

The Magazine of the Cruising Yacht Club of Australia

OFFSHORE

Number 90

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DOB CSR 71



Sooner or later, every rum drinker discovers the satisfaction of the Inner Circle.

Winner of more local and international medals than any other rum in the world.

Cover: Phare Amedée (phare is French for lighthouse) towers above the coral islet, Amedée, just inside the entrance through the barrier reef on the south-eastern end of New Caledonia. The light will symbolise the end of the voyage for participants in next year's Club Med 1987 Australia—New Caledonia Yacht Race and the beginning of idyllic times in the coral waters surrounding this bit of France in the Pacific.

The lighthouse was pre-fabricated in cast iron sections and was riveted together on site to form this imposing 54 m structure. Tourists who visit Amedée may climb the 250-odd steps to the light tower, and the view is worth it, surveying 360° of quite beautiful scenery, from the foaming line of breakers all along the reef on western side of New Caledonia to the lofty hills of the main island which, some suppose, reminded Capt. James Cook of Scotland and explain why, in September 1774, he gave the island its Latin name.

Actually, the lighthouse is there on Amedée Islet quite by accident, although today it serves a most useful purpose. It was originally destined for the French Fort-de-France, Martinique, in the French Antilles — on the other side of the globe. A slip of a dispatcher's quill sent the world's tallest lighthouse to Port-de-France, the name by which Noumea was known in the earlier 19th century days of this Pacific French Territory.

PHOTO BY DAVID COLFELT.

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Offshore Signals

CYCA AGM

(From David Colfelt, a personal view.) I have been going to CYCA Annual General Meetings off and on for some fourteen years, and this year's was, on the interest scale, up to some of the best of the 'old days'. Very well-attended by CYCA standards, at this year's AGM there was some debate reminiscent of the the tumultuous days of the early '70s when the Club was in financial clag — before the halcyon days of Hobart Race sponsorship which in recent times has helped to disguise some of our failings.

At issue was not the financial condition of the club; the financial report passed by without a single comment, perhaps a reflection of general satisfaction with the way things are going. Or perhaps it was because there were other issues of far less substance that were of more immediate concern to those who had bothered to attend the meeting.

On the Friday preceding the AGM the rumour mill was working overtime. The natives who frequent the Coaster's Retreat were restless, it seemed, over the non-renewal of the General Manager's, Keith Abrams, contract (or, rather, the contract between the Club and Keith Abrams Management Services Pty Ltd). Many of the regulars around the bar were not able to comprehend such a situation when it seemed to them that things had never been going better in the house. Rumours, and Boardroom leaks (and the leaks apparently didn't quite get it straight), had been swirling around in ever decreasing circles, and there materialised at the meeting a very hostile claque which had apparently decided that the whole Abrams affair was an internecine plot and that certain individual Board members were responsible for it.

I, for one, am not intimately informed about what goes on in the Boardroom, nor I suppose should any Member be unless he is on the Board of Directors himself. But it was apparently necessary for Commodore Brooks to spend a major part of the first hour of the meeting 'putting the record straight'. A letter from Keith Abrams was read to the meeting and its contents were corroborated by the Commodore, who explained that the Board had agreed that, because of Keith Abram's other interests he was not able to devote his undivided personal attention to CYCA matters, and that the Board was not prepared to engage the company at the fee requested if a surrogate manager was to be put in his place. The en-

suing debate was punctuated with points of order, points of difference, begging to differ, and other points covering the entire compass of Roberts' Rules of Parliamentary Procedure (and a few Clayton's Rules, too).

Somehow mixed up in all this, and it probably dates back into ancient Boardroom history which may never become clear, was the matter of the bona fides of the Vice Commodore-to-be, David Kellett who, it was deemed by several barracks lawyers present, not to be a true 'boat owner' (as required by the Constitution in order for him to hold the office). The doubters had been busy doing homework checking the British Registry of Ships, unaware that what they were looking for would not be found there. Obviously someone was expecting trouble on the matter, and a barrister's opinion on Kellett's boat ownership, the ink still wet, was read to the meeting by Nick Cassim, who had proposed Kellett for Office. It stated that, on evidence before him, the silk believed Mr Kellett to be a bonafide boat owner. Keith Abrams, as the person who scrutinised all nominations before they were accepted, himself stood up and stated that he was satisfied that Kellett was a boat owner. Mr Kellett himself attested that he was a boat owner. To those at the meeting who were not privy to barroom gossip (and perhaps not having been present when some Boardroom laundry was improperly hung out to dry behind the bar), the whole thing was somewhat sur-



realistic. The word of the Commodore, the General Manager, a Sydney silk, the Vice Commodore-to-be and his proposer, himself a solicitor, were being challenged, in spite of oaths and apparently evidence to the contrary, in a way that, in less genteel times, might have led to a fullout brawl. David Kellett sat with a stunned and disbelieving look on his face, as well he might have, and I think many of us wondered that he didn't get up and walk out.

To his great credit, retiring Commodore Brooks managed the whole debate with remarkable cool, proving that his bleeding in the much tougher school as a military pilot and his demanding years behind the controls of Qantas 747s were not without their fringe benefits, however taxing the occasion might be.

