi circuit.

Paul Kelly of Carina Yachts, Harbord, has been appointed to build *Sovereign*.

The last maxi built in Australia for the international circuit was *Bumblebee 4* (now racing as *Ragamuffin* for Syd Fischer). Kelly built that yacht also.

Project manager and sailing master for the past seven years with Bernard Lewis is CYCA Rear Commodore, David Kellett. David recently told a press conference that *Sovereign* will have bunks for 23, including a separate owner's quarters. The yacht will take a crew of 27.

Launching date for the aluminium *Sovereign* is estimated to be October 1986, and it is hoped she will be ready for the AWA Sydney-Hobart. In 1987 she will contest the Sydney-Gold Coast Race and after that will be off on an intensive international racing campaign which will include the Clipper Cup in Hawaii, the San Francisco Big Boat series and other major series in America and Europe.



Artist's impression of Bernard Lewis' new maxi *Sovereign*, designed by Dave Pedrick of Rhode Island.

New Product News

New Codan transceiver

Codan has announced the availability of its new HF4000 series marine transceiver which, from appearances, ushers in a new era in Australian made marine radios. The HF4000 HF/SSB transceiver allows up to 256 frequencies to be pre-programmed into the control unit. And the company has announced the release of a new fully automatic antenna tuner, type 4203, which supersedes the 4202 type and which is now microprocessor controlled, the only adjustment required by the installation technician being the selection of one of four internal links to suit the antenna configuration of the yacht. The automatic tuner automatically matches end-fed long wire

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antennas (e.g. backstay) and a variety of loaded or unloaded whip antennas to the 50 ohm transceiver output. Either single or dual antenna systems may be used.

To operate the tuner, after selecting the required channel it is only necessary for the user to press the 'tune' switch momentarily; tuning is completed within a few seconds and is indicated by the 'tune' lamp extinguishing.

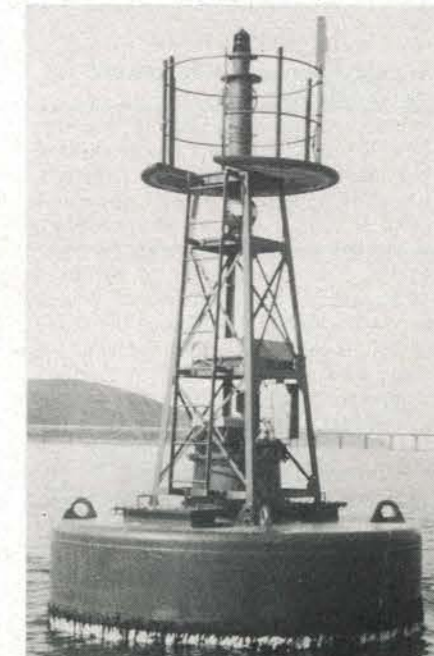
The new tuner represents a major breakthrough. Previously, non microprocessor controlled automatic antenna tuners were readily 'de-tuned' by changes in the yacht's rigging (e.g. a topping lift in a different position than when the tuner was originally adjusted), and in the event of a lost rig and the need to erect an emergency antenna system, they were useless.

For more information: Codan Pty. Ltd., PO Box 227, Chatswood, NSW 2067 — (02) 419 2397.



New wave-activated generators power light buoys

Wave-activated turbine generators, in which energy from the slow cyclical movement of waves is harnessed to supply electrical power for floating or fixed navigation aids, are now in production by a U.K. com-

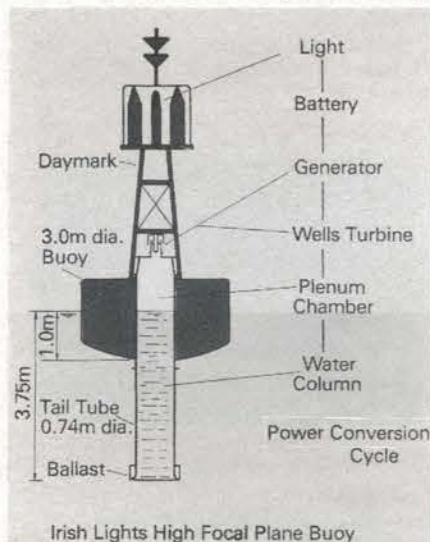


New wave-activated turbine system powers newly developed light buoy.

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pany, Munster Simms Engineering Ltd. of Northern Ireland, under the trade name 'Whale'. Fitted to a light buoy, the relative vertical displacement of the buoy and the water column in an open-ended tall tube produce an oscillating air flow. The air is forced past the turbine mounted on top of the tube and a generator, coupled to the turbine, provides the electrical output which is relayed through a control circuit to batteries. A special turbine had to be developed to make the system work, conventional turbines requiring a system of ducting with non-return valves to rectify oscillating air flow — detrimental to both performance and reliability. Invented by Professor Alan Wells of Belfast, the self-rectifying turbine rotates continuously in one direction: no need for special ducting.



Power output varies with the water column design and wave climate. For more information: Munster Simms Engineering Ltd., Old Belfast Rd., Bangor GT19 1LT, N. Ireland; tel. (int) +44 247 461531. 0

New celestial navigation module for pocket computer

If you haven't yet been able to find the money for a SATNAV, or if you're waiting for the price of the superior new GPS System satellite navigators to come down out of orbit, or even if you are just prudently thinking about a back-up system for your SATNAV, then CN Systems of Kirribilli, NSW may have just the answer for you. A new celestial navigation module being offered by this company makes it possible for virtually anyone who can tell the difference between north, south, east or west to solve celestial navigation problems.

The CN-2000 Celestial Nav module is a new hard-wired navigation module designed to run on the Sharp PC 1500/1500A Pocket Computer. It is the result of some ten years of program writing and experimenting by a Barry Vallance Trophy winner (Hobart Race navigator's prize) university Surveying Dept. head, George Bennett. The CN-2000 stands head and shoulders above any other pocket computer program we've seen and is probably now the best of its kind anywhere in the world (and

that includes such names as Tamaya and Hewlett Packard).



To start, the CN-2000 module completely does away with the need for tables or the *Nautical Almanac*. George Bennett is a mathematician of some ability, and he has developed algorithms which enable CN-2000 to generate all almanac data needed for celestial navigation (from the years 1900 to 2100) with 58 stars, including Polaris, four navigational planets, the sun and the moon. What's more, the program is so accurate that results never differ from the *Almanac* by more than 0'.2.



The CN-2000 system boasts unusual friendliness' and contains flourishes in programming the betray the vast experience that George Bennett has in the programming field. It automatically makes all corrections (refraction, height of eye, semi-diameter, parallax, watch error, sextant error, movement of the yacht between sights). And it offers some features never before seen programs for hand-held computers, such as the unique 'window' feature whereby you can 'set a window in the sky' and ask the computer which body or bodies are in it (the window may be, for example, as narrow as 1°. This feature makes it possible to shoot an unidentified body, for

which you haven't even taken an azimuth, and the program will tell you what that body is. Another slick feature, called 'catalogue', makes it unnecessary to remember or to look up a 'body number', as one must usually do with these small computer programs. The catalogue contains 67 celestial targets which may, if you wish, be identified by body number. But you can also simply type in the name of the body you've shot and the program will 'find' the right data for you. If you can't remember or spell the full name of the body, you need only type in the first couple of letters and the program will select the body and prompt you. And if you can't remember anything, CN-2000 will output the entire catalogue of bodies. (Use of the printer interface with the Sharp 1500/1500A enables you to obtain hard copy of all output.)

CN-2000 has comprehensive identification and prediction routines. It permits branching from and re-entry to sight reduction routines even in the midst of calculations. It eliminates the need for sight averaging; you just process *all* sights (it can handle up to 40) and the program tells you which are the 'bad' ones and allows you to reject them and then to recalculate.

CN-2000 also does routine navigation problems such as traversing (course and distance), and the DR position is automatically transferred to the celestial fix routine without your having to re-key it (likewise, celestial fixes may be transferred automatically to the traverse routine). Rhumb line and Great Circle Sailing routines give Mercator and Great Circle tracks and distances between any two points in the world, with Way Points along the tracks and distances of your choosing.

In all, the program reflects the combined mathematical, programming and navigation skills of a small yacht navigator brought together to produce an excellent, easy-to-use program which, as far as we can determine, is without parallel. For more information: CN Systems, PO Box 229, Milsons Point, Sydney NSW 2061 (02) 922-3378. 0

New restaurant in Hobart

We have received word that there is a new restaurant on Hobart's waterfront, and we pass on the news for the benefit of old veterans who may be looking for new haunts in Hobart Town. The style of the place is definitely up-market and not for those looking for a place to sit down with their half-empty stubbies and scallop pies.

Called 'Dear Friends', the restaurant is situated in part of the 1870 Gibsons City Flour Mill behind the Telegraph Hotel in Brooke Street (two blocks from Constitution Dock). The proprietor describes it as 'ideal for that special occasion, with its exquisite olde worlde furniture, its spacious yet intimate surroundings, offering moderne cuisine, with an extensive cellar and a separate cocktail bar for pre-dinner drinks. Relaxing, elegant.' Open for dinner Monday-Saturday, lunches Thursday and Friday. No.8 Brooke St., Hobart. (002) 23-2646. 0

Special Penta Comstat skeds for returning yachts

Penta Comstat, the private Limited Coast Station based at Holgate, NSW (away from metropolitan noise taht deafens many other coast radio stations, will again this year hold special skeds for any yachts returning to home ports from the Hobart Race. These special skeds will commence in January 1986 and will be held daily at 0800 hrs and 1730 hrs on 4483 kHz.

Unless Penta Comstat is advised otherwise, information about yacht positions and ETAs will be passed on to relatives and friends who enquire.

CYCA Races for 1986

Australia-Vanuatu Race

The Cruising Yacht Club of Australia will conduct two major long ocean races in 1986 (in addition to the AWA Sydney-Hobart Yacht Race) — the second Australia-Vanuatu Race, and the inaugural Sydney-Gold Coast Race.

The two races are expected to attract many of Australia's leading ocean racing yachts as well as cruising yachts in special divisions for non-racing yachts.

Both races are expected to attract international competitors and several maxi yachts.

A unique feature of the Vanuatu Race, in May, 1986, will be three individual fleets racing from Australia to Port Vila — with starts from Hobart, Sydney and Brisbane. The race, once again sponsored by Air Vanuatu, Budget Rent-A-Car and the Inter-Continental Island Inn, is scheduled for a Sydney start on Saturday, May 17, 1986. The starting dates for the fleets from Hobart and Brisbane have not yet been fixed, but the Hobart fleet will start before the Brisbane fleet because of the longer distance it must travel across the south-west Pacific.

The Notice of Race for the Australia-Vanuatu Race, now available from the CYCA in Sydney, lists three divisions — IOR, Arbitrary and Cruising — as in the previous race to the Port Vila in 1984. A major change of course has been introduced for this race to Vanuatu, eliminating Lord Howe Island and Norfolk Islands as marks of the course — with the hope of giving the fleet an easier passage. The yachts will sail direct to Amedee Island, which marks the entrance into the coral lagoon that surrounds the southern coast of New Caledonia, where their arrival times will be recorded. From Amedee, famous for its towering lighthouse guarding the reef entrance, the fleet will cruise through the lagoon, passing through the Havannah Passage before restarting their race to Port Vila, NNE of New Caledonia. The objective of this course is to, firstly, avoid the hard slog to

windward which the yachts had in the previous race, and secondly, by sending them through the lagoon, to keep them clear of the dangerous coral reefs to the SE of New Caledonia. A bonus will be a welcome break to see land and enjoy a respite from the ocean in a warm climate after the long sail from Australia. The change of course has been welcomed by all those who sailed last time, and a fleet of up to 40 boats is expected to participate.



Gold Coast Race

The inaugural Bayview Harbour Gold Coast Race starts from Sydney on Saturday, August 16, 1986, and a fleet of 60-100 yachts is expected to participate, many from interstate. This first ever race to the Gold Coast of Queensland will mark the completion of a \$36.8 million project to stabilise the notorious Southport Bar, bringing to fruition one of the most significant schemes for pleasure boating ever undertaken on the Australian East Coast. As from the New Year, the bar entrance from the ocean into The Broadwater will be open in almost all weather conditions to deep keel yachts, large cruisers and fishing trawlers. The most significant benefit will be for deep keel yachts which until now have been unable to negotiate the shallow sand bar across the entrance to the Broadwater and the Nerang River. Even power boats and fishing fishing craft have been limited to relatively calm weather, with the bar and its surf taking a toll of craft over the years. The completion of the two-year project will see the beginning of a new era in pleasure boating activities on the Gold Coast, drawing yachts from southern States and overseas and enabling the expansion of an offshore racing fleet based at Southport Yacht Club.

The fleet from Sydney should all be safely in Southport by August 19, giving crews a couple of days break before the first race of the Gold Coast Quality International on Thursday, August 21. This will be a short offshore triangle, with a similar

Offshore Signals

race the next day. Both races will start less than a quarter mile offshore from the main Gold Coast beach, providing a spectacular sight for visitors and residents. The final race will be an overnighter on Saturday and Sunday, August 23-24, with the trophy presentation on the Sunday evening.

The Sydney-Gold Coast Race will become one of the major annual ocean races off the East Coast of Australia — in fact, one prominent Sydney yachtsman has already announced he is a definite starter for the 1987 race. Bernard Lewis, who is having built the world's largest racing maxi yacht, says the second Sydney Gold Coast Race will be mandatory for his new 25-metre sloop *Sovereign* because of his strong land development interests on the Gold Coast. *Sovereign* is due to be launched in October, 1986, and will make her racing debut in the Sydney-Hobart Race later that year.

The stabilisation of the Southport Bar has been a remarkable project. The inaugural yacht race from Sydney will be a spectacular opening to a new era of yachting on the Australian East Coast.

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- A knowledge of boat handling and general seamanship is essential and weekend work is a prerequisite.
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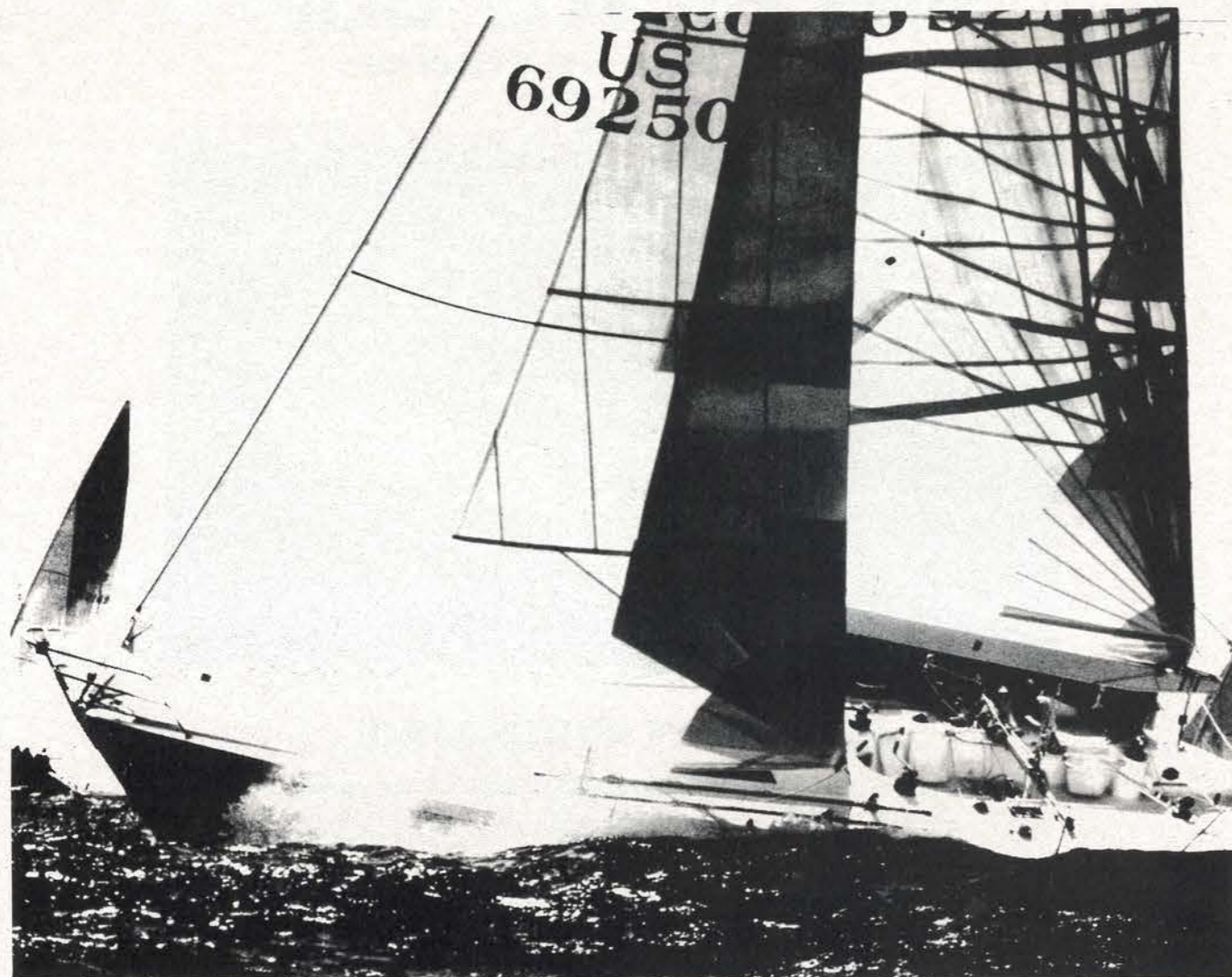


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ORC HIGHLIGHTS

Notes from the Annual General Meeting of the Ocean Racing Council, 10 November 1985, Royal Thames Yacht Club

On the eve of publication we have received from the Ocean Racing Council minutes of its annual meeting. Highlights are presented here, followed by an interview with CYCA Rear Commodore Gordon Marshall, who was asked to comment on various aspects.

At a glance

- Introduction of an additional new rule, the International Measurement System, for cruiser-racers, to be available from January 1986.
- Adoption of measurement by machine, mandatory for new yachts and new measurements from 1/1/87.
- Introduction of a crew stability factor for yachts having hull dates 1/1986 and later.
- Crew limitations remain under IOR but under the Rules for the World Championships of the Level Rating Classes ('Green Book') the fixed number for the One Ton Class is reduced from 10 to 9.
- ABS plan approval under the Scantlings Guide to be mandatory for Category 2 from 1/1/87 subject to satisfactory replies from ABS on two points (already mandatory for categories 0 and 1 from 1/1/86).

Excerpts from the Chairman's Report

The Chairman felt that future ORC members would see 1985 as a watershed year to be remembered for its unparalleled IOR racing, the introduction of measurement by machine and the adoption of a second rule based on integrated measurements. Nobody could accuse the ORC or rushing into machine measurement overnight. A machine had been under development for a long time but it had been important to make sure it worked, that it was reasonably cheap and, possibly the most difficult of all, that it could take IOR measurements as well as the full hull lines.

While developing the machine there had been parallel work on the application of the new measurements, the first intention had been only to use it to improve the IOR. IOR had con-

tinued to forge ahead and we have now seen two years of superb racing. Such events as the Admiral's Cup and One Ton Cup have been more competitive than ever before. In heavy weather the older boats have also had a very fair chance of winning. At the same time, the ORC has recognised that the ways of the leading edge of high competition are not for everyone and that there is a large body of the fleet which rightly or wrongly considers themselves excluded from offshore racing under IOR. Council has therefore come to the conclusion that it should adopt a second rule based on integrated measurements which is not type-forming and provides good racing for all types of yacht.

The USYRU has had such a rule under the name of MHS (Measurement Handicap System) which has taken many years to develop, and it has seemed to everyone to be pointless to try to develop a new ORC rule if we are able to adopt MHS. With typical generosity, the USYRU has offered to transfer the Rule and its management to the ORC under a new title IMS (International Measurement System). The Chairman saw the adoption of this rule as one of the most important developments in the history of the ORC.

The Rules Compliance Committee had continued discussions on how to get people to actually abide by the rules and to serve the interests of everyone in the sport by eliminating cheating.

The main business fell on the ITC, which has to tackle a wide variety of problems ranging from the apparently trivial to the fundamental. The Chairman asked observers to bear in mind that what may appear trivial to one may be of the utmost importance to another. The USYRU report on capsizes had been considered during the week but there had not been enough time for formal adoption.

Council representation

Italy gained an additional member on Council. New Zealand Yachting Federation now has its own member (formerly represented by the Australian Representative who wore a hat for NZ). Council Officers were:

Chairman John Roome (re-elected)
Deputy Chairman Chuck Kirsch (re-elected)

Deputy Chairman Norbert Lork-Schierning (succeeds Olga Wellergren).
ITC expanded to include experts on IMS (Jim McCurdy, Charlie Poor, Olin Stephens).

International Technical Committee

ITC considered the introduction of the International Measurement System, to be used alongside the IOR as an international rating system, as a very positive step toward being able to provide equitable racing for a broader and more diverse fleet of boats and racing interests. The ITC will continue development of the IOR for those interested in the development of ocean racing yachts, while at the same time working on the IMS to provide good racing for cruiser-racers who prefer more gradual design development. The ITC believed the relationship of the two rules would be complementary allowing the committee to do a better job on both rules by making use of information and data from the two rating systems. Boats measured under the two rating systems will be handled identically so that a certificate for one or the other system may be obtained as simply as possible. The two systems will be administered together so that restrictions and prohibitions will be the same in both rules so that owners will not be required to alter their boats for events run under the two systems.

The ITC feels comfortable introducing machine measurement and suggested that Council that careful consideration be given to methods which will be used to assure protection of the proprietary rights of designers with regard to the data gathered by machine measurement, which will be important in gaining support of designers in the implementation of machine measurement for both IOR and IMS.

The ITC will study during 1986 the use of an integrated value for MDIA from machine measurements and plans to introduce a rule for November 1986. It is expected that boats of more wineglass midsections and those which have not been bumped will benefit slightly and that bumping of depth stations will not be profitable under this scheme.

Crew augmented stability. It was agreed to add to the rule a factor to

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control and reduce the current trend towards boats of greater flare which utilise crew weight on very wide sterns to increase sailing stability without commensurate cost in rating.

Crew Stability Factor (CSF). Formula added for yachts with hull dates 1/86 and later.

ABS/Scantlings Bob Curry of the New York office of the American Bureau of Shipping presented the complete corrections and additions to the original ABS Scantling Guide which will now form the second edition of the Guide. A number of clarifications and corrections have been made which will cover all current boat building materials and methods of construction. A workbook was presented for use by designers or builders which will enable them to make certain that all information required for review by ABS will be presented in suitable form. ABS is working on a computer program which will run on Hewlett Packard and IBM equipment which will provide solutions to various scantling calculations. Program will be commercially available.

Propeller shafts. A number of changes made to discourage the use of small or streamlined propeller shafts. ITC gave notice that it was considering the possibility of changing the propeller factor for feathering propellers.

Submissions. Submission from Australia proposing that the limit of difference in trim between ashore and afloat measurement be reduced from the current 1 degree to 1/2 degree was rejected feeling that present limit is practical. Agreed to another proposal from Australian to study possible further encouragement of increased stability. Council gave permission to Canadian proposal that ITC study the use of winged keels, but as a low priority item. ITC rejected German proposal to freeze IOR for three years. No further changes to crew limits will be made until after CSF has been working for awhile. Proposed amendments that all sails be removed before measurement afloat was agreed. ITC wishes to emphasise, however, that removal of other loose equipment from the afloat measurement condition would put the bona fide cruiser-racer at a disadvantage and would be contrary to the mutual administration of the IOR and IMS.

ITC agenda for 1986 will include the following:

1. IMS Implementation and coordination with IOR
2. Integrated Measurement (IOR)
3. Ultimate stability of yachts
4. Large IIIA yachts
5. Scantlings, particularly 'exotics'
6. Luff limit of spinnaker

7. Bumping of sheerline
8. Tightening of definition of 'Conventional Strut'
9. Propeller factor for feathering propellers
10. CGF to allow more basic stability
11. Fractional versus masthead rig ratings
12. Length/displacement ratios
13. Crew limits
14. Propeller test program
15. Winglets

ABS Scantlings Guide — Second Edition

Changes which will be included in the Second Edition are available for \$US 15 from any local office of ABS and anyone subscribing will automatically be sent the Second Edition when it is available. There was discussion that ABS should not be given a monopoly and there was concern that approval might be required by two authorities in cases where yachts are being constructed under specifications of other classification societies. ABS is obviously anxious to recoup costs of developing the Guide, but ABS representative agreed to discuss with management the possibility of licensing other societies.

It was confirmed that a yacht owner is required to have a certificate from a builder that the yacht has been built to approved ABS plans. A proposal to scale fees for plans will be discussed. Jim Robson-Scott proposed that, subject to satisfactory resolution of the questions of enabling other societies to conduct plan approval under the ABS Guide and the introduction of a sliding scale of fees, ABS plan approval be made mandatory for category 2 as at 1/1/87, a final decision to be taken in November 1986. Passed by Council.

Ton events 1986

1 Ton (15-28 July) Palma, Mallorca
1/4 Ton (11-24 August) Torquay, England
1/2 Ton (10-23 August) Helsinki, Finland
1/4 Ton (13-24 August) Rungsted, Denmark
Mini Ton (11-20 September) Lake Garda, Italy

International Measurement System (IMS)

The origins of the IMS lie in a \$ 400 000 research project conducted by the Mass. Institute of Technology (1975-77) directed by USYRU and funded by IOR and other yachtsmen. The project produced a major time allowance report, a velocity prediction program (VPP) and a machine for taking the lines off hulls in the field.

In 1976 the USYRU approved the development of the Measurement

Handicapping System (MHS), to be available in parallel with IOR, to be generally non type-forming and to provide equitable handicapping for a broad range of models, there being the feeling that this should be provided to the yachts not competitive under IOR.

The use of the hull measurement matching avoided the limitations of a point measurement system, there being no longer any purpose in bumping and tucking to exaggerate measurement points. Obtaining full hull lines made possible the use of accurate values for such major variables as displacement, wetted surface area, area of lateral plane and so forth. The existing IOR rig measurements were quite adequate to define the sail plan accurately and the IOR inclining test provided the necessary stability data. Thus, MHS shared with IOR most of the same measurement base (except hull) and there was a minimum disruption of the measurement administration.

Although the VPP is complex in its program code, it actually greatly simplifies the relationship between the measured variables and the resulting handicaps, firstly because it deals directly with the obvious major parameters of naval architecture, like real displacement, and secondly because it produces speed predictions in various sailing conditions. The speed predictions are converted directly to seconds per mile handicaps and the mysteries and subjectivity of time allowance systems are avoided.

Because the VPP easily produces predictions (or handicaps) for a variety of wind velocities and course conditions, another tool is available to race organisers for controlling design optimisation under the rule and giving more conservatively rigged yachts an even chance in areas with light air racing. Whether to use a handicap specially selected for local or current wind and course conditions or to simply use the single general purpose handicap also provided is a choice which is entirely at the discretion of the local race organisers. The experience in the US has been that organisers new to the system use the general purpose handicap and those who have become familiar with it select the handicap most suited to their average local conditions or may even select the appropriate handicap just prior to or just after the race to suit the actual wind velocity.

As with the IOR, a certificate is produced by the national rating office on which are printed the measured and calculated values and, instead of a

single rating in feet, a small table of handicaps in seconds per mile for five wind velocities (1,10,12,14,16 knots) and four hypothetical courses. Also given is a fifth non-spinnaker condition at the five velocities and the single, general purpose handicap. Those measurement values common to IOR are presented in the same format as on IOR certificates.

With the introduction of the hull measuring machines for IOR, both IOR and IMS will share the same measurement base and it will not be necessary to have separate measurements for the two types of racing. In the US approximately half of the IMS fleet has kept both IOR and IMS certificates current, and in areas where both systems have been supported, there are about equal numbers of IOR and IMS rated yachts. Under IMS the racing has been very even across a broad range of designs including production models of recent IOR designs. Over the seven years that IMS has been used in the USA a library of 375 standard production hull lines has been developed. A simplified IMS, virtually identical to the SMR, has also been popular. IOR and IMS owners alike have enjoyed also the by-products of IMS, such as the performance predictions and accurate hydrostatic data.

The introduction of IMS will, of necessity, be gradual as the measurement machines come into use and the processing programs residing now only in the USYRU computer are converted for distribution to National Authorities in a desktop computer format. National Authorities wishing to adopt the IMS may find it advantageous to concentrate their early hull measurement efforts on popular production classes, as was done in the US.

With IOR and IMS sharing the same measurement systems, the two will complement each other very effectively for owners who prefer racing in measured fleets with the IOR providing top level development-rule competition and the IMS broadly equitable racing at the production and cruiser-racer level, even with a few retired IOR racers in the fleet.

It was unanimously agreed to adopt the Measurement Handicap System as a second system to be known as the International Measurement System (IMS). Appropriate changes to the constitution will be proposed at the next Annual General Meeting. ■

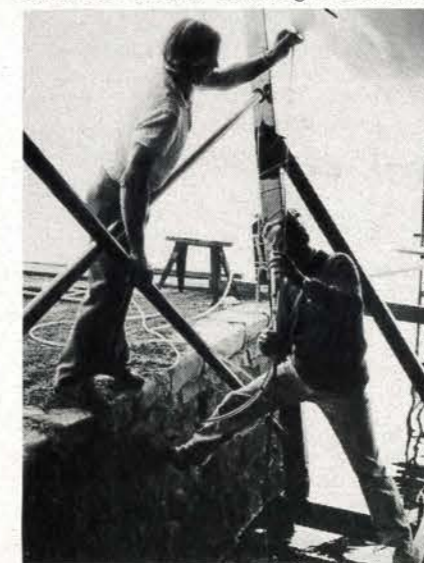
Interview with CYCA Rear Commodore Gordon Marshall

OFFSHORE: What's a measuring machine, and what will its use mean?

MARSHALL: I think we've got to accept the fact that measuring by hand, as we've done it, is pretty fundamental, and in an age of hi-tech we've got to progress beyond that. Where we'll all be disappointed, and I certainly am, is that the way they are proposing to do it isn't as hi-tech as we'd all imagined. I would have expected that the machine would be coupled with some laser beam or photographic method of measurement, but it's not that. Whilst that sort of thing is done it's apparently too expensive for our sport to support. Consequently it's being done by a retrievable wire on a drum. By pulling the wire out of this machine and touching the boat in various places and then pressing an electronic button, the drum registers how many turns it has done and therefore how much wire it has let out.

OFFSHORE: So the accuracy depends upon the drum being mounted on some sort of a rigid frame?

MARSHALL: It's a frame set-up. You've got to set this up off to one side of a boat, and you keep pulling this wire out on the end of a stick and touch the boat in various places and it measures how much wire is out. It's pretty bloody crude. As a result of this you've got to have reasonable access on each side of the boat which, presently, we often don't have. You've got to be able



Measurement by machine will still be a two-man job, and wind may be more troublesome than at present with 'hand' measurement. However, the ability to make numerous measurements to establish true hull lines will create new opportunities for handicapping.

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to get off on one side sufficiently far to do this, and then you've got to turn around and set it up on the other side. Many of the present slips we use will be counted out. You really need an open, flat area such as you get where a tammyhoist is being used where the boat is out in the open. The catch with that, of course, is that the wire is subject to wind, moreso than even plumb bobs were. You can't afford to get wind sag in your wire. These are some of the problems and disappointments.

Out of it all, no one suggests that the answer you get is any more accurate than you get by hand measurement. In fact, it's pretty well conceded that it's less accurate, not by much, but certainly not more accurate. It won't be done any quicker; it's either the same or slower than by hand. It's probably a two-man job. So you might say 'Well, what in the hell are we doing all this for?'

OFFSHORE: I was just about to ask you that.

MARSHALL: The advantage it has is that it is not constrained to measuring at any one point on the boat, which leads to 'bumping' and all the faking that goes on. You can measure a dozen spots around the hull and therefore get true hull lines.

OFFSHORE: Why couldn't you do that by hand?

MARSHALL: Well it's just too slow and tedious. At the moment, at the mid-girth area we measure three spots. The rule is made up to use the dimensions of those three places. By the machine method you can measure 50 spots in that area, and the advantage of a little local bump gets lost. There's no incentive for the owner to bump in any one spot. So it has that advantage. And it has the advantage that it ultimately will give you true hull lines rather than ones calculated from measurements at several spots as by the old hand measurement. Of course the machine has got to be capable of measuring at one spot as we do currently under the IOR. So we won't initially get the advantage of the machine. There's a cross-over period during which you've got to digest the system. And then you can get away from the IOR with its in-built single-point measurement and get true hull lines. We've got ahead of us a four to five year period during which all of that gets digested, and it's going to be a little bit hard to wear because we're going to have to accept that many of the places where we've previously measured boats we won't be able to. We're going to be more constrained with wind conditions. Bear in mind, initially we're only get-

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ting one machine. Presumably in due course we might get one for each capital city, but that in itself puts a great constraint on measurement because there's only one machine to which all of the boats will have to be brought.

OFFSHORE: Are these machines expensive?

MARSHALL: Yes, something between \$5000 and \$10 000, so we're not going to be buying a dozen of them.

OFFSHORE: You'd want to have more than one, wouldn't you?

MARSHALL: Well that's all we've ordered, and initially that's all you'd expect them to do. That, presumably, will go into Sydney, although the chief measurer for Australia is in Melbourne, but surely it won't go there because we've got more boats to measure here than anyone else. You can just foresee, in twelve months' time, and you've got one machine in Sydney — all the boats have got to be fed through that one machine, and there's a couple of days' work on each — there's no suggestion that this will do it any quicker than we presently do it, so you're talking about two days in the machine. At the moment we can have two or three measurers working at different places on different boats all at one time, which gives us a bit of flexibility. But there's no suggestion at the moment that we're going to have two or three of these machines in Sydney. Our first thing will be to get one in each capital city, and then we'll have to see what we can afford. The owner is going to have to pay for this machine in his measurement, and measurement is going to be more expensive as a result of it. There is no less time involved for the measurer himself, and you've got the expense of the machine to pay off.

OFFSHORE: When you've made your measurement on it, does it record the data internally and spit out a report at the end?

MARSHALL: It's coupled to a computer. It records all the numbers. That part of it is hi-tech. It's computerised, so we have the abilities of a computer to store a lot of information from which calculations can be made. The actually physical measurement is by pulling out a wire, which is a physical thing and there's nothing hi-tech about that.

OFFSHORE: The ORC meeting discussed an Australian proposal which suggested that the limit of differences in ashore and afloat measurement be reduced from the current one degree to one-half degree. This was rejected. Any comment on that?

MARSHALL: It's a matter of philosophy. We feel that, by putting a one degree

limit on the 'out of trim' that you can have on the shore, all the designers will aim to be right at the limit of one degree. And that's already been proven; that's what they do. Instead of the measurer setting the boat up to what he considers an in-water trim, the designer or his optimisers or helpers do this before the measurer gets there, and the measurer just measures as they present it. Inevitably they're right at the limit of one degree. So you just legalise all boats to be one degree up. Beyond the one degree you get a pretty harsh penalty, so there's no question, they don't go beyond that. But what the Australians suggested was that you halve the penalty and start applying it a half a degree to try to discourage tipping the boat up by the bow at all. Apparently that wasn't accepted. We haven't got strong views on it — my nose isn't out of joint about it. If that's the way they want to do it, well fair enough, the designers will all just stick their boats up one degree and we'll measure them that way.

OFFSHORE: As a result of a conversation you had with Tony Cable, and quite independently from another Member, we have received two articles for this issue of *Offshore* about the 'stability' of the modern ocean racer. We note in the minutes that there is a cursory note that during 1986 the ITC will study the possible further encouragement for increased stability, which seems to lack any tone of urgency. What are your thoughts about that?

MARSHALL: There's a couple of stability issues there, and I'm not sure which one you're referring to.

OFFSHORE: Not the crew limits, but basic capsizability.

MARSHALL: The Americans — and of course this has taken far too long — have used the information from the Fastnet debacle of some six or seven years ago and done a very extensive and complete study, which I've read, and they've done a lot of good work. They've summarised this into a rule which they've presented this year. In summarising it they've simplified it far too much, to the point that whilst the philosophy is OK, there are obvious loopholes which we're easily able to draw their attention to. We took over to them the thought that we agreed with the principle and the philosophy, but there were too many loopholes, and the moment you applied it the loopholes would be found and you'd have to start correcting it. The obvious thing to do was to correct the bloody thing before you apply it. They have

agreed that this is so, and they've taken it away for twelve months to work on it and to bring it back next year with the loopholes bottled up so that it is more workable.

OFFSHORE: That leads onto the next topic, the new rating system which comes out of that system which has been used in North America for the last ten years or so in some events — the MHS system.

MARSHALL: I know nothing about the MHS system, so I can't comment on it. What I'm gathering is that once you've got machine measurement, the MHS system becomes more applicable, for what reason I don't know and can't comment — except to say that apparently the Americans are using it with great success for those boats that aren't super hi-fi flat out racers. The CYC in particular gets more than its share of the top flight boats that would go away and represent us, but still 90% of our membership consists of boats that are not in that category, and we try to look after them at the moment with Illingworth systems and age allowances. If MHS will do what those things do, well sure, let's have that.