The issue was closed on lack of any evidence to support the view that Kellett was not a boat owner, and the Officers for 1986-'87 stood elected unopposed. They are:

Commodore: Arthur Cooley
Vice Commodore: David Kellett
Rear Commodore: Gordon Marshall
Rear Commodore: Les McClean

The meeting then proceeded to the business of electing six Board Members. There followed brief speeches by Members who had proposed names for election;

some of these were less than eloquent and would certainly not have enhanced their candidate's chances of election, something which future candidates might do well to ponder. The ballot was taken.

Thwarted on the debating floor, the dissident element still had the most potent weapon — the ballot — at its disposal, and the resulting tally of votes showed among other things that one Board member, Tony Cable, who had survived much tougher battles to serve on the Board for 11 years, but who this time was apparently targeted for 'slating' over the Abrams business, failed to gain re-election. To many this was a rocking surprise, as Cable has always been identified as a tireless worker for the Club and a 'common man's Board member' who, in the past, has often ridden shotgun for the rights of the little guy. He has in some ways been the Don Chipp of the CYCA Board, flambouyant, unflinching, there to 'keep the bastards honest'. Even more surprising was the fact that one person was elected to the Board who was not particularly well known within the Club and who was not even present at the meeting. (He said himself, afterwards, that he was just short of astonished to be elected).

It was apparent to most after the meeting that there was undoubtedly a stong 'protest vote' from the floor, albeit one that was ill-informed on the truth of certain Boardroom decisions.

It is a matter of some concern that Boardroom confidences have obviously been breached and exploited in a way not seen in recent Club history. That aside, it is a commentary about democracy in general that vocal minorities who go to the poles can sometimes get their way when those in the majority do not exercise their franchise; the majority in these cases — e.g. the many Members who do not attend the AGM — have no one but themselves to thank if the tail ends up wagging the dog. The six other Directors elected were:

Alan Brown
David Fuller
David Hundt
Leigh Minehan
Jim Morris
David Rowe

One outcome of the meeting was that it is quite likely that the 'boat ownership' provisions of the Articles will be looked at closely, as the feeling was expressed that the CYCA of 1986 is perhaps not the same animal as when the original constitution was framed and that some of its provisions, particularly the boat ownership rule, are archaic and may preclude Members from holding office who have a real contribution to make to the Club. This rule has in the past sometimes been treated with scant regard, i.e. transparent manoeuvres to 'window dress' boat ownership are not a unique phenomenon in recent years (and that comment is not directed at the question of Kellett's boat ownership). Any future changes, nevertheless, deserve careful thinking through, for it is a fact that founding fathers often have insight beyond that which than they are given credit for by those who follow in their steps.

It was also clear from the AGM that many Members are very pleased at high standard that has been achieved in management of the house during the past year, and they do not contemplate happily any possibility that, through sin of omission of management, we might return to earlier, darker days in CYCA history characterised by gross losses, poor service and inefficiency in house management.

Apology

A magazine such as this issue of *Offshore* contains, if you analyse it, perhaps three quarters of one million 'events' all of which must take place in specific order if the magazine is to end up as it was intended to. They seldom do, and one of the joys of being Editor is watching the glee on people's faces as they point out yet another deviation from perfect order — typographical errors, names misspelled or attributed completely fancifully (such as in the photo at the bottom of page 20 of issue No. 89 (May 1986) where Lynn 'Squeeks' Keep is described as 'Patricia Pickup' — no, not another example of the Editor's warped sense of humour, there really is a Patricia Pickup that works with Ansett). We usually greet such proof of our incompetence with a facetious award for 'spotting the intentional error' or the offer of a job as a proofreader, but mistakes cannot all be dismissed so lightly.

In *Offshore* No. 85 (October 1985) I reviewed Sandy Peacock's book *Australia's Year of Sail*, edition No. 2, which was given a favourable wrap-up with the exception that I complained that authors of the individual chapters and photographs were not given sufficient prominence and were, in fact, almost obscure — like going to the Louvre and not having the artists' names on the paintings, I complained eloquently. As if to prove the point (although completely unintentionally) I wrongly attributed one of the chapters, about the last BOC Around Alone Race, to Nev Gosson rather than to its real author, John Connolly. Nev Gosson is an incredible sailor who featured in that chapter, and he can put words together reasonably well, too, but as a journalist, a John Connolly he is not. Connolly is one of our best yachting writers and our error is inexplicable. John pointed out the mistake, and I promised to right the wrong in the next issue, which I didn't — lost in the Christmas rush. Please accept my apologies, Mr Connolly.

Letters

At Her Majesty's pleasure

PO Box 72
Woolloongabba, Qld. 4102

Dear Sir,

Would you please forward copies of the articles Tony Cable sent to other designers about his ideas of changing the International Offshore Rule. I am currently

a prisoner of HM Prison, Brisbane, and have the complete portfolio of the American designer Thomas E. Colvin, and am a practising naval architect having successfully completed a correspondence course.

It would also be appreciated if you have any spare copies of your bi-monthly magazine of the Cruising Yacht Club of Australia, *Offshore*, and if you have any old boating magazines laying around which are no longer in use. It doesn't matter how tattered they are, they will be appreciated.

Yours faithfully
K. Bruce

P.S. If any of your members are interested in a particular Thomas E. Colvin design, do not hesitate to tell me and if I have to I will get my sister to forward any particulars required to you personally. I have over 50 cruising yacht designs to choose from, ranging from 30 ft to 66 — ketches, yawls, sloops, three-masted schooners, Chinese junk rig, of wood and steel construction. I have also plans of 32 ft, 42 ft and 54 ft pure Chinese junks. My plans range from \$300 to \$15,000, are all imported from Mr Colvin in the USA, and I am the sole Australasian agent.



Australia—Vanuatu Race

To the Sailing Committee, CYCA Attention Race Director, Peter Rysdyk With the Australia—Vanuatu Yacht Race behind us and being safely home again, I wish to express my thanks to the organisers of this event both in Sydney, Noumea and Vanuatu.

In the context of my own attitude towards long-distance cruising, a few thoughts came into my mind and perhaps could be useful for the next events of this nature.

The type of yacht for the long distance is perhaps not the hi-tech racer we see around us today. To activate more of the cruising cum racing yacht (most CYC members have these) to participate and

use these events as a feeder for extended cruising afterwards there should be one division with only arbitrary handicap. All entries should be one division only with arbitrary handicap. All entries should be given a handicap, windvane, other self-steering devices, and long distance cruising equipment should be allowed and encouraged.

A time limit to finish must be set, and all entries should arrive within this time limit. Yachts not able to make this under sail should start their engine to meet the deadline. Doing this they will then become automatically part of the cruising division.

In the Australia—Vanuatu event the faster yachts could be held back in the Noumea region and a new start for all entries can then take place. Yachts from the CNC [Cercle Nautique Caledonien] in Noumea could then also be activated to participate in the second leg.

No doubt there will be advantages as well as disadvantages with the above. However, to attract more entries for this sort of event the cruising type of yachtsmen and women should be approached.

Radio Relay Ship

A radio relay ship in the fleet is desirable,

and I was surprised that the radio signal on *Waltzing Matilda* was a strong one as this must be essential to be of any use to the fleet. A strong shore base such as Penta Comstat is undoubtedly a must, and I recommend a similar one at the other end. *Kingfisher* [John Nixon, who guided the fleet through the New Caledonian reef] was very strong and his function as 'Big Brother' through the reef was highly appreciated by all entries. Yankee Juliet Charlie in Port Vila was also a very strong station. Both should have been part of the sked from the beginning.

As for the radio operator on the radio relay ship, I wish as skipper to be free to choose my own operator. As it turned out we were very fortunate to have TWT

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['Twitty' Thompson] who enjoyed being part of the crew and was able to do so. But this could well have been a disaster in other cases. A smaller relay ship cannot afford a radio operator who perhaps might not fit in with the crew socially and who might be incompetent as a yachtsman.

Navigator's prize

Why a navigator's prize and not one for the foredeck hand or the cook? As a very personal remark on the navigator's prize, I would like at least the judgement to be reconsidered. Our navigator competed for this prize and was fortunate to win this. All with my total approval and cooperation of all crew. However, the piece of art produced as a log book is far removed from the businesslike log book I require as skipper. This one was kept next to the one produced for judgement. The enormous time-consuming production to come anywhere near a chance to win makes the navigator's duties on a yacht as part of the crew nearly impossible. The expertise as navigator and the energy as an all-round yachtsman of our navigator must be seen to be believed. In future navigators prizes will be judged as previously; I will, as skipper, not allow any navigator as part of the crew on board who wishes to compete for this prize.

Please accept all this as a positive contribution to improve the *cruising* events of the *Cruising Yacht Club of Australia*.

With regards,
Henk Bleeker

Half Ton Cup revived

MHYC, the JOG Association of NSW and former executives of the Half-Ton Yacht Association have decided to stage an International Offshore Regatta for rated yachts, in January 1988. The seven-race series, with a working name of the Bruce & Walsh International, will see two longer races added to the popular Bruce & Walsh SORC series staged over the Anniversary long weekend at the end of January. The longer races (40 & 90 miler) will be run in the preceding week.

Eligible yachts must be rated JOG, or IOR under 9.7 m LOA. Minimum safety is Category 3 Offshore, and IOR yachts need only have a 'measurement-valid' certificate (i.e. no changes have been made to alter their rating). IOR results will be calculated with Illingworth age allowance added. As is presently the case with NSW JOG racing (with 3 divisions), IOR yachts may be separated into divisions (i.e. lightweight, medium, heavy) subject to entries received.

Application has been made to the AYPF to call the series the 'Australian Half-Ton Cup' and, as a national event, to allow relaxation of Rule 26, thus allowing yachts to carry sponsors' names on the hulls and on crew clothing and gear.

The international part of the competition comes from the decision by the JOG of NSW to invite three JOG yachtsmen, from UK, Japan, USA, France, Italy and NZ, to contest a national teams competition within the overall seven race format. The Association intends to select seven three-boat

teams, made up of one yacht from each of the three JOG divisions, in the most even proportion (results-wise) then draw the teams to represent each country competing. Visiting yachtsmen will be then given the choice of which boat they wish to sail on in their respective teams.

It is hoped that the UK will be convinced to put the famous Capt. Cook Trophy 'up for grabs' in the competition. The prestigious prize depicts Capt. Cook's *Endeavour* with the original JOG boat *Sopranino* surfing past it. It is nearly 20 years since the trophy left Australian shores, when it was won by the English, and a subsequent challenge by Australian yachtsmen, in charter boats, failed.

As a preliminary to the International series of 1988, Sydney jewellers, Bruce & Walsh, in conjunction with Omega and Swatch watches, will sponsor a trial-run, as it were, in January 1987. The tentative dates see the 40 miler starting on the morning of January 20, followed by the 90 miler on the evening of January 21. The five short races, which constitute the annual SORC series, will be staged over the three day long weekend, over an 8 mile triangle off Sydney Heads. The seven races will be weighted in points with one discard allowed.