OFFSHORE: It seems that one of the things they're saying is that this rating system, unlike the IOR, does not encourage 'type' boats, the development of which, it seems, in recent years has gone off in the wrong direction.

MARSHALL: That's what they say. I can only comment that, if that is so, well that's good. It accommodates a big proportion of our fleet that needs that sort of attention. But whether it truly does that we will only find out when we start to see the actual numbers. And what we would do is run dummy results and apply the system to a fleet and a race and see if it made it look better or worse.

OFFSHORE: As long ago as before that disastrous Fastnet Race they had a feeder race from North America to Cowes in which they used the MHS system, and I believe one of the things the system tries to do is to look at things after the fact and plugs in variables such as what the weather conditions were during the race and applies that back to the final results based on how boats *should* perform in those conditions.

MARSHALL: If that's what they do, there's a lot of hesitancy amongst yachtsmen about that — telling you after the race whether you did or didn't win because the the wind was or was not strong.

OFFSHORE: That recollection was based on a conversation a long while ago and may be inaccurate.

MARSHALL: I'm not too sure that you're not right. I'm keeping an open mind on it until I see all of the facts, but I think what you're saying is true. And in that event I doubt that it's what we're looking for.

OFFSHORE: There is probably some discretion in it. What else that came out of that meeting would you like to comment on?

MARSHALL: They seem to have recognised that the very wide BMAX and perching the crew out on the hull is not a desirable thing. Why it's taken them so long to find that out I don't know. We've been saying for some years that surely that is not the way that we want to go. But they seem to be recognising that, and I believe the numbers within the formulae for next year will add discouragement for wide beam and therefore take away some of the advantage of the crew sitting out on the hull. That's a step in the right direction, although we in Australian think they're tippy-toeing up to the problem a bit, but at least they're going in the right direction.

OFFSHORE: . . . The inevitable result of committees and the threat of owners, as Cable says, 'wildly waving their cheque books in the air'.

MARSHALL: They've finished up with a camel instead of a horse. Amongst the minor things, I notice also that next year in-water measurement will be done without sails on. That's something we've been saying for a long time — why are we fiddling around selecting special sails and stacking them in certain ways, fiddling and fudging. At last they've agreed to take them off the boat, so there's been slow progress on that. About ten years ago they allowed them to take the life raft off because everyone used to put them in one place when we measured and put them in another place when they sailed. Now we've got the danbuoy off, which used to be perched right in the stern, with weights. Now the sails are off. We're getting to the stage where the boats are pretty well cleared out and there is therefore less room for fudging and distortion. That's a good move.

OFFSHORE: Any comment on this propeller shaft business? What do they mean by 'giving notice' that they are considering the possibility of changing the propeller factor for feathering propellers?

MARSHALL: Everyone is using feathering propellers at the moment. All of the hot-shot boats end up putting a feathering propeller on, which proves almost conclusively that the feathering propeller gets more advantage than

folding or fixed propellers. They fiddle these numbers from time to time. The idea is that no matter what sort of propeller you put on, the rule should cancel out the advantage, so you can please yourself what you put on and it shouldn't make any difference to the speed of the boat. Feathering propellers are very expensive, and every hot-shot boat ends up putting one on.

One other new thing that's worthy of note is the ABS scantling rule will apply to category 2 as well as category 1 races. Category 2 picks up the Fastnet Race whereas category 1 picked up the Hobart. The Hobart boats had to meet these requirements but the Fastnet and most of the American races were category 2, and it put us at a great disadvantage. I think it's been agreed that it should extend to category 2 and that's going to apply in



Machines will place a limit on the number of available sites for measurement in Australia due to 'clear' space required on either side of the yacht.

1987. It means you don't have to get an ABS surveyor to watch the construction of the boat, but you've got to supply the plans and have ABS check them and give you a certificate that the plans comply with the ABS rule. Then the builder has got to sign a document that he has built the yacht to the plans. This gets away from the great expense of having a surveyor there checking the building all the time, which was ridiculously expensive and which people do if you're building to Lloyds. To do this is going to cost about \$1000 per set of plans, and what they spent some time discussing and what the ABS has gone away to find out is if this can be put on a sliding scale so that a little quarter tonner doesn't get charged as much as a maxi. I think they're looking into that.

OFFSHORE: It says that from 1/1/87

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subject to satisfactory replies from the ABS on two points, the other being the matter of licensing other engineering firms.

MARSHALL: That was the other point. In Germany, for example, they might say, 'Look we haven't got ABS here, we've got XYZ licensing'. What ABS is saying is that they've spent half a million dollars developing this rule and they've got to get some return for it, and by charging \$1000 it pays for some of the development. They might license some other organisations in other countries and ABS will get a royalty. The CYC was one of the first clubs to apply the ABS, and we did it in an open way and said that we agreed with the concept and that we had the right to ask any boat to show that it complied, but we have never asked every boat that comes along to prove that it complies. When a boat barks at us from the bar that there's something wrong with it, we get in touch with the owner and say 'We've got reason to believe that your boat is weak in the middle, would you get a naval architect to write a dossier to show that the boat meets the ABS standards in the bow or the midships or wherever it is that we've queried.'

OFFSHORE: What was that expression . . . 'barks from the bar'?

MARSHALL: What usually happens is that the yachtsmen around the bar . . . the dogs bark there. They say, 'Have you seen such and such a boat? When you walk on the deck you go up to your ankles'. That's what happens. Someone usually blows the whistle and says 'so-and-so came into the dock full of water because such and such was leaking because the frames are cracked'. We get the message from around the waterfront, and we move in with our rulers and say 'Show us that this isn't true'.

OFFSHORE: In the old days they used to call that 'scuttlebutt'; the scuttlebutt was the water barrel in the foc'sle where hands would pause and pass around the gossip. Nowadays dogs bark from the bar, do they?

MARSHALL: That's right. The scuttlebutt gets to us and we usually pick it up. We've had boats do corrective work as a result of the scuttlebutt on many occasions. ■

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BIGGLE'S COLUMN

by John Brooks

At two functions held at the CYC in recent weeks, two contrasting views were eloquently expressed on how Australians should approach international ocean racing regattas. Ben Lexcen, in his usual after dinner style of high tech mixed with high comedy, delivered a broadside aimed directly at Aussie yacht owners for not having more faith in Australian designers when planning their campaigns for Admiral's Cups, Clipper Cups, Ton Cups etc. The occasion was the presentation of the Ben Lexcen Yacht Design Award, a cash prize of \$5,000 meant to encourage young marine architects and to publicise their work. The competition itself was a great success, attracting a batch of well-thought-out entries. It was won by David Lugg, of Melbourne, for a design which drew a lot of praise for its innovative ideas, something the judge himself is not unknown for. Kudos to Ben who put up the prize, to Vanessa Dudley, who organised the competition and to Modern Boating, which publicised it.

During the presentation, Ben advanced the interesting theory that an Australian owner, building a design

by any of the fashionable overseas designers, would be faced with dozens of copies or improved versions of the same design when he arrived overseas to compete at top level. If, on the other hand, he had built to an Australian design he would enjoy two inherent advantages. Firstly, the boat would be an unknown quantity overseas and therefore a psychological barrier to the competition, however small — an edge exploited to the full by Alan Bond with *Australia II*. Secondly, if it had a real speed edge, it would be too late for the competition to try and emulate the feature or trend which created it.

If that theory gave some potential I.O.R. yacht owners food for thought (it wasn't a bad lunch either), they might have been further stimulated by a Peter Kurts' speech at the Royal Ocean Racing Club's Australian Chapter annual dinner a few days later. In his own inimitable manner, Kurtsy put on a show which included Rex Forbes resplendant in eighteenth century naval costume and Andrew Cape attired in the very latest synthetic wet weather gear. The address was titled 'Sailors Old, Sailors New'. Apart from the hint that it was time that Rex retired, Kurtsy made several points in the course of the presentation, including the dismissal of the suggestion that Australia should charter overseas yachts for Admiral's Cup competition, something which, I suspect, no one ever seriously considered. He urged retention of the points score system of selection for international teams. But the main thrust of his message was that there is no longer any place at the Admiral's Cup for anything but the totally dedicated. That is, dedicated design, organisation and crew. Today's Admiral's Cup competitors have to be completely professional in capacity, totally motivated to win and, above all, thoroughly prepared. An Australian team will have to be heavily financed from before the boats hit the water, equipped with the best designs, spares, dockside organisation and back-up and be staffed by the best, most experienced top class yachtsmen the country has to offer. And we do have them; otherwise there will be no point in going to Cowes.

The scope of the preparation that Peter Kurts has in mind for such a team is not only professional in concept; the cost would be staggering. But it is the only way. Germany, to name but one example, regularly goes

to such lengths in team preparation. Ask Mike Fletcher or Mike Bell, they've seen it. Any other country which wants to win an Admiral's Cup, as opposed to merely being there, will have to mount a similar challenge. In short, the best way to go about it is to emulate Bondy's victorious challenge for the America's Cup.

In the drawing together of ideas, there is a lot of good sense in both Ben Lexcen's and Peter Kurts' theories. Both of them have the long proven ability to translate theory into winning practice. Peter had some practical guidelines for the formation of the massive organisation required, including the recruitment of big business and big businessmen to the cause. He is already doing something about that and deserves all the help we can give him.

Biggle's famous photo competition.



Name the famous, almost hairless, fat yachtsman in this photograph. Clue: his first name is TOM. ■

THE WIND AND WEATHER FOR THE HOBART

A Decade of Predictions

by Tony Cable



Editor Colfelt rang me two months ago and said (as he has done for ten years now) 'I want your article, immediately, on who is to win the Hobart. I want to get it out of the way for some important stories'.

I was astounded. For whilst he usually generously gave me 48 hours to research and write this thing, in his voracious quest for copy he had overlooked the fact that there were, as yet, only a total of 17 entries.

Had the pressures rendered him by his cub reporters finally, I reflected, phased him to the extent that he was mixing the total of the 1955 fleet with that of 1985?!

Realising he had a serious problem and that many of my readers couldn't pick one winner from another any-

how, I did, actually, set out to predict the winner from the first 17 entries. This, on the assumption that after the debacle last year, there might actually be a small fleet this year, as most of the sailors may really have meant it when they promised 'to give it up altogether'.

Here are my first notes, made before I managed to crib the extra time, till the fleet moved up from 17 to 190:

Line honours favourite would, at the time, have to be *Anaconda II* which is described in the 1985 Souvenir Program (\$4.50 at all good newsagents or from the Club) as '... often beaten over the line by smaller yachts'.

Balandra, ex Admiral's Cupper of 20 years ago '... should be around if it blows hard'.

Good vintage '55 performance was ex-

pected from ferro-cement *Belinda*, a 'heavy displacement cruising sloop which has done very little racing'.

Not expected to do well was *Destiny*, an old Adams designed steel cutter.

Fortlet is in the fleet for the first time, a Nicholson 48 ketch 'designed for comfortable short-handed sailing'. Actually, she really will be short handed at the cocktail hour when Bennetto and Mickleborough are holding court.

Hera of Hobart was a doubtful placegetter with her all-girl-but-one crew, for she has 'not competed in any races'. I would have no qualms sailing with so many girls. On those black, wet nights they could have as much 'equal opportunity' to stay on deck as they liked!

Odin, a steel Freya, 'if the going gets rough should make it to Hobart'. →

Next the ketch *Titanic*: who am I to predict what will happen to her?

To summarise: chances for the fleet of 17 'if it blows particularly and especially hard on their beams — all of the above yachts will win the Hobart Race'.

As time went by and the deadline was extended, I could devote more time to the immense amount of research needed — staring at clouds, etc. On going through back copies of *Offshore*, I realised that this report was to be my 10th — a decade of uncanny forecasting.

Over the years, scores of yachtsmen I know avidly await this article to see if I have them down for a win and whether or not they should get the bum of their oilskins resealed. (Funny, Peter Kurts does not want me to predict him!) Why, only the other night, Chief Safety Inspector Maurice Cameron told me, in a somewhat confusing way, that he had just had a meeting with his inspectees, and that they had agreed that, if I predicted heavy weather again, 'everyone will arrive this year'.

Because of the ridicule I have had over the years, I thought on this anniversary to go through back numbers and to reassess how uncanny I have really been — blowing one's fog horn, as it were.

When it all started in 1975, I was pretty new at predicting and chose 19 to win (a 'stockbroker's selection', as the Editor said). Among them, though, was *Rampage*.

Next year, I could rest my case with Colfelt's own summary:

Tony picked eight out of the first ten place-getters. More surprisingly, despite a wanton lack of understanding of the law of probability, he also accurately foretold a blow unlike anything since 1970.

In '77, of nine chances, I only made 7th place. In 1978, out of ten I got *Love & War* (No. 1) and *Deception* (No. 8). Skip 1979 completely. In 1980 it was 3,7,8,9. For get '81 also. 1982 gave 2,3,7,8 and 10. 1983: 2,3,6,7.

With last year's massacre, only *Newcastle Flyer* at 7th.

This leads to the possibilities for the 1985 Race. It is with this that I am really glum. For during ten years the quality of ocean racing yachts has deteriorated so much that all the certainly has been taken out of accurate predicting. A decade ago you could expect a few to fall by the wayside (three it was). A broken forestay here, a mast there. Now you wouldn't five two bob for the chances of most new yachts finishing a long race hav-

ing, as they do, about a 50% chance of survival.

Years ago when I predicted a yacht to be in the top 10, if it wasn't, at least it would finish. But with the top 10 I am about to predict, there is a good chance that, if it blows 30 knots (only!) for 12 hours, a good percentage of them will pull out.

What a waste. The owners will do in their \$200 entry fee and have their certificates unfavourably altered (that is their 'no-claim' certificates I'm referring to). Today, with much of the Race P.R. hype naturally directed to the 'gun' boats in the fleet, we have the situation where they really won't make Ulladulla in a breeze. By then, their designer hull shapes will have gone one way and their decks another. Perhaps 20% will lose their masts (although they don't have to be at sea to do this; they can lose them at 40 knots in the harbour!).

It's a joke, really, to back any new 'hi-tech' boats, for they are 'low tacky' in survivability.

This brings me on to my annual mention of Shipway, a traveller in winches who know more about ocean racing than I do. He sails on *Drake's Prayer*, one of my predictions. They failed in the last Hobart and failed in the Australian Admiral's Cup and it failed its supporters with rigging problems in both the Channel Race and the Fastnet. Skipper Kurts and Shipway I have heard remark on the efficiency of the Germans (what's new about hearing that?!). They talk of that impossible number of '110%' dedication needed to do well against such teams. Forget it. Those guys would have done much better with an orientation to just make their boats '110% survivable'.

Is the above a little too intense? What odds, then, with the above record, would you give this Australian Southern Cross Cup team member in a blow?

Today's top yachts are designed to sail in the South of England with those designing and, what's more, paying for them forgetting that the only similarity between the Solent and Bass Strait is that they share the same feature of having land to the north and south and nothing else.

While still getting carried away, I might as well mention the *grand prix* racing that the journalists are fond now of talking about. If a racing car was as unreliable as a hi-tech yacht, it wouldn't get through the practice laps. The only similarity between the

two is that a skipper seaman second class changes his blown out Kevlar and rig with about the same frequency as a formula one driver first class changes his tyres.

Back to the subject of predicting the top ten. After eliminating all the ketches, Cole 43s and East Coast 31s, we have major section of the fleet, such as the large group of Farr 40s which will produce good racing in good sailing breezes. If such fair conditions prevail there will be many potential winners. While I'm not picking any, one still has got to be careful to hedge towards a small boat race, where there are plenty of half-tonners of quality. I never used to favour these until their relentless series of placings convinced me to treat with them with more respect.

For the ten? I select: the Farr 40s *Another Concubine* and *Sagacious*; Farr 43s *Drake's Prayer* and the new *Wild Oats*; *Intrigue* from Tasmania; *Challenge III* and *Mandrake* from Victoria; *Defiance* (NSW); *Panda* (UK); *Switchblade* (NZ).

Now, for the weather. A lot of people have taken up this idea that we get a hard blow every seven years, just like the locusts. It is foolish to express such views too openly because Hewey is very capable of altering this regularity in a twinkling. What we haven't had for a long time now is a hard bash in the Strait (not off Ulladulla), and this is surely overdue, isn't it? So, it will be a NE start which, as Frizzle would say, 'will be nice', and then hard on from Gabo. The Strait all over will look like the top of the Opera House — same shape, same height, same colour.

Well, Editor, after ten years, I'm going on long service leave. Stay dry when you go cruising at Christmas. ■



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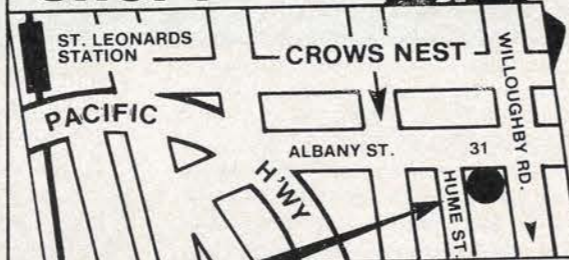
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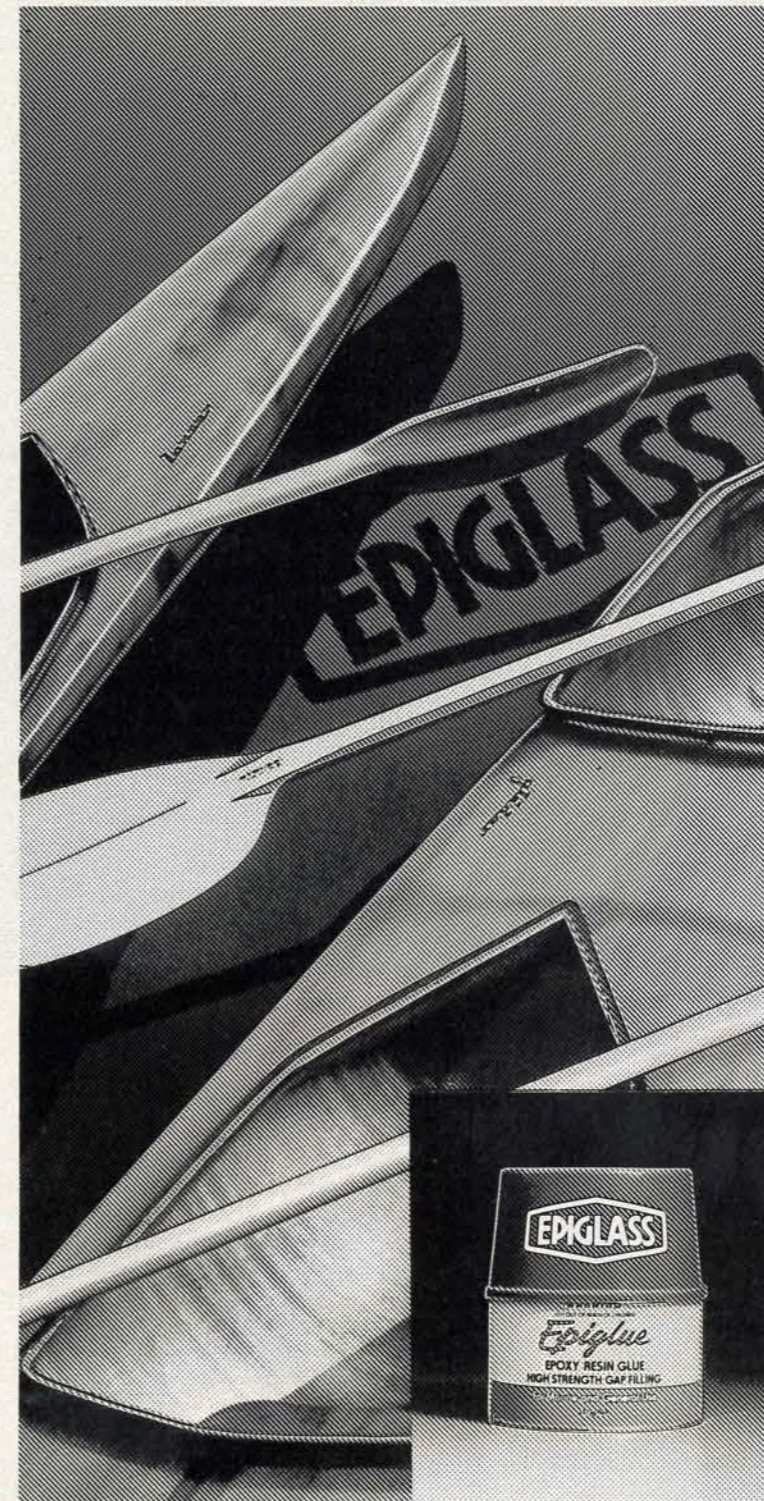
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by Mike Power

More years ago than the memory seems willing to tot up, hot Boxing Days meant a tram ride out to The Gap to watch a dozen or so sailing boats leave the Harbour and turn in the direction of Bondi. It was an outing quite distinct from summer Saturdays on Drummoyne wharf when your father explained what was going on as small, open boats came flashing at the jetty, then suddenly turned away in a commotion of shouts and flapping sails. It didn't occur to a youngster that the Boxing Day ritual was part of the makings of one of the great ocean yacht races.