J24 Championships

Royal Prince Alfred Yacht Club is hosting this year's NSW State Championship for the popular J24 class at the Palm Beach Circle, a six race series over two days on the 23rd, 26th and 30th of November. The Club expects 30-40 yachts to enjoy close competitive racing. Entry forms are available from the yachting office at RPYC or by phoning 997 1022 (ask for Bill or Julie).

Sonata 8 titles

Sonata 8 owners are advised that Middle Harbour Yacht Club will be conducting the first State Championship for this class in many years next January. The six-race series will be conducted over two weekends, January 3-4 and 10-11 on a triangular championship course in Sydney Harbour. The event will begin with an invitation race on the first Saturday, then two heats on each of the other three days. 'With as many as twenty boats competing regularly on Sydney Harbour and in club and JOG events, the success of a State Championship should be guaranteed', said Frank Martin, Sailing Secretary of MHYC. Entry forms are available from MHYC or by phoning 969 1244.

40th Montagu Race

The first major offshore race of the new season starts on the October long weekend, the 40th Montagu Island Race to be conducted by the RPYC. This classic event dates back to 1947, and because it is held

close to the September equinox, the Race has frequently been a 'feast or famine' in terms of weather conditions. In recent times, with the new breed of IOR yachts making up the bulk of the fleets, weather has taken its toll; in 1984 25 yachts started and none finished.

The first Montagu was held on 3 October 1947 and was won by *Josephine* (Brian Penton). *Kyeema* (Colin Galbraith) stole line honours from *Morna* (Sir Claude Plowman) which led throughout the race but was becalmed inside South Reef when entering the harbour. (*Morna*, later *Kurrewa IV*, became the yacht with the most line honours victories ever in the Hobart Race, with first past the post victories in 1946, 1947, 1948, 1954, 1956, 1957 and 1960.)

In the early days of the Race, RPYC Commodore John Palmer was a keen radio ham and organised radio schedules with the competing yachts, a first for ocean racing in Australia. CYCA Commodore Merv Davey won the Race in his *Trade Winds* in 1948 (he won the Hobart the next year). The Race record is held by *Helsal of Our Town Newcastle* with an elapsed time of 32 hrs 53 mins, averaging almost 11 knots. This record may stand for some time, as heavy westerlies prevailed throughout the Race.

The Race starts on Friday, October 3rd at 5.00 p.m.. Experienced yachtsmen still consider the Montagu the toughest race on the east coast and one of the hardest to win.

BOC race has 30 starters

With only a week or so to go before the start of the world's most gruelling yacht race, on Saturday, 30 August 1986 in Newport, Rhode Island, six of the original entries in the BOC Around Alone classic have announced that they are bowing out, but the two Australian entries are raring to go. John Biddlecombe (*ACI Crusader*) and Ian Kiernan (*MMM Spirit of Sydney*) are on their way to the start of the eight month long, 27,000 nautical mile solo around the world race.



Biddlecombe is currently sailing his French designed 18.2 m yacht across the Atlantic to qualify for the race after ending his original qualifying voyage on the reef at Tonga. Kiernan, in his radical Ben Lexcen design, is making his way up the east coast of the USA.

The start will now see thirty entries from ten countries line up, including thirteen yachtsmen in the contest for line honours in the Class I division (60 footers) and seventeen in Class II (40-50 footers). The recent withdrawals are (France) Claire Marty, the only woman entered; Dr William Grant (USA) *Etosha*; Ernst Aebi

(USA) *Pythias II*; Floyd Romack (USA) *Spirit of Cape May*; Luis Tonizzo (USA) *Global Vision*; Julian Howland (Britain) *Save the Children*.

TAA now Australian Airlines

TAA, which was the CYCA's first commercial sponsor of the Sydney-Hobart Race, is undergoing a metamorphosis, shedding its old mantle of the statutory airline and emerging, complete with new logo and shiny white airplanes, as Australian Airlines. There are skeptics who say 'A rose by any other name . . .', but under its dynamic new leadership the airline has a new spirit that is percolating throughout the company.



AA sponsors a number of yachting events in addition to our Hobart and Gold Coast Races; while individual races have individual needs, the company provides for all events transport for crews and back-ups, families and friends, baggage and equipment transport, post-race package holiday assistance. For the Gold Coast race AA staff began planning early this year, in conjunction with representatives of Bayview Harbour, Southport Yacht Club, CYCA, Quality Inns and Hertz. Before the Gold Coast Race a temporary office will be set up in the CYCA carpark to collect baggage and gear to be flown to the Gold Coast where it will be distributed from another temporary office at SYC. A car rental phone direct to Hertz Rent-a-Car is being installed in the lobby of the CYCA a week before the race for the convenience of the many crews who will need transport around Sydney. The airline has produced brochures detailing accommodation packages and car rental details, supplementary to its normal packages, available to race participants.

Pittwater loft for Horizon/Ulmer

Ulmer Kolius sailmakers have opened a new loft at Mona Vale, offering racing and cruising sails and a same-week repair service. Sails for repair may be left at the loft or at RPYC. The new loft will be run by Martin Burke, well known in the sail trade, and James Partridge, who has 11 years experience as a sailmaker and three years with Horizon/Ulmer Kolius during which he gained a full knowledge of their computer design and construction systems.



America's Cup 'inside' guide

Ansett Airlines has acquired the services of John Bertrand to promote its America's Cup travel packages and to get bottoms on seats of Ansett flights to Perth. The company has produced 'The inside guide to the America's Cup' with Bertrand's help, and it is available free from Ansett travel agents and is certainly worth more than the price tag indicates. A very colourful guide filled with useful information and historical notes, Bertrand's guide also explains briefly for laymen the mysteries of the 12 Metre rule, shows profiles of every winner of the Cup, provides maps of Fremantle and lists of pubs and restaurants. Bertrand will be holding daily 'briefings' beginning mid-January for Ansett customers at the new harbourside Golden Keel Club, currently under construction in Fremantle, membership to which will be given anyone who buys an Ansett holiday package during the series.

ABS GUIDE

The following note has been received from the ORC, London. The ABS Guide for Building and Classing Offshore Racing Yachts (1986 Edition) is now available and may be obtained directly from the American Bureau of Shipping, either from the New Jersey office (\$US15) or from London (£11). The cost in other currencies may be obtained from local ABS offices.

A seminar is being held to introduce the ABS computer program of the Guide and to provide instruction on its use. The one-day session will include a general talk on the Guide's requirements and their application; this will be followed by an introduction to the programs including their development. The main part of the seminar will be practical instruction with the program on IBM PCs. Because of the personal nature of instruction, seminars will be limited to 20-25 attendees. The fee is expected to be \$US 200, which will also entitle participants to a special discount on purchasing the program, which will be available from the beginning of September for \$US 3:5. Depending upon response, the ABS also hopes to hold more one-day seminars

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later in London, Genoa, Tokyo or Sydney. Those interested should contact Robert Curry, Principal Engineer, Research and Development Division, ABS, 45 Eisenhower Drive, Paramus, New Jersey 07652, USA, indicating interest in either the seminar to be held in Paramus in the autumn of this year or on future dates in Paramus, London, Genoa, Tokyo or Sydney. Details sent upon request.

ATTENTION SCRIBES, WOULD-BE AUTHORS PUBLICATIONS COMMITTEE NEEDS NEW BLOOD

The Publications Committee needs new members who can write (or who can at least string a few sentences together coherently) and who are willing to do some reporting and feature writing for *Offshore*. Existing members of the Committee are becoming overexposed and/or boring in print. We need fresh new blood.

If you have any ability to put a few words together and would like to become a member of a Committee which does interesting work and which has the satisfaction of putting out six issues of *Offshore* each year plus one bumper issue of the *CYCA Newsletter* (which one member of our Committee currently does single-handedly), then get in touch with Tony Cable (327-6533) or David Colfelt (327-1152) and make arrangements to come along to a Publications Committee meeting (first and third Tuesday of each month at 6.00 p.m. for about one hour of work planning future issues of *Offshore*, a few beers and some stimulating conversation. If you can stand the pace, you will take your place among such august CYC Members as John Brooks, David Kellett, Alan Brown, Robin Copeland, Sandy Peacock, Frank Sticovich, Tony Cable and the demented Editor, and you might even occasionally meet such celebrities as Mike Power and John Woodford.

No discrimination on basis of age, sex, drink preferences.



BIGGLES' COLUMN

by John Brooks

Is Australian ocean racing in the doldrums and, if so, why? An opening line fairly certain to raise a few hackles around the yacht club bars, I suppose, but let us take a look at the record. Some respected members of the last Australian Admiral's Cup team came back from the UK convinced that the results (Australia was 4th, remember?) flattered the team more than somewhat. Essentially we were way off the pace, and if others were equally outclassed, it is neither consolation nor sufficient reason to accept the situation with equanimity.

But that dismal result was not the only warning signal. In the Southern Cross Cup which followed, the same Australian team could only manage fifth against a strong British team, two good NZ teams and a NSW team which, while strong on form, did not perform particularly well. This month we are barely able to scrape up any sort of team for the Kenwood Cup in Hawaii, a world class series which was dominated by Australia in 1980 and which attracted twelve Australian entries in 1982.

Worse still, in a good even year there are up to 15 or more new IOR yachts under construction in Australia.

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most of them slated for the Admiral's Cup selection trials early the following year. This year there is a grand total of one. Once confirmed, that is; a lot of talk, but still only one for sure. This is a very ominous sign, because not only will the trials be contested by an ageing fleet, but the subsequent injection of state-of-the-art boats into the club fleets will be totally absent, and that could be even more devastating for the future of Australian ocean racing.

To get back to the original question, why? There are a couple of theories and, speaking to anyone willing to acknowledge the above facts as being evidence that our sport is moribund, the first answer they usually come up with is - the America's Cup. This holds that the defence of the America's Cup is taking most of our yachting resources, most of the money, most of the talented young crewmen, most of the enthusiasm, most of the public interest and most of the available man hours.

The next most popular excuse is ... it's the IO bloody R, mate, she's cactus. Who wants to build IOR boats these days? They are hideously expensive, no use for anything but GT racing, obsolete at the next meeting of the ORC, and so specialised that they are only good for short ocean races — they fall apart in any long race'.