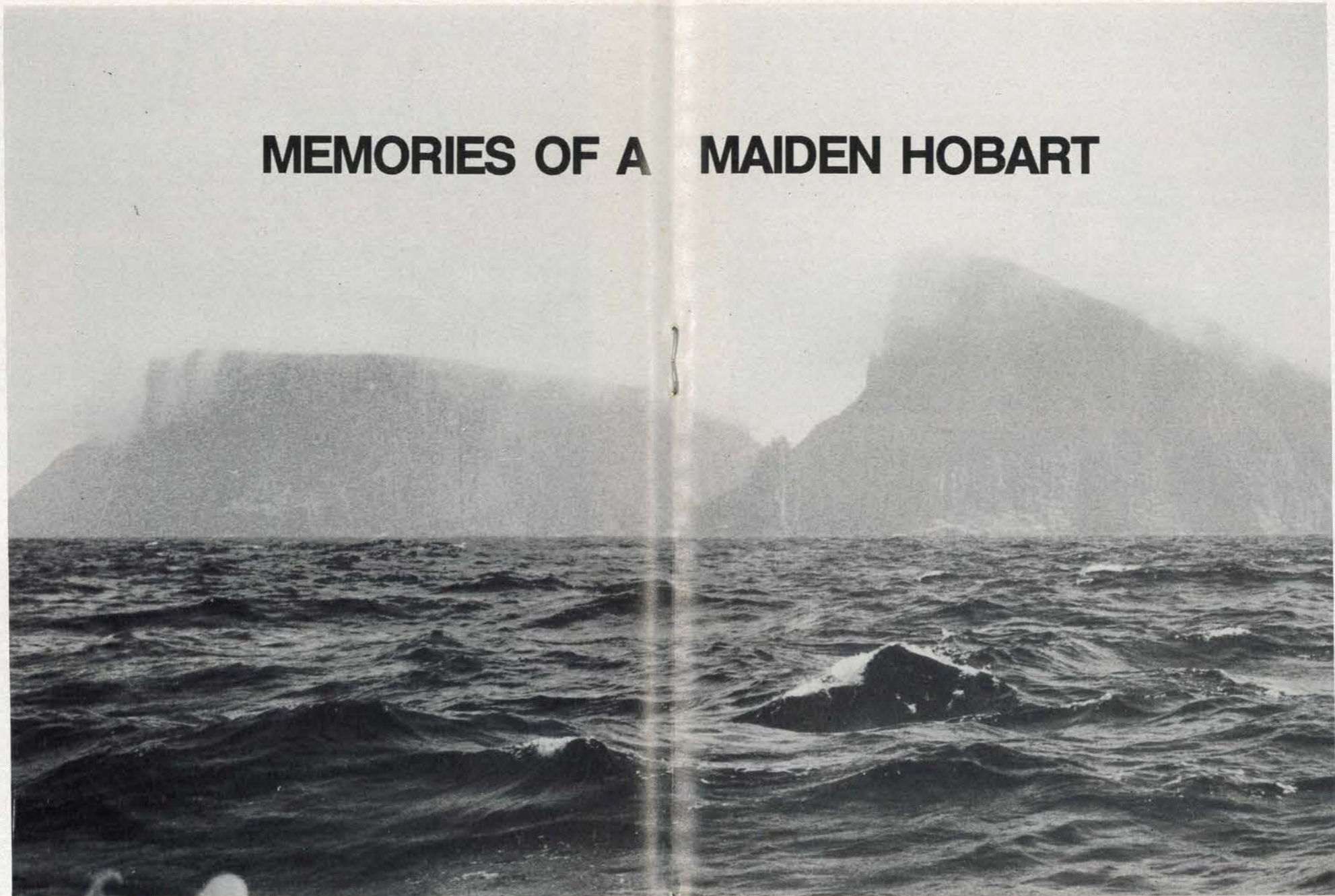
Quite a few seasons on, the sailing virus which infected your father when he skippered skiffs at Birchgrove SC had found its way into your system. VJs. Pocket money went on a growing collection of yachting magazines. You didn't miss a Sydney-Hobart start and the sight of *Astor*, *Ondine* and *Solo* leading a whole 40 boats down the Harbour in '62 on a drizzly morning fertilized an ambition that has led thousands of sailors down the 630 mile track to Hobart Town.

As it turned out, that ambition flowered late into reality. By the time you worked your way through the farewelling crush on the CYC marina to sling your gear aboard a Tasmanian Swan 44, *Mirrabooka*, it was 1984.

You'd written and edited thousands of words about other sailors' Sydney-Hobart experiences, taken scores of start shots. Even had a few thousand sea miles to your credit, most of them racing. But in a fleet which now numbered 152 for the 40th running of this renowned classic, in a crew whose cumulative participation in the event tallied 60, you were, so to speak, a Sydney-Hobart virgin. What a defloration lay ahead!

Images from the mind's 'home movies' remain vivid... beginning with ocean racing's version of The Running of the Bulls at Pamplona — a massed off-the-wind start on Sydney Harbour. Concentrating on the luff of the kite, all other pictures coming in through the corners of the eyes are a blur in 'fast forward'. The medley of orders and reports and nearby bow waves and boat noises strike the eardrums in a stampede of sound.

Sailing master Simon Firth takes over the spinnaker sheet while you nip below to help for'ard hand Dave Brennan heave the No.3 on deck. As the herd gallops into the rounding mark, it seems the only true gauge of distance apart is a Tally-Ho paper. A slab has been taken out of the main, the bow is



Cloud cascades of Tasman Island with *Mirrabooka* about six hours away from the Hobart Race finish line.

punching straight out to sea and, for the first time, you park on the rail and survey the scene.

Most of the spectator boats that came out have turned tail pretty smartly because the breeze is fresh and the seas are already lively. But you lift your eyes... 'Good God, General Custer, look at all those +%*!n indians!'. A fringe of tiny figures runs along every ledge and cliff top either side of the Heads. So this is what a Sydney-Hobart start looks like through the other end of the telescope.

"That's nothing," remarks Firth. "Wait till we get to Hobart." You treat this as a bit of hometown bragging —

but four days later you have reason to remember it.

Having sailed previously with skipper John 'Fish' Bennetto, you know him to be a consummate seaman. It came as no surprise when he drummed into us, before we left the CYCA berth, that he expected of each crewman 'safety, seamanship and speed — in that order'. So, by late afternoon when we tack in towards the coast, we're down to the No.4 and two reefs. The breeze is registering 35 knots and the remarks column in the log contains the single entry 'wet'.

You're still on too much of a 'high' at being on your way to enable sleep get a grip in the first off-watch period.

As the yacht bucks its way towards Port Kembla, wearing harnesses on deck becomes mandatory. Resident comedian and navigator Don Mickleborough takes the last bearings he'll get for three days (*Mirrabooka* did not carry satnav). The log entry reads 'still wet' — and it's becoming clear from the rising wind and seas that it'll get a lot wetter.

Slogging seaward, the final reminder that there's such a thing as land is the loom of the light at Point Perpendicular. Bennetto, who also answers to JB, is pleased with the heading of 160.

First light discloses what you've let yourself in for. It's a picture entirely in tones of grey and white. The sea, in

this state, is fascinating, rather than frightening. A third reef is taken in the main and, a little later, we shorten sail further by replacing the No.4 with the No.5 Cook Lloyd Griffiths, who seems never to sleep, is rated second only to God after performing The Miracle of the Steak Sangers.

A maxi, we think *Condor*, passed inside us, sliding north. *Uptown Girl* crosses our stern, heading in to the coast. And, perhaps a mile to seaward, is another boat which we judge from the 'sked' reports to be *Indian Pacific*. The 'sked' also tells us that the fleet is beginning to disintegrate.

It isn't the sort of day you'd choose to introduce anyone to sailing. Defi-

nately not 'brochure weather', as the cliché goes. Many of the waves (which grow taller as the day wears on), have breaking crests, the air is full of driven spray. Before going below, you dust a mask of salt off every exposed bit of your face.

Mirrabooka's forgiving entry bow sections make her motion over this strip of tortured Tasman almost pleasant and dampen the slamming effect in the occasional drop off the top of a large sea. (Later, the skills of JB, Firth and Mickleborough as heavy weather helmsmen, stick in your mind when you can recall only three really jarring landings. One, a whopper, set the mast thrumming like a guitar string; another catapulted John Griggs from his rack to where you were curled up on the sails, dead to the world, on the saloon floor.)

But the gale is still piping and the seas growing steeper. JB calls it: 'Drop the main. Get the storm gear up. One hand for yourself, one hand for the ship'. It's all done in slow-time so there'll be no hitches; since the foredeck is regularly awash, anyone working up there or down by the lee rail is watched closely.

We set the spitfire jib without much trouble but the trysail takes longer adjusting. A purchase is rigged to the clew to obtain driving shape in the sail and the luff is moved up, down, until it's to JB's satisfaction.

Firth's concern is that without the No.5, the bow, after falling away on the slide down the back of one wave, might not come round quickly enough to climb the next 25-foot hill. JB's concern is that with the No.5 up, a tired helmsman might launch us far enough off the top of one of these peaks for *Mirrabooka* to be tracked, if only briefly, as a NASA space vehicle. JB 1, Firth 0.

The watches are down to a helmsman and one other. As daylight fades, a clanking sound from the bow reaches the cockpit. Two halyards left for'ard are thrashing the forestay. 'They'll have to be brought aft a bit or the foil will be stuffed'.

'OK.' Unclip the harness and move up to the shrouds in a cat's crouch. From there, it's hands-and-knees to the pulpit. Clip on. Wedge yourself, back to the sea, in the pulpit. Hook one arm around a stainless stanchion. Unclip the first of the offending halyards. Lloyd Griffiths., watching you from the cockpit, bawls "Hang on!". You feel load building on your back and shoulders and then you're a safety-orange larva in a dense, green, liquid cocoon. You finish the job, secure the loose halyards and ease your way back to the cockpit.

Memories of a Maiden Hobart

You look Lloyd straight in the eye and say 'If this is mountaineering, I'd rather be sailing'. He grins, then makes the best offer you'll hear all day: 'How'da mugga soup go?'.

Off watch, sleeping is no longer a problem. Like a beer? Later. Zzzz.

On watch, the hardest part is performing the long, continuous isometric exercise — bracing against the leeward cockpit seat. But the shortening intervals between tricks at the wheel indicate how hard the helmsmen are doing it. With every tattoo of spray on the hood of your foul weather jacket, you know they're copping it full in the face. They squint ahead, picking their line up the faces of the waves, alert for the crest that suddenly builds into an overhang that will fall as white water. It's physically fatiguing, mentally draining. When they hand over to the next man, their faces look like slabs of raw topside steak.

Night comes, and with it news of more retirements. Who else is out, Don? 'Be easier if I tell you who's still in. (Gordon) Marshall's issued a caution that skippers should seriously consider the state of their boats and crews before tackling the Strait.' God, there's more of this to come? Oh, and God, if you're not too busy, would you mind keeping an eye on us?

It's gusting 55 and above now and there's no hint of a let-up. Just dressing to go on watch you exercise muscles you didn't know you had, performing intricate balancing tricks as you pull on a damp woolly jumper and foul weather gear that's decorated with salt crystals.

Firth's on the wheel. 'Simon, you remember that spaghetti place in Hobart we went to last February?' A grunt for an answer. 'Is it still going?' Long pause as he feels his way up a wave.

'Yair. Why?'

You have this craving: 'Right now, I could go a big bowl of pasta and I was thinking about that place. That's all.'

Another lengthy silence. Then: 'Not cracking up, are you? You didn't lose a few marbles when I sent you up to the bow this afternoon.' No — but the image of steaming pasta with melting, runny butter is almost obsessive.

Through the small hours, the wind starts to shift and at first light we go

back to a three-reefed main and No.5, then toss on to port. We're about 103 miles off the coast. But we can't make the morning 'sked'. By accident, the batteries switch has been knocked to the 'both' setting and there isn't enough of a charge to get the engine running.

The going seems a trifle easier on this leg and the gale has lost the punch it had the day before but conditions for coaxing a dead engine to life are anything but ideal. The task occupies the entire morning and the last resort is to wrap the end of a long line around the compressor belt drive wheel on the shaft, lead it through a block fastened to a bulkhead and put half the crew on the tugging end down the length of the saloon. Two-six-heave . . . and it comes good.



Crew of Mirrabooka: (left to right) (back row) Dave Brennan, Simon Firth, Glen Roper, Brett Smith; (middle row) John Griggs, John Bennetto (owner), Lloyd Griffiths; (front) Mike Power, Don Mickleborough.

Glen Roper, a 'large economy size' bear who was KO'd by sickness within hours of the start, also comes good and does a long spell on the helm. A cross-sea smacks the starboard side during the afternoon and half-fills the cockpit, just to remind us we're not out of the woods yet. But by evening we've set the No.3 — and Lloyd has produced a succulent roast with four vegetables. Things are on the up and up.

Someone suggests that we should be washing the meal down with wine, instead of cans of beer. 'We should, too' Firth agrees, 'but the red has found its way into the bilge'.

During the night, another reef is shaken out and by Saturday morning, well into Bass Strait, we're carrying a

full main and No.2. The worst is all past. A watery sun appears through the thinning overcast and JB and Mickleborough 'shoot it'. After deciding where they believe we are, they spend the rest of the afternoon kneeling over charts and paperwork on the saloon floor, trying to square the sun sight position with the DR plot. 'We appear,' announces JB, 'to have mislaid 30 miles'.

The loom of Eddystone Point light appears late that night and at three on Sunday morning you're shaken awake with the news: 'Time for a kite. Come up and trim the 'Gofor' (short for 'go for it', the brand new 1½ ounce spinaker. All *Mirrabooka's* kites were referred to by nickname, rather than size: one, which had been with the boat since she came out from England in '73 as *Superstar*, was known as the 'to and from', and the other, cut by Treharne, was called the 'Hughie'.)

After three hours you hand over the kite sheet to 'Tubby' Smith and sag below for some shut-eye. The clatter of a TV helicopter sitting just off the stern wakes you mid-morning. It's a glorious day, shirts-off weather. The preventer strap on the underside of the boom begins to resemble a washing line as damp and sodden shorts, T-shirts and pullovers are hung out for airing. A handful of sails become visible astern.

Haze masks the Tassie coast to the south and a comical debate ensues about the identity of a rock

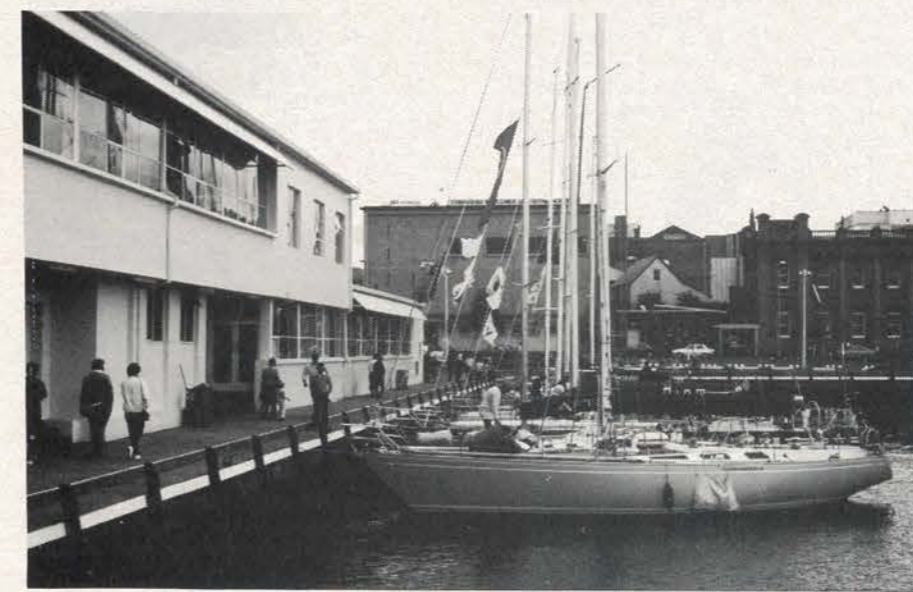
we've sighted. The locals reckon it's part of the Hippolytes but Mickleborough disagrees. It turns out to be Visscher Island, well north of the Hippolytes, and Mickleborough comes up with a line about 'black Golden Retrievers'.

We round Tasman Island in late afternoon, broaching as the lazy brace snags on a cleat. *Apollo III* is eating away at our lead. We go back to a headsail, round Cape Raoul and slide past a windless patch that catches *Apollo III* and stands her bolt upright.