Graeme Freeman has another, less recognised, theory — that over the last ten years or so ocean racing has disappeared from the consciousness of the sporting public because of an almost total lack of week to week publicity. As a result, the sport has lost its popularity, and boat owners are not willing to put big money into yachting any more because they receive no recognition. I put this to a luncheon comprised of Australia's foremost yachting journalists and was somewhat surprised to find that they all agreed with Frizzle, something of a record in itself.

During the course of that luncheon, all aspects of the problem were explored, and the 'G.O.D.s' of the late sixties and early seventies recalled, when an ordinary Saturday CYC 30-miler off the coast got a Sunday paper write-up in Sydney of similar status and depth to a rugby match. These days you would not know that ocean racing existed at all for all the mention that it gets. You cannot blame that on the shortcomings of the IOR or on the America's Cup. Ocean racing as a sport is simply not promoting itself vigorously enough.

The leader of the last Admiral's Cup team, Peter Kurts, felt strongly enough about Australia's failure and of the ob-

vious dearth of upcoming talent that he started a group which will target potential yacht owners, encourage them into the sport and attempt to guide them through the complexities of the IOR to the point where they can consider competition at an international level.

There is a lot to be said for this approach. It recognises the fact that boat owners provide the natural leadership and initiative in the sport. Keen, competitive boat owners have long provided the drive which took Australia to the top in international ocean racing — Crichton-Brown, Ingate, Reynolds, Kaufman, Halvorsen, Byrne, Fischer, Kurts, Bond, Lambert — all contributed to putting us on the map; we now need more of them.

The interest is there all right. You only have to look at the CYC's winter fleet, well over the hundred mark and growing; at the grass roots level the sport is buoyant. Even ORCA, an organisation which started with high hopes and ideals, only to fade into irrelevance from lack of leadership, has been revived with fresh input and youthful enthusiasm to point the management way for our international teams.

ORCA's committee believes that the only way to revitalise Australian ocean racing is to post a significant victory in international competition. There can be no doubt that success breeds success in Australian sport, but somehow I feel that ORCA may be putting the cart before the horse. How do you create an ocean racing team powerful enough to win at top level without first upgrading a national standard which is so far off the pace?

Well, to begin with, the IOR divisions of the CYC's summer racing season have to be revitalised; new boats, new competitors, enthusiastic crewmen and, above all, aggressive owner-skippers to provide the leadership and make the commitment that is so essential to success. To attract them we have to put more into the series, bigger and better trophies, better promotion and more publicity to stir up the Sydney enthusiasts. This would also serve to compliment the Kurts group's work behind the scenes.

It will all take money. These days, ocean racing competes for publicity with professionally promoted sports (e.g. rugby league and the Sydney Swans) with professionally promoted events of all kinds, for the attention of bored sporting editors. But if ocean racing is going to recover its status of a major sport in NSW, and in the process recharge our competitive batteries, all of this has to be addressed, and soon. □

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DENNIS CONNOR MEETS THE ANZAC PRESS



Dennis Connor is still considered by many to be the canniest 12 Metre skipper in the world, in spite of his having 'lost' the America's Cup. Peter Campbell was recently in New Zealand where he attended and taped a press conference at the conclusion of a \$500-a-plate fund raising dinner in New Zealand (following the launching of the new KZ7) at which Dennis Connor was the keynote figure, by invitation of the Kiwi Cup organising committee. (Peter hastens to add that he did not attend the dinner part of the evening!) The following is a transcript of that press conference, with a few gaps due to some technical difficulties.

Connor's remarks give some interesting insight into his own campaign and reveal that he still harbours the view that his defeat at the hands of the Australians was due to the technical superiority of Australia II above anything else.

We join the press conference after it has started, with Connor in mid sentence.

CONNOR: The two Italians had somewhat of a disappointing performance at the Worlds, and they went back and reassessed their situation. Being in the fortunate position of being financially very viable, they built some new boats. One of their new boats had a setback; when it was being put in the water a month and a half ago the crane fell over onto it and sunk it. So they had to re-do the boat, and to the best of my knowledge it's going to be finished just in time to be shipped straight to Fremantle. So we don't know at this point how fast she will be.

As far as the other American efforts, Tom Blackaller from San Francisco built a

known because they haven't sailed against anything that is — you might say — a standard. We think they may have a good light-air boat but it doesn't look as stiff and as strong as, say, *French Kiss*, in a stronger breeze. So their performance will have something to do with the conditions off Fremantle later this [northern] summer.

The New York Yacht Club launched their new boat about the first of May and sailed against Buddy Melges for just a couple of days, basically got the mast in the right spot to get the right helm and to make sure that the keel was on in the right place and that it was operating. They shipped that boat off to Fremantle where they're planning on starting about the 12th of August to evaluate that. The *Courageous* effort basically, I think, was doomed after the Worlds with their relatively poor performance and the fact that they chose not to build another boat. Most of their good crew has left the boat and joined some other syndicates. So at this point I believe they're down in Perth and planning on entering, but from an odds standpoint they'd just be off the board. They're just going through the motions and the principles will just be down there to enjoy the sportsmanship as opposed to really having serious chance of winning the event.

Our program has been in Hawaii since last September, where we've enjoyed all wind conditions — smooth water and light air to rough water and strong winds, including two hurricanes. It's been good for us. The obvious uncertainty as to whether our conditions off Hawaii are like those in Fremantle has been subject to some conjecture, but it has been very rough off Hawaii. Basically we can have it as rough as we want. If you go up the coast towards the eastern end of the island it gets quite rough.

Our program basically consisted of three new boats. The first two really weren't designed to go to the America's Cup, but one of them was quite fast and we were really very pleased with it. So much so that we had a hard time deciding whether or not to build a third boat. We felt that, compared to *Liberty*, we had a nice speed advantage — you might say more than we saw in the World Championships that the other boats enjoyed against *Austra-*

lia II. So having one of the two yardsticks from the last America's Cup, the other being *Australia II*, we were able to try to monitor the difference in the boat speeds at the World Championships that most of the competitors enjoyed against *Australia II*. We, of course, knew how *Liberty* went against *Australia II*, and we were able to try to ascertain how our new boats would go against *Liberty* and compare the results. Not as good as having *Australia II* there but pretty darn good. We felt that this one boat we had was very good, but the wind conditions in Fremantle during the World Championships scared us a little bit, being lighter generally than we had expected.

[A GAP IN THE TAPE]

The most important [factor] will be how fast your boat is, because frankly, at this level of sailing, everyone sails pretty darn well. It would be like asking 'Who's fastest around the Indianapolis 500, A.J. Foyt or Mario Andretti. Everybody knows the moves, and if you give someone a big edge in equipment, as long as they don't break down, they're going to be very difficult to beat. So I'd rate the design probably the single most important. Of course along with that has to go the funding to pay for the design and for logistical support. And then you get down to the sailing.

I'd like to congratulate all of you people — the management committee and the people who made it all work. You may be even too close to the forest to see the trees. Worldwide, eyes really were opened at the World Championships by the performance of New Zealand and how well you did, because it has always been looked upon as something where experience really mattered and you really had to have your act together and pay your dues and you never did well the first time. To come such a long way, especially in view of the technological aspect of it, I think that awareness of New Zealand worldwide skyrocketed. Frankly, I don't think everyone expected you to be able to mount an effort of such magnitude so quickly, to be so competitive so fast. So good on you on that, and I think there are a lot of people in the world who would like to be where New Zealand is.

QUESTION: From what you know of the

KZ7 design what do you think of New Zealand's chances there?

CONNOR: Again I'm really not technically oriented. I'm a sailor and a people person; my forte is not in design, and to honestly assess a new boat's chances the designs would have to be done in a full-scale model and they would have to be run through a test tank and then all the factors would have to be put into the VPP program — the velocity performance program — to really analyse it in all wind conditions. Other than that it would just be conjecture. I would say that based on the fact that your design team did a good job with fairly short notice and without a tremendous amount of work initially, I think that your chances — you could be guardedly optimistic.

QUESTION: Do you think that you'll be taking any ideas back to the US, on strategy or whatever, having looked at the boat?

CONNOR: No, our boats are set. You certainly wouldn't go back and change one of your boats based on what you saw until you had the results in hand. By the time everyone figures out who's fast it would be too late to change your boat because you'd lose all your points that you'd already accumulated in the first series. By the time you find out, basically the design game is over.

QUESTION: Has Peter Isler [helmsman from *Courageous*] joined your team?

CONNOR: I'd rather not comment on the record, but I'll tell you off the record that he has, yes. But we're going to have our own press announcement, so I'd get myself in a lot of trouble if I announced it down here.

QUESTION: Who do you see as the final four challenges for the America's Cup, and how do you rate Australia's chances of successfully defending it?

CONNOR: Well, again it would be just conjecture. You can't count out the New York Yacht Club; they have a long tradition of winning in this and they have all the money in the world. Obviously John Kolius knows how to sail; they've been in Perth; good logistics; if they have a decent boat they have a good chance. But the boats are suspect at this point till proven otherwise.

I think crazy Harold looks pretty good,

surprising as that may sound. But I think Harold Cudmore looks like he has some boats that are competitive with the Australians, and if the Australians are good, then he has a chance as long as he stays under control and the management is there to manage him. I like New Zealand. And, obviously, I think, ourselves.

QUESTION: How do you rate, on the information you have at the moment, Australia's chances of defending it?

CONNOR: Well, what I'd say to the public and what I think privately are two different things, but one thing that looks good, on being home-town... if you look at athletics on an international level, in baseball, football, soccer or tennis, the home town people usually have a tremendous advantage. I think the away team only has a percentage — wins some think like 36 times out of 100 — so that's not too terrific. But I think sailing is a little bit different, because you don't have that audience out there cheering for you while you're on the water racing, and whereas in basketball in America we see it intimidate the referees, and in football you get a little rush of adrenalin if you're playing in front of 100,000 fanatics cheering you on, much the same as World Cup soccer where you see the Hemisphere swap and win, and I'm sure there are many more analogies that you who follow sports could come up with. But I think yachting might be a little bit different, because I've seen, not only with myself but with other people, wherein the Star boat, for example, if you win the championship it comes to your home town, and we very seldom ever see a repeat champion even of the highest calibre. In my own case, if people come there [to my home town], and people who you've known and been friendly with all over the world come there, you feel obligated to take them out to dinner or have them over to cocktails, loan them your car, try to go to work and then get down there at 10.00 o'clock — sometimes in yachting it doesn't work to your advantage as much as you'd think. So that's my optimistic hat on. I think we'll have to see if Warren Jones is smart enough to figure all that out. On the other hand it's their waters, but they haven't really been sailing out there all that much either. They went out there a few times to practice, but as a general rule they don't sail out there. But the home town wind shifts will favour them, but it's a short series, and as you know, from watching this racing, if you're faster, there's very little the other guy can do, especially if he covers you upwind. Normally you'd have to rate the Australians as a big chance — it was hard to win in America when it was home. Certainly the Australians have taken some advantages, and they want to keep it. After all, this is worth even more than 3½ billion dollars to them, so it's more than just a sail boat race. So I'd have to rate them as having a good chance to keep it, but I don't think it's anything as strong as what the Americans were rated to keep it in the past. I think if someone has a fast boat, you have a heck of a chance of winning it... something that's significantly faster