It's a beautiful twilight as we ease by the Iron Pot into the Derwent. Hugging the eastern shore, we're a couple of miles up the river when the first runabout circles the boat and comes in



Just off the southern coast of Tassie, the principal helmsmen — (left to right) Don Mickleborough, John Bennetto and Simon Firth — in a relaxed mood after the pressures of a gale.



Mirrabooka joins a handful of yachts in Constitution Dock. As first Tasmanian yacht to finish, she got an especially warm welcome.



Memories of a Maiden Hobart

close. Cries of recognition follow: 'Christ, you've made it! Well done, the *Booka*; well done, fellas'.

Two miles from the finish, we're down to a crawl in light air, tweaking the headsail, everyone down on the leeward rail. And surrounded by the most amazing armada of welcomers — yachts, powerboats, ferries. Everyone wishing us to the finish line. A spotlight on one of the ferries illuminates us and a PA announces free steaks for the whole crew at the Shipwright's Arms.

You mutter to Firth: 'Never seen anything like this in my life'. He grins and says: 'See. I told you'.

Just after 10, we nose across the line — under a deafening deluge of horns, whistles, sirens, trumpets and round after round of 'Three cheers'.

You feel great about completing your first Hobart. Bloody great. But nothing that wild race has chucked at you could prepare you for the reception Hobart turns on.

The previous year, you were down here covering the finish of the '83 Race. And the yachts in Constitution Dock were shoulder-to-shoulder, nose-to-tail. Now, as we motor into the dock, past the cheering six-deep crowd at the entrance, the only other boat inside us is the overall winner *Indian Pacific*. Three maxis are parked outside. It starts to sink in: we're only the fifth boat home — and the first Tassie boat at that.

Photographers, a TV crew, friends, wives, children, girlfriends overrun the deck the moment *Mirrabooka* is secured. Champagne is handed around and someone's thrust a can of Cascade or two in your hand.

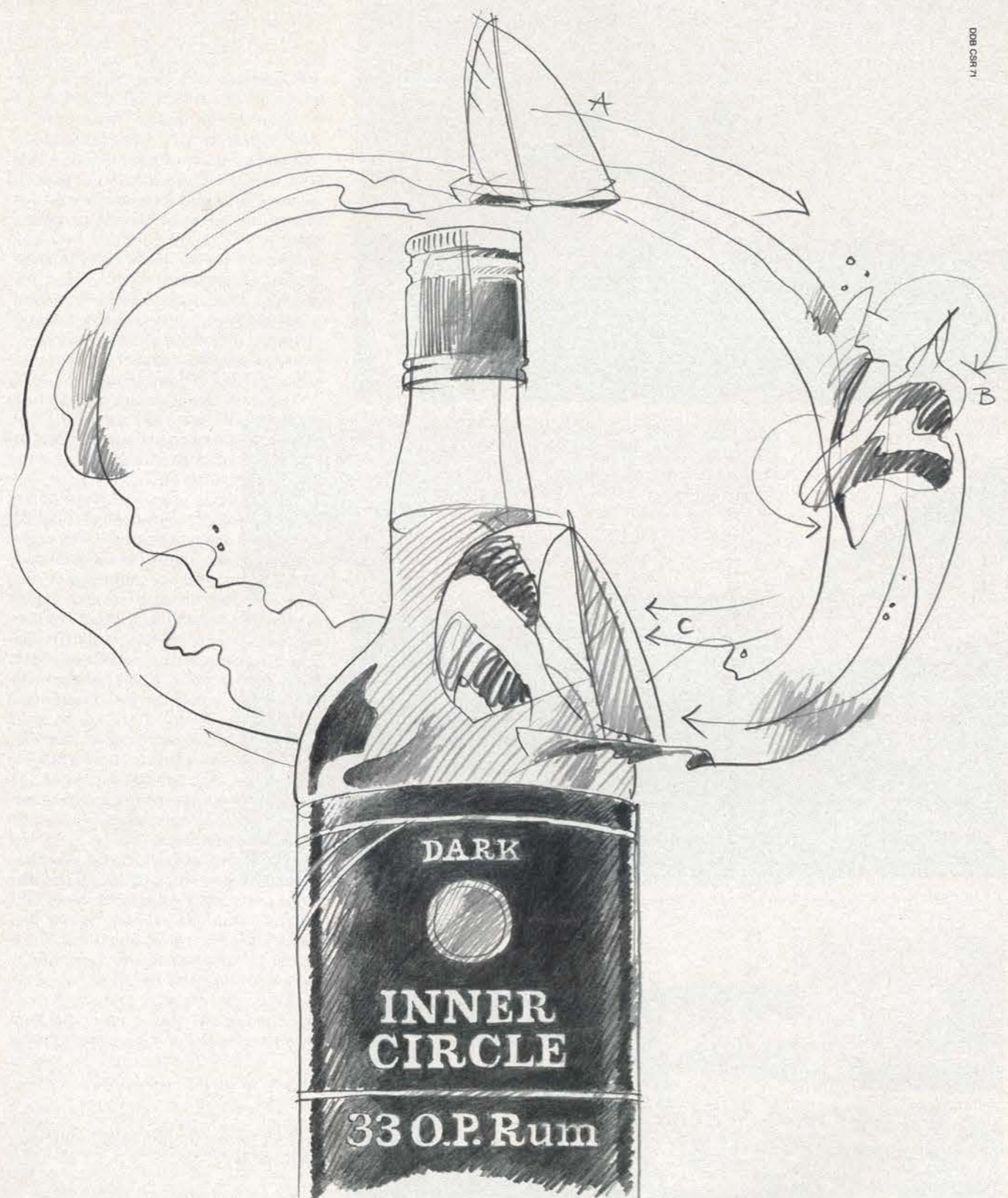
You distinguish the end of your maiden Hobart by, misjudging the distance between the boat and dock, falling into the tide. Later, when the hubub has died down, you ask Firth: 'What did happen to that red wine?'. He laughs uproariously.

'You remember that wave I launched us off? Well, the sudden stop when we landed and blew the little tap gismo right off the cask and the bloody stuff all ran out of the bladder. WAB.'

WAB?

'Yair. What a bastard. A roast doesn't taste quite the same with beer, does it?' ■

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CAN YOUR OCEAN RACER CAPSIZE ?

and Drown You?

by Tony Cable

This is one of two articles that landed on the Editor's desk for this issue of offshore, both on the same topic — the safety of the modern ocean racing machine.

Tony Cable has been racing to Hobart since the early '60s and will be going down this year for his 21st trip. As a 'famous port side runner winch hand' and with his considerable experience, he is representative of the ocean racing crewman and speaks from that viewpoint.

I learnt something the other day from Gordon Marshall which I hadn't appreciated previously. The IOR Rule presently tolerates the design of ocean racing yachts that can fairly readily capsize and not be in all that much of a hurry to right. For instance, you could be quite happily running downhill, broach, get flattened and not come up for some time. Those perched on the rail could then topple in, with a chance of being lost. Further, the boat might sink in the process. What do you think of that? Ocean racers can be so unseaworthy today that someone could be drowned simply because their yacht has a design fault which allows it to capsize.

The sport I participate in used to be comparatively safe. Now many of the participating yachts are positively unsafe. So with all the progress that has supposedly been made in recent times in such things as speed, design, rigging, sails and so on, the 'experts', with their great innovations, have given us many boats that are simply not safe. Who, among the experts, is today producing new designs that are 'healthy' sea boats?

I am not being anti-progress. I can't have all the experts howling at me. They can have all the progress they want as long as they don't work towards killing someone.

Perhaps one of the fundamental problems in our sport is that we may have lost sight of a basic design philosophy in the Rule. I understood that it ten

ded to encourage strong, fast, safe, healthy seaboats. Not poorly designed, weak, capsizable and dangerous yachts. Today, we think it is the norm for a very large retirement rate in ocean races where the breeze blows in at not much more than 30 knots for about a day. The race becomes a massacre. Evidence the 1984 Montagu, which was unprecedented in that not a yacht finished. Or the last Hobart with its 70% retirement. This time the Fastnet fleet lost 149 out of 222 that were in the race.

Newer crews could be forgiven for thinking that it is normal for boats to break something and not to finish or, if they don't break something to pull out for reasons later described euphemistically as 'prudence'. Years ago it was abnormal to retire. I guess that it progress.

Here I am not being anti-progress. I can't have all the experts howling at me. They can have all the progress they want as long as they don't work towards killing someone.

'Development' in ocean racing should have 'safety' as a prime consideration. Maybe this is being presently overlooked. The 12 Metres are clearly a development class where safety doesn't much enter into it. One tonners also seem to be today's 'development' class in ocean racers, but how safe are they? All these Continental designers we are now hearing about — are they conscious of safety (scantlings etc.)? I'm inclined to think that they are not so concerned, designing as they are to lower level (category 2) races, many of which are short and in protected waters. The modern one tonner (with a jaundiced eye) could be seen as not an ocean racer at all, rather, merely a large hi-tech yacht that may be capable, if lucky, of going on an extended race and holding together in a blow for 48 hours. But we know they are not much capable of achieving this minimal requirement.

For my part, with the above realisation, I have gained the view that seaworthiness standards in our sport have declined to such an extent that

significant changes have to be undertaken QUICKLY.

But who can help here? The trouble is that the various parties who should be qualified to do something about this urgent matter are caught up in such a maze of circuitous arguments (if not buck shoving) that, as a group, they are powerless to alter the situation. Collectively, they can't come to conclusions and act with speed. Perhaps what we need is a radically fresh approach to calling for changes in safety. Maybe a generalised outcry from the hundreds of crew, who wake up to the fact that some of their yachts are potentially lethal, might cause the relatively few experts whose hands they are in to move rapidly to tighten this perilous situation. We need a new broom to go through the rule making process, a new force, an ocean racing 'Greenpeace' movement. Or, if this sounds a little too radical, what about 'Sailors Against Unsafe Ocean Racers' (SAUOR's)? The SAUORs should have it as a mission to express to any of the experts involved that they 'do not want to have designed, and then to have to sail on, unsafe, capsizable and unsound ocean racers'. Their views should be conveyed forcefully to everyone involved from the humble club official to the elite on our governing bodies.

It is all right to call for this, but one recognises what seems to be an impossibility of getting anything effectively done. For, as mentioned above, those involved tend to go around in



Tony Cable.

Can your ocean racer capsize?

circles. The designers blame the Rule. 'We are given the Rule to work to; it's not our fault, and severe competition forces us to exploit it as much as possible'. They can also blame the owners who naturally want 'optimum' boats under the existing Rule. When the boats fall apart, both can blame — perhaps the builder's workmanship. But the builders can then turn around and criticise the architect's plans. The manufacturers of raw materials (e.g. exotics) point to 'inexperienced' fabrication. This then goes back to a call for more scientific data on the qualities of new materials, so that scantlings can be more accurately established. Then we have the sparmen. They 'only make to designer's plans' or to the 'weight saving' requests of owners. Their critics in turn can bring to question the engineering ability of the mast men. I suppose the sailmakers can come in here too. They are up with the new technology, what with Kevlar sails that bust seemingly very easily and can't be sewn at sea. These, along with the problem that the wire and fittings that they hang them off are likely not to be strong enough.

The question of "sail damage" does not exactly have its place in this article, although its place in the general picture can be gauged from the fact that 12% of the retirees in the last Hobart pulled out for this reason.

Many owners can be dreadfully inexperienced seamen so do not have the skill to know what changes to call for. Being owners, they are automatically taken as the leaders in the sport, no matter what their abilities as sailors. They play a very big part, I suspect, in how the Rule can change because the officials concerned are very aware that owners would resist fundamental changes and express their disapproval by frantically waving their cheque books in the air.

I gather that a 'testing formula' has been established which can come up with a number to assess the potential for a yacht to capsize. When applied to last year's Hobart fleet, this number indicated that about half the fleet (mostly the newer designs) had a 'poor' ability to withstand a capsize.

Surely, from among the aforesaid, the marine insurers can help us. After all they don't want to pay up on the results of capsizes. But even this group might become less helpful when they

realise that if they have to act in isolation, without a tighter Rule, their premium incomes could be down on the many boats that could be affected. Maybe the safety officials fraternity could play a strong role. But these would then be under pressure from other club officers who want big fleets, as would also be the case with sponsors. They would also be under flak from owners and crews as being reactionary and fuddy duddy with the new designs.

So the arguments can go round and round without much possibility of anything really being done about the fundamental issue — capsizing yachts. This brings us to the administrative structure that can lead to the important changes being called for.

Can rapid revisions be made here? I suspect not, for I have the impression that the machinery is too ponderous. Too many committee meetings and reports will be needed. 'How did I get on to this?' you might well ask? Gordon Marshall set me off in referring to the recently published US Yacht Racing Capsize Report, which apparently was prepared following the '79 Fastnet disaster. I gather that a 'testing formula' has been established which can come up with a number to assess the potential for a yacht to capsize. When applied to last year's Hobart fleet, this number indicated that about half the fleet (mostly the newer designs) had a 'poor' ability to withstand a capsize. Gordon patiently explained to me, as one who is intimidated even by the use of $\sqrt{\quad}$, that there are three features that are currently contributing to this capsizing problem. I might say, beforehand, that I'm not referring to the self-righting aspect which the CYC, under Gordon's leadership, was prominent in correcting some years ago.

A first aspect is that ballast is being carried internally and therefore well above the keel where it does most good. Secondly, beams are wide and crews encouraged to act as moveable ballast. But in sitting on the high side, they immediately fall off in a capsize — at the very time when ballast is needed, isn't it? Next, it was explained to me that the new lightweight flexible rigs had less 'rotating inertia' than the older heavier rigs. The physics of this apparently is that the light rig enhances the capsize by allowing the yacht to (in my mind) 'flick over' easier. The above is the essence of the capsizing problem.

How can the Rule change to avoid

Australian delegates to IOR meetings over the years have really had a hard time talking to their overseas colleagues about 'healthy' design aspects, because these fellows just do not sail in our type of conditions and, as a result, do not appear to have an orientation to the type of hard ocean racing and passage racing that is done in this part of the world.

this? I understand that Gordon has pointed out some anomalies in the US study whereby, for instance, an otherwise healthy yacht could be rendered unsafe by say the addition of a lighter rig or change of ballast upwards. The US study was looked at at the November IOR meeting, and while I don't have the minutes to hand, there might be a trend in their thinking to penalise excessive beams and look to internal ballast and rigs. It seems, though, that nothing of great import will be moved in the near future and this, of course, is the problem I have been expounding upon.

In passing, it is relevant to mention that some progress will occur Jan. '86 when ABS Standard is required for category 1 and, a year later, for category 2. Talking to Gordon and David Kellett (both CYC officials who share the above concerns) I found that they saw as a problem the fact that our Hobart, for example, is a category 1 race, whereas the Fastnet, for example, is a category 2. Australian delegates to IOR meetings over the years have really had a hard time talking to their overseas colleagues about 'healthy' design aspects, because these fellows just do not sail in our type of conditions and, as a result, do not appear to have an orientation to the type of hard ocean racing and passage racing that is done in this part of the world. Australian officials have been meeting this barrier for years, and this is another reason why any appeals to radically change capsizing seems a daunting prospect without a widespread call by ocean racing yachtsmen for important changes.

Does anyone else think that it is high time for change? ■

THE INTREPID YACHTSMAN

by Mick York

Mick York has been a member of the Cruising Yacht Club of Australia since its earliest days and has made contributions to Offshore on many previous occasions. Having cut his teeth in early Hobart Races, when the 'boats were of wood and the men of iron', he sees cause for concern at the course on which ocean racing is sailing.

At least one other article in this issue raises similar questions, and while not all would agree with everything proposed in this article, e.g. that any yacht which retires from a race for any reason should not be permitted to race again during that season, this article does reflect genuine concern being felt in some quarters.

As an old stager in ocean racing, having done my first Hobart Race in 1946 and competed thirteen times, presently holding the course record in *Kialoa*, I would like to make some observations on where the sport seems to be going and what should be done to control the situation.

In the early days of ocean racing we had yachts that, in most cases, were designed by long-standing architects and built, by experienced boat builders, of timber or steel using traditional and proven construction methods with proven and known materials of measured thickness and strength. These boats had both buoyancy and stability, and if weak areas were to be noted it would be mainly with the sails made of cotton, or in the hull, where probably the worst would be to open a seam in the garboards (but the ingress of water could usually be slowed or stopped by reducing the pressure of the gear). True, these boats were very slow in comparison with today's yachts: some two days have been cut out of the time for the Hobart Race for most entrants. However, this speed is becoming one of the dangers of ocean racing today.

It was recognised up until about 20 years ago that the only conditions that would pitchpole a yacht would be

when running in the roaring forties around Cape Horn, where the large waves are so big and so steep that a yacht would slide down the face of the wave, dig the bow in at the bottom of the trough, and the breaking wave would throw the stern over the bow in a pitchpole. Today with our modern-designed yachts, with their wide skimming sterns, dagger keels and narrow knife-edged bows and able to run at high speed, the occurrence of pitchpoling, cork screwing and broaching is becoming a common thing — in normal weather conditions off our NSW coast. The mere design of the modern yacht, with its flat run aft and minimum hull draught, makes for a very fast boat downwind in smooth seas, but put this together, in a medium following sea, with the yacht having a knife bow and minimum buoyancy forward, and you



An intrepid crew from 1950 (Mick York far right).

have a dangerous set of circumstances. The minimum buoyancy means that the bow will dive into the water, sometimes until the deck goes under. At this stage the knife bow is well underwater and will drive the boat in any direction, the rudder is probably coming out of water, or is in loose water at the rear of the wave, and the boat will now dive, screw around, and broach.

In past years when a yacht was pressed too hard the gear would start to break, and at this point we should reflect back on cotton sails, galvanised

rigging, wooden masts, Manila or cotton ropes and wooden blocks. Today, with Terelyne and Dacron etc. sails, Nylon and Dacron and Mylar ropes, aluminium masts, stainless steel rigging and stainless blocks, little of this gear fails to relieve the strain on the hull. Now we have most yachts built of fibreglass, either solid or sandwich, and some more modern boats are carbon fibre or Mylar-strengthened so that they can be thinner and lighter. There is no minimum thickness of material and no regulated strength of hulls or fitting attachments. In many cases these boats are built by companies looking to making the easy or quick dollar and not by engineers or boat builders who know the loads and strength requirements of a yacht at sea.

I truly believe that all those people going to sea in some of the modern ocean racing machines take their lives really in their hands or those of the skipper. One has only to look at the maxi yacht in the last Fastnet race which lost its keel and capsized, trapping some of the crew inside and leaving the rest clinging to the rudder of the upturned 80 footer, with the waves breaking over it. It makes you wonder who did the calculations on the bending movement of the keel or if any calculations were even done. This is a typical example of the way I see ocean racing heading. The only aim in ocean racing today is to win the race, and safety is secondary or, in most cases, not even a consideration.

I can't blame yachties for wanting to win races, but I do believe that some authority should start tightening some of the rules before more lives are lost, and this should start with the clubs.

I can remember many years ago when we were wondering how we could get publicity and news in the media on our ocean racing, as it was not spectacular like the motor racing and the tennis. Now we have the reverse situation we wish we could get the news out of the media, but when 60 boats retire from a Hobart Race, or

The intrepid yachtsman

more than one-half the entrants, we must be doing something wrong. Yachting today is becoming very visible to the Canberra emergency rescue service, to the Water Police, and if the clubs and the Yachting Federation don't do something about this, very soon we will be faced with all regulations being taken away from the clubs and controlled by Government.

I believe that the ocean racing fleet will very soon have all its regulations changed for the Sydney-Hobart Race Sydney-Hobart as every boat will come under Maritime Service Board regulations if we of the racing clubs don't do a better job of regulating and controlling yachts which pull out of races.

This year I would expect there will be twenty or thirty new yachts launched for the Hobart Race, most of them not tried or proven before going to Hobart. This race is becoming too large, and tight and restrictions should be placed on competitors.

- 1) A yacht should not be eligible to race to Hobart until it has competed regularly for one season with the ocean racing fleet.
- 2) No crew member should be allowed to race to Hobart until he has done at least one season ocean racing, and crew should be logged with the club and regulated.
- 3) If a yacht pulls out of a race for any reason that yacht should not be eligible to race again for a full season.
- 4) I believe the CYC should be pushing the International Yacht Racing Union to tighten up on yacht design and construction so that the yachts are capable of handling the conditions.

I have heard many times of the conditions in the last Hobart Race being 'the worst they have ever been', and then, when I discuss the race with old campaigners, the message is it wasn't too bad out there. The trouble is today that the boats can't stand normal heavy conditions, so the crew believe the conditions are to blame and the media pick up the dramatic story.

I now conclude by requesting that the sailing committees take some steps before the whole control of yachts going to sea is taken over by the Maritime Services Board. ■



A CYCA Sportsman's Luncheon was recently the occasion for the announcement of a new young Australian Designers competition.

Vanessa Dudley speaking for *Modern Boating* magazine noted that it is hard for young Australian yacht designers to get started in the trade because skippers go overseas to get their yachts designed. This inspired the idea of a competition in *Modern Boating* and *Seacraft* for an annual design competition for young designers a chance to show their wares. The age limit was 30 and under.

There were 17 entries in all, and they represented a tremendous amount of work. Ben Lexcen was on hand to say something about how the panel judged the entries and to present the award to the 20-year-old winner, David Lugg. David started off as a Naval draftsman at Williamstown dockyard. He got a scholarship to the University of NSW to study naval architecture and did his thesis on yachts. He then went to Defence Dept. in Canberra. He subsequently got a traineeship in England in an experimental laboratory for British Shipbuilders. After that he spent some time at the Marin Tank

in Holland. David, 20 years, is now with a private company, Ship Designer Management, at Coventry St., South Melbourne.

I kept seeing the Americans win the Admiral's Cup, the New Zealanders win the One Ton Cup, with New Zealand boats designed in New Zealand, sailed by New Zealanders, with New Zealand sails, built in New Zealand. And now I see Germany is winning the Admiral's Cup — Vogels bread boats, and Messerschmidt boats. And the French are winning races, and they're doing their own stuff with their own designs. And our blokes front up with last year's model from some guy in South America. And I may be oversimplifying it, but as long as we go to war with last year's guns we're going to get burnt.

— Ben Lexcen

We only did this to try to promote Australian yachting and Australian designers. The winner is David Lugg. At least six of the boats that were submitted — without using a computer to work out the performance — just looking at them, using our judgement — you'd say 'Why couldn't they be in the Admiral's Cup

YOUNG DESIGNER'S AWARD

team. Probably one of them could have been the top boat in the Admiral's Cup this year. I'm not saying that lightly. I believe that.

— Ben Lexcen

QUESTION: If you were to start now and design a boat for a syndicate to win the Hobart Race, what steps would you take?

LEXCEN: A syndicate that can sail or can't sail?

QUESTION: They can employ a skipper.

LEXCEN: OK, a management syndicate that wants to win the Hobart. I've had quite a success with the Hobart Race over the years — I think I've won three or four, and I've only had half a dozen boats in the Hobart Race. In a way I've been lucky because I didn't set out to make those boats Hobart Race winners (I set out to make them something else which they didn't win). The Hobart Race is a funny race; it's got that awful river at the other end, so you can never guarantee anyone that they're going to win the Hobart Race. It would take a couple of years — two shots, I'd say. You couldn't guarantee it, but you'd be right there with a good chance. But there are a lot of people who spend their money and they've got no chance at all. They might as well have taken their money and thrown it in the

water here. Which is what they've done. It's really crazy for people to get a yacht designed by telex from somebody who can't speak Australian half-way around the world, when right in this room there are ten people who are miles better. And they don't drink either.

QUESTION: What do you have to do to convince Australians to buy Australian designs?

LEXCEN: I guess you've got to win a few races.

QUESTION: Would it be wrong to say Australians aren't winning the Admiral's Cup because we're buying the wrong designs?

LEXCEN: We are buying old designs. No matter how much money you spend, if you go along to Bruce Farr or Ron Holland or Vogel's Bread, and I said 'Look I want the latest design'. If that boat is really good, don't tell me that in Europe they're not also going to know that it's good, and you'll roll up at the Admiral's Cup, and you've got one, and they've got about ten of them exactly the same. At least if we give the guys here — he might do a lousy one, he might do a good one, he might do a good one, he might do a super one that can really blast them. They [the Europeans] haven't got one of those: you get to the Admiral's Cup and you've got the tool, the weapon, the sword that we had at the America's Cup

that can slay them.

I remember going to the Flying Dutchman championship in 1968 when I was still wet behind the ears. And John Oakly was the god of the Flying Dutchman. He had a spinnaker pole, and they said his spinnaker pole was magic. And they loaned us his spinnaker pole, and we capsized and lost his spinnaker pole. Oh God, we'll never get another. People would never forgive us. And when we first met John Oakly our knees were shaking. And he had his boat painted black and he wore a white suit, and they used to open these little silver packets of food, special food for him — and it was just ruddy Jatz biscuits. And he used to put surgical gloves on before the race. This whole business is full of a whole lot of bull. But he did have a magic boat because *he* was magic. It wasn't the bloody boat at all — it was a one design class.

SEASICKNESS: SOME MYTHS, SOME REALITIES

by Dr John R. Vallentine (MB BS (Syd) MRCP (UK))

Seasickness is a much talked about malaise because it is much suffered and because it is a condition without much known relief. The existing remedies are not universally effective, some working well for some people and not at all for others. Most remedies have side effects ranging from simply annoying to potentially dangerous.

The following article is a very good review of the subject, first published in Penta Comstat's *Beacon* magazine in October 1985. In it Dr Vallentine disposes of some seasickness myths and reviews available therapy, including the purchase of a farm. One regime that he does not mention specifically in this article is the two-pill mix, phenergan 25 mg + ephedrine 30 mg, a combination which has been touted by some CYCA offshore enthusiasts but which has been described less glowingly by others — the 'individual' nature of relief once again.

Dr Vallentine does take up the cause of a newish compound — Stugerone — which he claims has 'transformed my life'. His enthusiasm for this Janssen compound (*cinnarizine*) has been corroborated independently by some very seasoned seasickness sufferers who also claim that it has radically improved their lot at sea in the Pacific. Alas, the Australian Drug Evaluation Committee was not completely satisfied as to the safety of the compound and wanted the manufacturer to conduct a lot of additional trials in animals before approving this product for general marketing in Australia, trials which Janssen says would be economically unjustifiable. Stugerone is, therefore, very unlikely to ever find its way over the Australian horizon other than by individuals bringing it back from overseas for their own personal use.

There are few human experiences so profoundly miserable as seasickness. It is not a class-conscious disease. Lord Nelson, Captain Cook and I have all suffered at its vile hand. And so, probably, have you.

The syndrome

Most readers will have felt the unease.



lethargy, salivation and yawning which herald the onset of seasickness. 'Oh God', you think, 'please not again'. Your attempts at cheerfulness sound suddenly hollow. You sit up and look at the horizon to windward, but it doesn't help. The idiot beside you lights up a cigarette. You slither to the leeward rail, a blob of green jelly. You heave, there is temporary respite, then you heave again.

Your feelings of inferiority and shame fade as your condition rapidly worsens. You are struck by the monstrous unfairness of it all. You loathe yourself, the boat and the wretched, wretched ocean. The apparent good health and humour of your crewmates seem somehow grotesque and obscene.

It seems paradoxical that we subject ourselves to this ritual time and time again. We forget, afterwards, that we had sworn to sell the boat and never again set foot upon the ocean. We forgot that we failed to cut our wrists only because we were too weak to hold a razor blade.

Some myths of seasickness

It's all psychological. This is utter rubbish. The next time some bully tosses this line to you, ask him why cats and dogs get seasick. Ask him why unconscious patients on hospital ships get seasick.

There is, of course, a psychological overlay to it all. I have seen one poor

unfortunate vomit during a visit to the engine room of an ocean liner which was motionless at quayside. Was he suffering from seasickness?

Milder forms of queasiness at sea can sometimes be cured if you take the helm. This is not an example of psychological distraction therapy at work. It is straight physiology. When steering, visual and other cues enable you to anticipate the boat's movement more than at any other time. This anticipation tends to soothe your confused, over-stimulated semi-circular canals by helping them to make sense of the chaotic and unfamiliar motion.

Some people are immune to motion sickness. Nobody is immune except patients with profoundly damaged inner ear balance organs. Nonetheless, there is a wide variation in susceptibility to seasickness, and perhaps 10% of regular offshore sailors have never experienced the full-blown syndrome. Not yet.

The new-born babe is very resistant to the malaise. This makes sense, considering the motion it has been subjected to in the preceding nine months. As the infant's balance and co-ordination skills develop and improve, so does his propensity to motion sickness. By the age of five or six he is highly susceptible. From early adulthood, susceptibility begins to decline and elderly folk, like neonates, are often quite resistant.

NASA, who by the way have more to do with space travel and star wars than an assault on the America's Cup, is spending millions of dollars studying motion sickness. It's experimental centrifuge can make *anyone* sick except those with diseased semi-circular canals.

For some extraordinary reason, four non-human species — chickens, pigeons, guinea pigs and rabbits — seem to be completely immune to seasickness. But armadillos, fish and coypus get sick, just like the rest of us.

People with weak stomachs get seasick. Not true. Patients who have had total gastrectomies get just as sick as anyone else. The problem lies within the vestibular nuclei of the brain stem, and the semi-circular canals (labyrinth) of the inner ear. The vomiting is caused by a reflex mechanism affecting an otherwise normal stomach.

Some people never get over it. I suppose this is true for a tiny proportion of the population. The vast majority of people do, however, acclimatize if the exposure continues long enough and the motion, regardless of violence, is regular.

In experimental situations this acclimatization is so complete for some subjects that the semi-circular canals are fooled completely. At the end of the experiment the absence of motion is itself so alien that it can induce a syndrome identical with severe motion sickness.

A high degree of acclimatization persists for about 24 hours after motion ceases. The fact can be exploited to advantage by sailors making coastal passages in unpleasant seas. If you plan to stop at Coffs for a shower and snooze en route, stay one night, not two, and your return to sea will be much easier. A much lesser degree of acclimatization persists for about seven days, after which you will have to start all over again.

The cause

A detailed explanation of the theory of motion sickness requires knowledge of neurophysiology and is beyond the scope of this article. Suffice it to say that the labyrinth and its central nervous system connections become over-stimulated and confused by excessive motion. The motion must be passive — you can't get motion sickness jogging, but you can in the back of a car traversing a bumpy road. The brain's involvement in the process of jogging is active. It is in control of the bounce and is not confused by it.

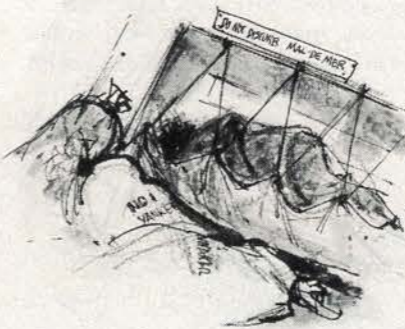
The eyes play a major role in preventing labyrinthine confusion. This is

why it helps to look at the horizon and to steer if you feel queasy. The brain's confusion is worsened when the labyrinth and the eyes receive conflicting information. When the labyrinth says 'You're being thrown all over the place' and the eyes, looking around the cabin, say 'You're not moving in relation to anything we can see' you have a recipe for disaster.

The remedies

You can eat pineapple, which tastes the same coming up as it did going down, or you can buy a farm. If you love the sea and hate seasickness, however, you are unlikely to be satisfied by such recommendations. Sensible remedies may conveniently be divided into four groups:

- drugs that cause dry mouth, blurred vision and coma



- wristbands
- things that you stick behind your ear, and
- Stugerone.

My bias on the subject is quite profound, as will become apparent.

Drugs that cause dry mouth, blurred vision and coma. This group includes the drug preparations commercially available in Australia — Marzine, Avomine, Kwells, Torecan, Stemetil, Phenergan, and so forth. These drugs fall into two broad sub-groups: the *anticholinergics* which mainly give you a dry mouth, and the *antihistaminics*, which mainly send you into a deep sleep followed by a lousy hangover. None of them helps me very much and I find the side effects awful. The drowsiness caused by this group of drugs can be positively dangerous at sea, especially if you ex-

ceed the recommended dose. This is easy to do if you're tired and anxious to maximise the therapeutic effect. As a general rule, the more effective the drug, the worse the side effects are. Avomine is probably the strongest. By all means try the lot. If one of these drugs works for you, then stick with it. If not, read on.

Wristbands. These have been marketed commercially for a number of years now. The small metal button in the elasticised band is positioned an inch or so above the inner side of each wrist. The magic is allegedly worked by 'accupressure'.

These bands have a small, dedicated group of exponents. I find them useless, as do most people I know who have tried them. One thing can be said for them: they are the safest known treatment for motion sickness. Try them, by all means. If they work, consider yourself fortunate indeed.

Things that you stick behind your ear. This clever idea was developed in the United States. An adhesive patch containing the anticholinergic drug *hyoscine* is placed behind the ear. Slow absorption of the drug through the skin gives a steady, lowish blood level of *hyoscine* for about two days. It is a useful form of therapy for those whose affliction is mild although it does cause unpleasant dryness of mouth. One special advantage over all tablets except Stugerone is that the blood levels of *hyoscine* are not affected by vomiting.

Stugerone (cinnarizine). Manufactured by Janssen Pharmaceuticals, Stugerone represents a major breakthrough in the prevention and cure of seasickness. It has certainly transformed my life. In the old days I was reliably rendered useless at sea as soon as the wind reached 30 knots. I began taking Stugerone at the start of a Pacific cruise. In 15 000 miles I was not seasick once. I found that navigation and cooking could be fun, if difficult, in bad weather. I won't even have a bath now unless I have had a tablet first.

Stugerone was first marketed for the treatment of inner ear disease in the elderly. It has no serious side effects. In the late '70s the first reports of its apparently remarkable value in the prevention of seasickness were substantiated in clinical trial (*Yachting Monthly*, 139, 106; *Practitioner*, 224, 547).

During my two-year Pacific cruise, I dealt out small parcels of Stugerone to the crews of some 25 cruising yachts. The trial was small, uncontrolled and unlikely to impress a statistician.

Nonetheless, there was virtually unanimous, spontaneous and unqualified praise of the drug from all patients who used it. The benefits included:

- effectiveness which most felt was at least double that of their previous favourite pill. Words like 'miraculous', 'lifesaving' were commonly used in letters I received.
- virtual absence of side effects. Dry mouth and drowsiness are very rare. A small number of patients, me included, noticed mild land sickness for an hour or so on going ashore. An even smaller number (2 out of 40) noticed hoarseness of voice after taking the first pill. The *Practitioner* trial mentioned above confirmed these findings; it found the same side incidence of drowsiness in the Stugeron and placebo groups.
- rapid onset of action. The tablets are tasteless and, because they are dissolved under the tongue rather than swallowed, they begin working within fifteen minutes. The problem of poor absorption from an unwilling stomach is completely circumvented. One tablet should be

taken every six hours.

To my mind, Stugeron ranks with penicillin and cortisone as one of the great triumphs of modern medicine. The fact that it is not available in Australia is irritating but not tragic. Have a quite word with a friend visiting the United Kingdom, where Stugeron is available without prescription. Alternatively, if you are going foreign, you can legally import the pills yourself as bonded goods for re-export. I encountered no problems with HM Customs when I did this.

What else to do

Distribute Stugeron four hours before the cold front is due. Make the soup, stow the boat and dig out the oilies while the sun is still shining.

Once vomiting is established, the best place for the seasick crew member is flat on his back in a bunk. This puts his semi-circular canals in neutral and gets him out of the way. He will recover much more rapidly if he is not allowed to loll about in the leeward scuppers.

When cruising with sea room aplenty, try altering course or slowing

down if sickness threatens. The change from a corkscrewing broad reach to a dead run under reduced canvas can have amazing effects on the labyrinths. So can a fifteen degree free-off when beating. Sanity and spirits can be saved, often with little effect on the overall passage time.

Most of my sailing these days takes the form of short-handed cruising. I derive great comfort from the knowledge that my boat can safely be left to her own resources if the chips are really down. All I have to do before the event is ensure that she has adequate sea room and we each have a bucket. This comforting knowledge comes with experience. So does an understanding of the foibles and peculiarities and one's own semi-circular canals.

A final word of warning

All categories of drugs mentioned, including Stugeron, have a tendency to cause retention of urine. If you are a male over the age of 55 and you have a poor urinary stream at the best of times, it would be sensible for you to see your doctor about possible prostate enlargement, before you depart on a long cruise. Prostatic enlargement is surgically remediable. A ruptured bladder in mid-ocean may not be. ■

THE 1983 AWA SOUTHERN CROSS CUP

by Mike Power

This year's AWA Southern Cross Cup has attracted 12 teams — the best fleet in eight years. The number of teams nominated for 1985 is the highest since 1977, when international entries included the United States, which fielded two teams and the EEC, which had one. Although the appearance of the Admiral's Cup winning German team seemed, briefly, a possibility, neither they nor other European sides could be lured here. Nevertheless, the British have assembled a fairly handy one-ton team; the Kiwis have thumped the gauntlet down very hard indeed by mounting, for the fourth time, a two-team campaign; and all six Australian States have mustered teams. With their win in the 1983 Cup series, the New Zealanders have level-pegging with New South Wales yachtsmen in Southern Cross victories (four apiece). Britain is the only other winner (1973). So, this tenth Southern Cross Cup series — the first under AWA sponsorship — presents the opportunity for the traditional trans-Tasman rivals to establish superiority. The popular line in NSW thinking was that the chief 'worries' would be the Kiwis and the British. Such an attitude may well be vindicated by the outcome. But with 36 carefully prepared offshore racers being unleashed in a five-event series, which culminates with the quintuple-scoring AWA Sydney-Hobart classic, you might think twice before betting the house on the result. Following is a profile of the combatants.

New Zealand

Two years ago, the NZ team of Farr 40s trounced all opposition, taking the Cup with a margin of more than 100 points. Two teams have been assigned to keep it in 1985. Of the six boats, only *Exador* in the 'A' team is a survivor from the successful 1983 combination. The 'A' side is another all-Farr trio, which includes Ian Gibbs' new *Swuzzlebubble V* and the Farr 43 *Switchblade* for Tom McCall (former owner of *Exador*). The B team is quite a different mixture, with a minimum rating Davidson, another Farr 43 and a masthead Peterson. n

The NZ selections were finalised after an analysis of elapsed and corrected times over shortened courses. Reportedly *Mad Max* did so well in the trials that it was a toss-up as to whether she was chosen in the A or B team.

Australia

Picked nine months ago at the Admiral's Cup trials, the national team comprises only 33-foot raters. This means all three boats will have to perform better than their ratings consistently to have any chance of 'upsetting the applecart.' In English waters, *Drake's Prayer* and *Challenge III* were separated from the competition by a whole generation of design developments and trends in the Ton-class racers. This pair will be joined by the well prepared Queensland boat *Marloo II*, which is untested at international level. Since an Australian national team was included in the Southern Cross series, its best effort has been a third placing, in 1981.

Britain

Peter Whipp's *Panda*, the '85 Fastnet winner, is the only member of the British AC team to join their Southern Cross side. Luck seems to run a little bare for his *Pandas*: his previous *Panda* was DSQ'd in the '83 Sydney-Hobart and the present boat was penalised 27 placings in this year's second AC event. She will be supported by *Highland Fling*, which ranked sixth on the individual pointscore sailing in the Singapore AC team, and *Cifraline 3*, which finished second overall in the '84 One Ton Cup and placed fourth in the British AC trials (and finally sailed for PNG). All three are minimum raters and are battle seasoned.

Papua New Guinea

By late November, only *Di Hard* had been nominated in the team for our northern neighbour (since nominated are *Zapand* and *The Syndicate*). In the last Southern Cross Cup, *Di Hard* finished third on the individual pointscore to lift PNG into fourth spot. Sailed well, she is still capable of delivering 'the goods' but she would need to be part-

nered by boats of at least similar calibre (with one minimum rater) to give the side any hope.

Hong Kong

The one certainty about this team is that it has the Cup rating band (30-40 ft) covered. At the upper end of the scale is a new Dubois 50-footer, which will need to outperform its rating to be of benefit in gathering points. The other components are *Too Impetuous* (under charter to Peter Jolly from Sydney yachtsman Graeme Lambert) and *Bimblegumbie*, rating 30.7. *Too Impetuous* lost her rig in the '83 Sydney-Hobart while sailing for the PNG team and was among the string of retirements from last year's race. Hong Kong placed third in the '83 Southern Cross series, equalling their 1973 performance, but this year's prospects must be considered 'iffy'.

Tasmania

The Island State's best Cup placing was a third in the inaugural series of 1967. Their team this year has the potential to upset more fancied combinations and scale the points table. *Intrigue*, the outstanding member of Australia's AC team, registered tenth on the individual pointscore in Britain. She is supported by the legendary *Police Car*, which, despite her years, can still 'turn it on' when well crewed. The third team boat is a close sister to *Newcastle Flyer* (which placed seventh overall in the last Sydney-Hobart). How this side fares will depend largely on the extent of the support that *Intrigue* receives.

NSW

With the final selection race looking to simply a matter of confirming the third team spot, NSW seemed certain to field a side of Farr 40s. *Sagacious* (which began life last year as Hedley Calvert's *Huon Spirit*) placed fifth in the AC trails under new owner Gary Appleby. She and John Parker's *Another Concubine* (with Sydney sailmaker Bob Fraser calling the shots) waltzed away from the other contenders in the early Southern Cross selection rounds. The Farr 40 *Indian Pacific* (John Eyles) and Bob



Oatley's Farr 43 *Wild Oats* were chances to make the team — but the 'boat most likely' to fill the last berth was Col Franklin's Farr 40 *Paladin*. All three have had their ratings optimised and have benefited from racing in close company during early season events. As a combination, they would duplicate the Kiwis' successful formula of '83.

Western Australia

Returning to Southern Cross competition after a break in '83 something to do with an America's Cup hangover), the West was left scrabbling for a third team boat after a late withdrawal. *Prime Times*, a new Farr 40, is an unknown quantity. The other team member is the dual AC yacht *Hitchhiker*, which sailed for NSW in the '83 SC Cup. Unless another good minimum-rater can be pressed into service for this team, they'd have to start at fairly long odds.

South Australia

On paper, this looks a nicely balanced team — but paper performances don't count for much in international competition. SA's best Southern Cross effort probably was the seventh (out of 12) in the '77 series. The '83 team was massively outclassed. *Water Frontier* was one of the retirements in last year's Sydney-Hobart but she and her sister minimum-rater, both Van de Stadts, could raise eyebrows if crewed well. The Duncanson, at this stage, is a total question mark.

Queensland

In the last three Cup series they have contested (77/79/81), the Queenslanders have won the wooden spoon. This year, they have paired *Struth* and *Overdraft*, both John Green designs, with the Farr 40 *The Gambler*. *Overdraft* has still to realise whatever potential she may possess but *Struth*, after a dismal showing in the AC trials, was able to express her capabilities

when campaigned with gusto by Sydney sailor Simon Green in the '85 Hamilton Island series. *The Gambler* won the '84 SCOR championship at Mooloolaba. If all team boats can 'keep the act together, they could spring a surprise on the final points ladder.

Victoria

After an evaluation series of six races, the Vics have settled on an interesting team. Recalled to the international stage is Peter Kurts' former Admiral's Cupper, *Once More Dear Friends*, now owned by David Currie. In '82, she was the CYCA Blue Water Champion. Although five years old, she has been a consistent performer and weighs in at the bottom of the rating band. Her stablemates are new Frers designs, a 44-footer and a 40-footer. The Victorians' best placing in Southern Cross Cup competition has been a third in '79 but this year's combination could easily set the cat among the pigeons. ■

HONG KONG



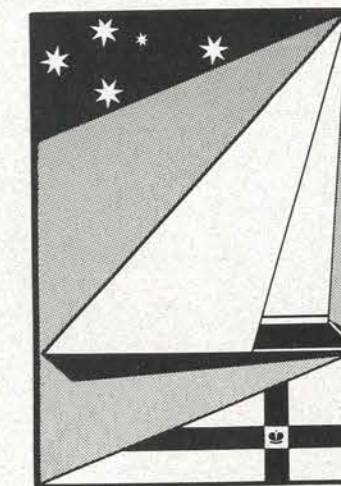
BIMBLEGUMBIE — KH 808
LOA 39'8" / 12.6 m IOR 30.7
Construction: Kevlar/Divinycell Date: 1983
Owner/Skipper: Keith Jacobs Designer: Dubois HONG KONG

Built originally for the 1983 Southern Cross Cup, she was launched too late to be shipped to Sydney and her first international series was the 1984 Clipper Cup in Hawaii. Since then she has been fitted with a new elliptical keel which has improved her performance considerably. Owner/Skipper Keith Jacobs has sailed in two previous Southern Cross Cup series and has brought with him a strong team of Hong Kong sailors.



TOO IMPETUOUS — KA 3663
LOA 43'8" / 13.2 m IOR 31.4
Construction: S-Class/balsa core Date: 1982
Owner/Skipper: Peter Jolly Designer: Holland HONG KONG

This well-performed Australian yacht has been chartered by prominent Hong Kong yachtsman Peter Jolly who will sail the boat with his regular crew, with the exception of owner Graeme Lambert and his sailing master, Martin Burke, the Sydney Sailmaker. After missing a place in the 1983 Southern Cross Cup, *Too Impetuous* sailed for Papua New Guinea in the Admiral's Cup that year, and then in the Southern Cross Cup. Lambert chartered his previous yacht, *Impetuous*, to Hong Kong in 1981.



SIDEWINDER — KH 1333
LOA 50'8" / 15.4 m IOR 39.9
Construction: Timber Date: 1985
Owner/Skipper: David Rumble Designer: Dubois HONG KONG

A brand new yacht just launched in New Zealand for Hong Kong based airline engineer executive David Rumble, *Sidewinder* will be doing her first racing in the Southern Cross Cup but must first reduce her rating to below the IOR upper limit of 48 feet before actually competing. Owner Rumble has put a great deal of effort into the project and has a good crew.

AUSTRALIA



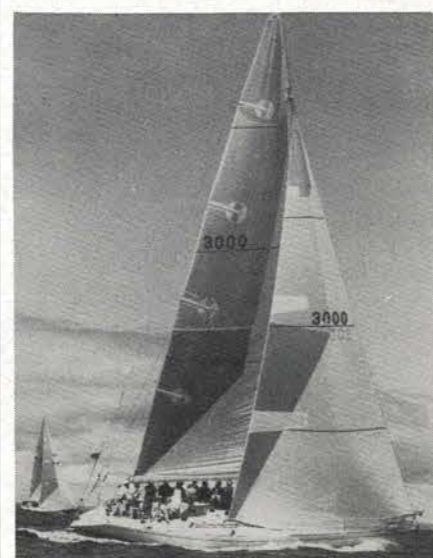
CHALLENGE III — KA SM39
LOA 42'7" / 13.0 m IOR 33.1
Construction: Carbon/foam/Kevlar Date: 1984
Owner/Skipper: Lou Abrahams Designer: Frers AUSTRALIA

Lou Abrahams' successor to *Challenge II*, his famous Sydney-Hobart Race winner, this mast-head rigged 43-footer won a place in the Australian Admiral's Cup team but had little success in the inshore races and then dropped her mast at the start of the Channel Race. However, Abrahams and his crew fought on doggedly in the gale-swept Fastnet Race, finishing sixth out of 71 starters in Division 1.



MARLOO II — KA 250
LOA 43'9" / 13.2 m IOR 33.5
Construction: Carbon Fibre Date: 1985
Owner/Skipper: Nick Girdis Designer: Frers AUSTRALIA

The first Queensland owned yacht to gain a place in an Australian team, *Marloo II* was included in the national team for the AWA Southern Cross Cup after narrowly missing a place in the team for the Admiral's Cup. She is a near sistership to *Challenge III* and will be at her best in heavy conditions. Nick Girdis has again put together a top crew with Sir James Hardy as tactician/helmsman and Greg Gilliam as the No.1 driver for short races.



DRAKE'S PRAYER — KA 3000
LOA 43'1" / 13.1 m IOR 33.8
Construction: Kevlar/honeycomb Date: 1984
Owner/Skipper: Peter Kurts Designer: Farr AUSTRALIA

Two times Sydney-Hobart Race winner Peter Kurts built this Farr 43 last year and topped the pointscore in the Australian Admiral's Cup and Southern Cross Cup selection trials. At Cowes she had a luckless series of mishaps which underrated her ability but since returning to Sydney she has shown some of her true offshore racing form. Kurts will again captain the Australian team in the international SC Cup series.

NEW SOUTH WALES



ANOTHER CONCUBINE — 4440
LOA 40' / 12.2 m IOR 30.6
Construction: Kevlar/Divinycell Date: 1985
Owner/Skipper: John Parker Designer: Farr NEW SOUTH WALES

Newly launched, this yacht is an updated version of the highly successful Farr one tonners which won the 1983 Southern Cross Cup for New Zealand and a development of last year's winner *Indian Pacific*. Owned by Sydney wine industry figure John Parker with sailmaker Bob Fraser as sailing master, *Another Concubine* topped the pointscore in the NSW selection trials. Fraser will be sailing in his fourth successive Southern Cross Cup and was a member of the winning teams in 1979 and 1981.



PALADIN — 4070
LOA 40' / 12.2 m IOR 30.5
Construction: Exotic core Date: 1985
Owner/Skipper: Colin Franklin Designer: Farr NEW SOUTH WALES

One of the 'fleet' of Farr 40s in the AWA Southern Cross Cup fleet, *Paladin* finished third in the pointscore to select the NSW Southern Cross Cup team with consistent placings throughout the series. Colin Franklin is a Sydney radiologist who has moved into the international scene after racing the half tonner *Tashtego*. Number one helmsman will be Peter Messenger with Frank Amber as sailing master.



SAGACIOUS — 4117
LOA 40'2" / 12.3 m IOR 30.2
Construction: Kevlar/Divinycell:33 Date: 1984
Owner/Skipper: Gary Appleby Designer: Farr NEW SOUTH WALES

This is the former Tasmanian one tonner *Huon Spirit* which Sydney yachtsman Gary Appleby bought just before the 1985 Admiral's Cup trials and renamed *Sagacious* — and went close to winning a place in the team. With Ron Jacobs as sailing master, *Sagacious* sailed impressively in the NSW trials, winning two of the six races and finishing second in the pointscore to the newer Farr 40, *Another Concubine*. Like her team mates, she has a conventional fin keel.

NEW ZEALAND 'A'



EXADOR — KZ 323
LOA 40' / 12.2 m IOR 30.2
Construction: Kevlar/S-Glass/Divinycell Date: 1983
Owner/Skipper: Michael Clark Designer: Clark NEW ZEALAND 'A'

One of the original and most successful Farr 40s, *Exador* was a member of the winning New Zealand team in the 1983 Southern Cross Cup. She has since represented NZ with ongoing success in the Clipper Cup and the Admiral's Cup in England. There the NZ team finished third with *Exador* third on the Fastnet Race and fifth top individual yacht. Her new owner Michael Clark was navigator in England.



SWITCHBLADE — KZ 401
LOA 42' 11" / 13.1 m IOR 33.4
Construction: Kevlar/Divinycell Date: 1985
Owner/Skipper: Tom McCall Designer: Farr NEW ZEALAND 'A'

A Brand new Farr 43 sailed by Tom McCall, who skippered *Exador* in the recent Admiral's Cup. *Switchblade* was the outstanding yacht in the New Zealand selection trials. Her crew includes many who have been chosen in the NZ America's Cup challenge squad. Expected to be one of the top-performing yachts in the AWA Southern Cross Cup series and in the Hobart.



SWUZZLEBUBBLE V — 4466
LOA 39' 4" / 12.0 m IOR 30.4
Construction: GRP Date: 1985
Owner/Skipper: Ian Gibbs Designer: Farr NEW ZEALAND 'A'

Ian Gibbs has been one of New Zealand's most successful ocean racing yachtsmen, winning a world Half Ton Cup and representing NZ in the Admiral's Cup and Southern Cross Cup several times. Surprisingly he missed selection with this new boat in the NZ Admiral's Cup team but made certain of selection for Sydney. Crew includes Flying Dutchman gold medallist Helmar Pederson and Olympic Soling skipper Tom Dodson.

NEW ZEALAND 'B'



BARNSTORM — KZ 5717
LOA 42' 3" / 12.9 m IOR 30.5
Construction: GRO/foam sandwich Date: 1985
Owner/Skipper: John Hall Designer: Peterson NEW ZEALAND 'B'

Owner John Hall is a farmer from north of Auckland. He built this powerful Peterson 43 specifically to contend for a position in NZ's Southern Cross Cup team. She is a Serendipity type yacht with an updated keel and will be at her best in fresh conditions to windward.



MAD MAX — KZ 296
LOA 40' 2" / 12.9 m IOR 30.5
Construction: Kevlar/Divinycell Date: 1985
Owner/Skipper: Chris Beckett Designer: Davidson NEW ZEALAND 'B'

Newly launched one tonner from the design board of innovative Kiwi designer Laurie Davidson. *Mad Max* was late in the water and but for missing early observation trials would almost certainly have won a place in the New Zealand 'A' team. In fact, NZ selectors are said to be worried that her performance might lose points for the 'A' team in the SC series.



THUNDERBIRD — KZ 5855
LOA 43' / 13.1 m IOR 33.3
Construction: Kevlar/Divinycell Date: 1985
Owner/Skipper: Don St Clair Brown Designer: Farr NEW ZEALAND 'B'

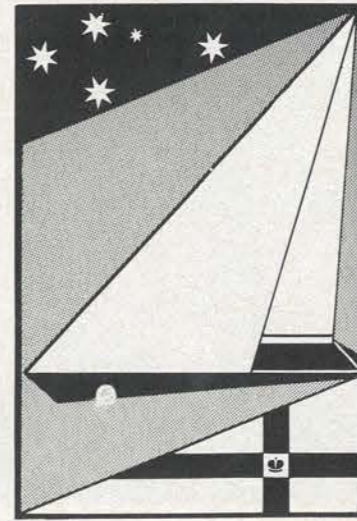
One of two new Farr 43s built by the Kiwis in a bid to retain the Southern Cross Cup. *Thunderbird* is a development of Australia's *Drake's Prayer*. Owner St Clair Brown, now in his 70s, is one of the veterans of New Zealand ocean racing. He previously raced and had great success in his *Anticipation*. He has competed in four Clipper Cups, twice taken line honours in the Auckland-Suva Race, and has taken line honours in races to Noumea, Samoa and Tahiti.

PAPUA NEW GUINEA



DI HARD — KP 1
LOA 41' / 12.5 m IOR 31.4
Construction: Composite Date: 1982
Owner/Skipper: Jack Woodward Designer: Frers PAPUA NEW GUINEA

Near sistership to the world Two Ton Cup champion *Hitchhiker*. *Di Hard* represented Papua New Guinea with distinction in the 1983 Admiral's Cup in England and then in the Southern Cross Cup. She also won the 1983 Brisbane-Gladstone Race and raced well in the Hamilton Island Race Week. In the 1983 Southern Cross Cup she was the second top-scoring yacht, finishing 8th overall in the Sydney-Hobart. She retired from the 1984 Hobart Race but has since won the 1985 Cairns-Port Moresby Race.



THE SYNDICATE — KZ 5958
LOA 40' / 12.2 m IOR 30.5
Construction: Exotic core Date: 1985
Owner/Skipper: RPYC Syndicate/Richard Kendall Designer: Farr PAPUA NEW GUINEA

A brand new Farr 40 built by the syndicate which supported the Admiral's Cup yacht *Canterbury* in the NZ Admiral's Cup team trials, this yacht was originally destined to contest the NZ team trials to represent that country in the Southern Cross Cup. She has, however, been chartered to the Papua New Guinea team. Her skipper will be team manager Bruce Kendall.



ZAP — 3999
LOA 40' / 12.2 m IOR 30.8
Construction: Exotic core Date: 1984
Owner/Skipper: Terry Needham Designer: Farr PAPUA NEW GUINEA

Another yacht chartered to make up the PNG team, this Farr 40 was a competitor in the NSW trials for the AWA Southern Cross Cup but was outpaced by other Farr 40s in the fleet which went on to make up the NSW team. Under the rules of the Cup, one third of the crew must be PNG nationals or residents. PNG skipper will be Terry Needham but most of the crew will be the regulars.

QUEENSLAND



OVERDRAFT — 117
LOA 42' 8" / 13.0 m IOR 33.0
Construction: Timber Date: 1984
Owner/Skipper: Dayle Smith Designer: Green QUEENSLAND

Launched just before the 1984 Brisbane-Gladstone Race, she was designed by John Green Australia's chief IOR measurer, for Dayle Smith, Commodore of the Queensland Cruising Yacht Club and President of the Queensland Yachting Association. *Overdraft* was forced to withdraw from the 1984 Hobart Race because of steering problems. Since then she has been extensively refurbished, including a new deeper keel.



STRUTH — 69
LOA 42' / 12.8 m IOR 32.4
Construction: Timber Date: 1985
Owner/Skipper: Bob Robertson Designer: Green QUEENSLAND

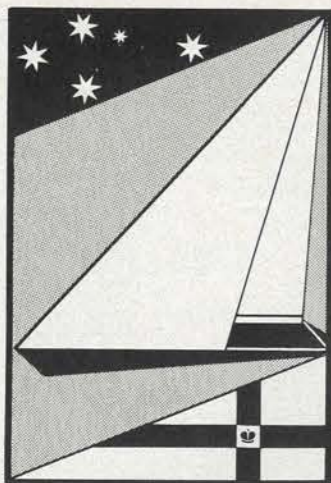
This is another Green design, a near sistership to *Overdraft* and launched earlier this year for well known Brisbane yachtsman Bill Webb. She sailed an impressive series in the Hamilton Island Race Week under charter to a Sydney yachtsman. Owner Webb has handed over the yacht to well known Mooloolaba yachtsman Bob Robertson for the AWA Southern Cross Cup. Robertson will also captain the Queensland team.



THE GAMBLER — 135
LOA 40' / 12.2 m IOR 30.7
Construction: Kevlar/GRP/foam Date: 1984
Owner/Skipper: Ian Kenny Designer: Farr QUEENSLAND

Built last year, this Farr 40 has been Queensland's top IOR yacht, winning the Sunshine Coast Offshore Regatta at Mooloolaba in August and the Queensland IOR championship two years in a row. She had a dramatic race last year, being rolled over by a huge sea with several crew members being injured. She is one of the best ocean racing yachts out of Queensland in recent years.

SOUTH AUSTRALIA



EAST OF THE LIZARD — YO 42
LOA 42' / 12.8 m IOR 31.1
Construction: Timber/epoxy Date: 1985
Owner/Skipper: Paul Carney/Adsail Designer: Duncanson

SOUTH AUSTRALIA

Newly launched, this 42-footer by John Duncanson who has been designing and building yachts in South Australia for many years. Recently he has been coming up with some radical lightweights such as the fast JOG yacht *Dunc & Co. East of the Lizard* was designed and built for Adelaide neurosurgeon Paul Carney. Duncanson will skipper the yacht in the Southern Cross Cup and the Hobart Race.



WAR GAMES — YC 205
LOA 39'10" / 12.1 m IOR 30.4
Construction: Kevlar/GRP/balsa Date: 1985
Owner/Skipper: David Urry Designer: Van de Stadt

SOUTH AUSTRALIA

One of two Van de Stadt Mach 1 one tonners from the famous Dutch design office and built as production yachts in South Australia. *War Games* has sailed competitively in local races and has been training with her sistership, *Water Frontier*. Before coming to Sydney. Owner David Urry is a former coach of the Commonwealth Games swimming team, now an enthusiastic and capable yachtsman.



WATER FRONTIER — SA 250
LOA 40' / 12.2 m IOR 30.3
Construction: GRP Date: 1984
Owner/Skipper: Mario Minuzzo Designer: Van de Stadt

SOUTH AUSTRALIA

Since her launching in 1984 *Water Frontier* has had a successful racing career in South Australian waters but had to retire from her first Sydney-Hobart Race with hull damage. She has an interesting hull construction, fibreglass and kevlar over aluminium space frames, and since the last Hobart, ring frames have been added to strengthen the hull. She has this year been road hauled to Sydney to avoid the often hard ocean passage through Bass Strait.

UNITED KINGDOM



CIFRALINE 3 — K 9089
LOA 40' / 12.2 m IOR 30.5
Construction: S-Glass/foam sandwich Date: 1984
Owner/Skipper: Chris Griffin Designer: Andrieu

UNITED KINGDOM

Runner up to *Passion II* in the 1984 World One Ton Cup, she finished fourth in the British Admiral's Cup trials and subsequently sailed in the Admiral's Cup for Papua New Guinea — without success. Owner Chris Griffin is based in Singapore and has brought a good team with him, including English designer Hugh Wellbourne and Australian Bill Edgerton, the ex *Hitchhiker* crewman.



HIGHLAND FLING — KH 888
LOA 40' / 12.2 m IOR 30.5
Construction: Kevlar/GRP/Divinycell Date: 1984

UNITED KINGDOM

Owned by Hong Kong businessman Irvine Laidlaw, *Highland Fling* sailed under her Hong Kong burgee in the 1985 One Ton Cup but represented Singapore in the Admiral's Cup. In both events she sailed exceptionally fast, finishing second to Jade in the One Ton Cup and sixth top individual yacht in the Admiral's Cup. Helmsman/tactician will be Harry Cudmore, Britain's nominated America's Cup skipper who sailed *Phoenix* in the Admiral's Cup.



PANDA — K 1985
LOA 42'4" / 12.9 m IOR 30.5
Construction: Epoxy composite Date: 1985
Owner/Skipper: Peter Whipp Designer: Briand

UNITED KINGDOM

Designed by the successful Frenchman Philippe Briand, *Panda* represents the latest in state-of-the-art light displacement ocean racers. The only member of the British Admiral's Cup team selected for Australia, she won the Fastnet Race and finished second in the Channel Race. Owner/skipper Peter Whipp has sailed in several previous Southern Cross Cups and will again captain the team. His crew will include Olympic gold medallist Rodney Pattison and former world dinghy champion and 12 Metre helmsman Lawrie Smith.

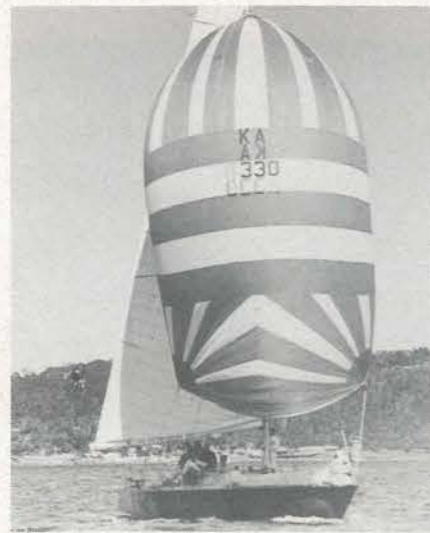
TASMANIA



INTRIGUE — KA A40
LOA 40' / 12.2 m IOR 30.3
Construction: Timber/carbon fibre Date: 1984
Owner/Skipper: Don Calvert Designer: Castro

TASMANIA

Tasmania's first yacht to gain a place in the Australian Admiral's Cup team, the Tony Dastro designed one tonner went on to be the top-scoring Australian yacht of the series finishing 10th in the individual yacht pointscore. Her best results were a 9th in the Channel Race and 13th in the Fastnet. While in the UK she was fitted with a new, taller rig, and reports from Hobart indicate she is sailing faster than ever under the direction of apple grower and Ampol Ocean Racer of the Year Don Calvert.



POLICE CAR — 330
LOA 41'8" / 12.7 m IOR 32.1
Construction: Alloy Date: 1979
Owner/Skipper: Mike Purtell Designer: Dubois

TASMANIA

This famous ocean racer which lead the Australian team through the gale-swept 1979 Fastnet Race to win the Admiral's Cup that year has more recently campaigned with success for Sir James Hardy. She finished third overall in the 1982 Sydney-Hobart. With her new owner Mike Purtell she competed in the 1983 Southern Cross Cup and is back in the team again this year. She is still sailing well.

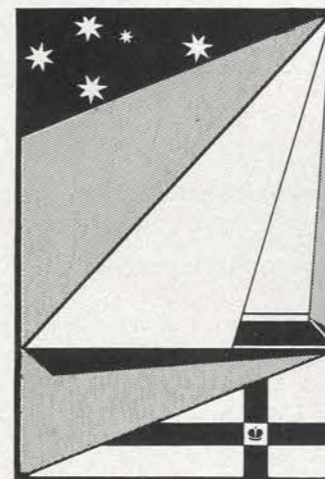


THUMBS UP — M 1
LOA 39' / 11.9 m IOR 30.5
Construction: Kevlar/GRP/Timber Date: 1985
Owner/Skipper: Tony Roland Designer: Adams/Radford

TASMANIA

This is the first yacht from the Mersey Yacht Club in Northern Tasmania to gain a place in the State team for the AWA Southern Cross Cup. She is an interesting IOR design by Joe Adams and Tony Radford who are better known for the big fast ocean racers, such as *Helsal II* and *The Office*. However, *Thumbs Up* has looked very competitive against her team mate, *Intrigue*, which was the top Australian boat in the Admiral's Cup this year.

VICTORIA



CONTRACTOR — B 1111
LOA 44'4" / 13.5 m IOR 34.8
Construction: Alloy Date: 1985
Owner/Skipper: John Taylor Designer: Frers

VICTORIA

After successful ocean racing with his previous yachts *Moonshadow* and *Sealater* in Australian waters and overseas, John Taylor has returned to the IOR scene with this new 44-footer, narrowly gaining a berth in the Victorian team after a mixed selection series. She has an excellent crew, including sailmaker Col Anderson who previously sailed aboard *Challenge II* and *Challenge III* with Lou Abrahams. Taylor is a former bowman aboard *Dame Pattie* in Australia's second challenge for the America's Cup, in 1964.



JOINT VENTURE — SM 50
LOA 40' / 12.2 m IOR 30.5
Construction: Kevlar/carbon fibre/Divinycell Date: 1985
Owner/Skipper: Ron Elliott Designer: Frers

VICTORIA

An outstanding new yacht from Victoria, this Frers 40 will lead the State team after scoring five wins and two seconds in the evaluation series. Designer Frers has produced a boat that is a development of the state-of-the-art designs which dominated the recent Admiral's Cup, featuring low freeboard and lightweight construction. Owner Ron Elliott, who previously raced the Van de Stadt one tonner *Dry White*, has put together an excellent crew and the boat has sailed impressively in all conditions. Potentially one of the stars of the series.



ONCE MORE DEAR FRIENDS — B 1
LOA 39'4" / 12 m IOR 30.0
Construction: Exotic core Date: 1980
Owner/Skipper: David Currie Designer: Dubois

VICTORIA

Previously owned by Sydney yachtsman Peter Kurts, this yacht represented Australia in the 1983 Admiral's Cup and Southern Cross Cup, finishing second in the Sydney-Hobart in 1983. In 1984 she sailed for Australia in the Clipper Cup and was then bought by Bill Currie, then Commodore of the Royal Brighton Yacht Club in Melbourne. She is skippered in this series by his son David. Number one helmsman is Greg Mellody who last year skippered *Out of Sight of Mind* in the Hobart Race.

WESTERN AUSTRALIA



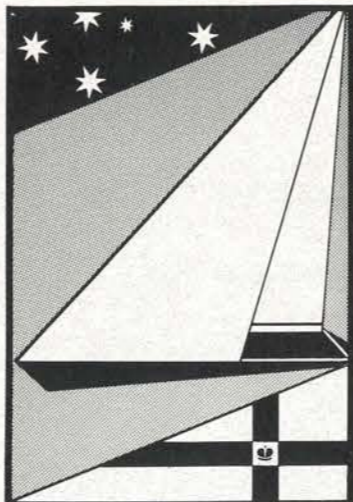
HITCHHIKER — KA 303
 LOA 42' / 12.8 m IOR 30.7
 Construction: Kevlar/foam Date: 1981
 Owner/Skipper: Peter Briggs Designer: Frers
 WESTERN AUSTRALIA

One of Australia's most successful ocean racing yachts, this Frers 41 was a member of the Australian teams in the 1981 and 1983 Admiral's Cups, the 1983 Southern Cross Cup and the 1982 Clipper Cup. In 1981 she also won the world Two Ton Cup. She has been revamped with a new elliptical keel and new rudder, designed by Frers, to improve her rating and performance. Sailing master for the Southern Cross Cup will be former America's Cup navigator Jack Baxter with world 18-footer champion Rob Brown as No.1 helmsman.



INDIAN PACIFIC — KA 3695
 LOA 40' / 12.2 m IOR 30.2
 Construction: Exotic core Date: 1983
 Owner/Skipper: John Eyles/Stan Best Designer: Farr
 WESTERN AUSTRALIA

The first Australian-owned Farr 40, *Indian Pacific* sailed in the NSW team for the 1983 Southern Cross Cup and in the Sydney-Hobart was the second top yacht, finishing behind New Zealand's *Pacific Sundance*. In 1984 under charter she was skippered by Gunter Heuchmer, the yacht's builder, and John Eyles, the owner; she won that Race with an outstanding performance in rough conditions. She will sail under charter this year as a member of the W.A. team, replacing *Mercedes IV* and with Stan Best joining John Eyles as joint skipper.



PRIME TIMES — RF 1986
 LOA 40'2" / 12.2 m IOR 30.5
 Construction: Kevlar/E-Glass/foam Date: 1985
 Owner/Skipper: Peter Milner Designer: Farr
 WESTERN AUSTRALIA

A newly launched Farr 40 built by Peter Milner who, last year in his previous Farr 40, *Prime Suspect*, gained a 4th overall in the Hobart Race. This boat is a development of the 1984 design and features the latest in exotic core hull construction using E-Glass for frames and beams with the hull of Kevlar over foam. The yacht has been sailing impressively in W.A. waters and has been hauled across the continent to Sydney for the Southern Cross Cup.



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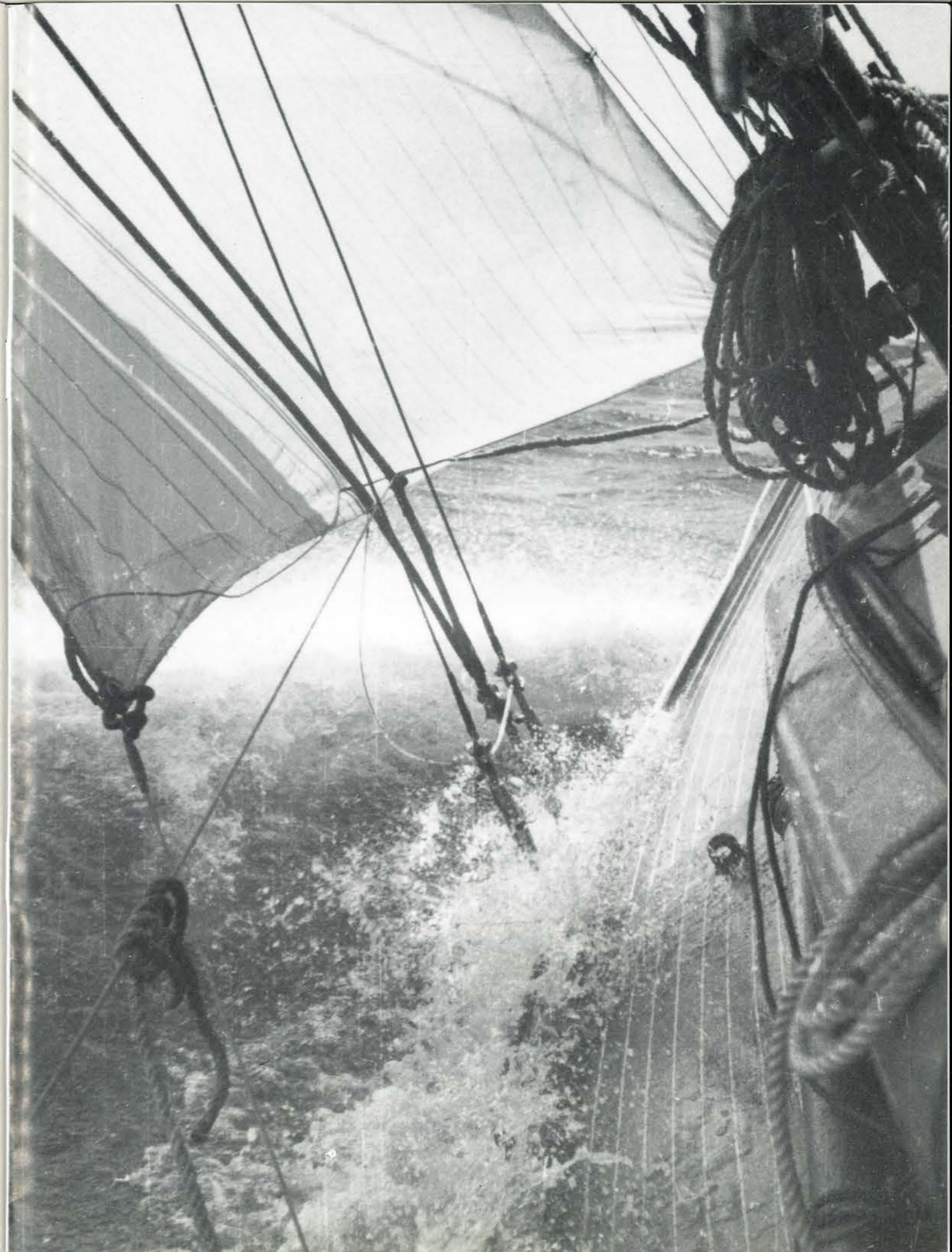
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 2nd overall: *Lawless* - Barlow
 3rd overall: *Perie Banou* - Barlow

DIVISION

Maxi: 2nd *Bewinched* - Barlow/
 Barient
 3rd *Vengeance* - Barient/
 Lewmar

'A': 1st *Patrice III* - Barlow
 2nd *Myuna* - Barlow
 3rd *Apollo III* - Barlow

'B': 1st *Indian Gibber* - Barlow
 3rd *Mirrabooka* - Barlow

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 Tough!**

**The Tough Get
 Going!**

'C': 2nd *Predator* - Barlow
 3rd *Roller Coaster* - Barlow
 'D': 1st *Lawless* - Barlow
 2nd *Perie Banou* - Barlow
 3rd *Jisuma* - Barlow

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