New Zealand designer Laurie Davidson, one of the co-designers of the New Zealand 12 Metre yachts, told Peter Campbell that KZ7 follows generally the same style of boat as KZ3 and KZ5, but there are changes that will make KZ7 better than the others. KZ7 has been through an extensive keel testing program and has a superior keel to the first two boats.



Dennis Connor meets the press



PHOTO BY PETER CAMPBELL

The bow of KZ7.

than . . . you know, something along the lines of Australia II . . . if somebody has a boat that has that kind of edge, I'd say that generally they can win.

QUESTION: You're pretty heavily involved in America. Were you surprised that you were asked to come down and give the New Zealanders a hand with their [inaudible]?

CONNOR: No, I was pleased, because when I've been to Australia, somehow I had the feeling that I was popular in Australia, and when I've been through New Zealand it's the same sort of thing. I think that people in Australia and New Zealand, maybe unlike some other parts of the world, have a higher level of knowledge of a yachting-oriented event. I think a tremendous amount of people in Australia and New Zealand watched the last race and had a lot of empathy for the Americans from the standpoint that maybe they didn't have the best equipment but they still put up a good fight and were good sports at the end. So I think there was a little bit of appreciation that it was the best crew against the best boat and it was the sporting competition, and two people were in it, and one lost, but that wasn't necessarily any reason to put your thumb on it. So I've been very pleased to visit both Australia and New Zealand and I've had nothing but pretty warm feelings. I think that yachting in both Australia and New Zealand has a higher level of public visibility than it does in America. It's very popular in Italy and France. But there are so many other sports in America that it's harder to have public recognition of the job you did because there are so many people who don't appreciate that it's a really competitive event in a big country

like America.

QUESTION: Did the fact that you'll be meeting John Bertrand again for the first time give you any added incentive to come back?

CONNOR: No, because the media has been off base on that. First of all, John and Rasa Bertrand have been close friends of the Connor family for numbers of years, and they've stayed at my house in San Diego twelve years ago, and John's crewed for me in the SORC, and while they were in Newport during the Cup we baby sat for the Bertrand kids. So the media hasn't been aware of the fact that, although we've been tough competitors, and we don't go out for dinner when we're racing . . . like Rasa and I had breakfast in San Diego a couple of weeks ago while she was reporting for an Australian radio station. So obviously if there was any animosity I wouldn't be helping her. I have no animosity towards John, and as a matter of fact, this will be about the fifth or sixth time that we've met since 1983, including doing a TV commercial in Hawaii for two days a couple of months ago. John and I have, you might say, no boxing gloves on, no darts are being thrown, other than what you might see from John to do his job to foster and promote yachting for the government.

QUESTION: Have you put forward your plan to go out to Australia? Are you going out there a little earlier than you originally intended?

CONNOR: We're going a little bit earlier than we originally intended because of shipping. The ship that we were going to go on was delayed by two and a half weeks — that's the one that Blackaller's going on. And we were concerned that it didn't arrive until two days before the deadline to be in Perth. And the rules state that you shall — like that means there are no excuses in yachting terms — be there on September 15th, and the boat we were on arrives on September 12th. So we called and asked if there would be any dispensation, and he said no, so we had to go on a ship that left two and a half weeks earlier because we

didn't feel comfortable jeopardising our program. If something happened to the ship, or if there was a strike or something getting it off the ship.

QUESTION: You say the conditions at the 12 Metre Worlds scared you. Were they that much lighter than what you'd been sailing in?

CONNOR: No, but just the fact that they were lighter caused alarm and showed us the potential, that you just can't look at a bunch of numbers that are twenty years old and average them all out and come up with the answer. It showed obviously that you can have a light summer. It wasn't of too much concern from the America's Cup standpoint, because probably the boat that gets selected to defend is going to be a good strong-air boat, but you have to get there. It's so much like the Olympics; you have to win the Olympic trials to go to the Olympics, so that it's possible that a light-air boat will get into the final four. Or two or three light-air boats could get into the final four of our elimination series, keeping the stronger heavy-air boat out. The heavy-air boats are going to win the finals, but a light air boat can get in, because the chances of it being light air in January are probably slim or none. So you have to play the odds as to the kind of boats you have. You have to bear in mind that you really have two events here.

QUESTION: Are you planning to leave a decision as to which boat you use until after the first round, or are you committed to one once you've evaluated it.

CONNOR: We'll probably figure out which boat we like in the six weeks we have in Perth. And I would say that, if you didn't win any races, you could change boats, because you don't lose any points. We're planning on having 12 points at the end of the first series.

QUESTION: What sort of organisation are you taking to Fremantle? How many people?

CONNOR: Between sixty and seventy. And two boats.

QUESTION: Dennis, looking back on it all

now, do you think you've done the right thing, basing your preparation in Hawaii?

CONNOR: At this point we've had several 20:20 talks, if you will; hindsight's always pretty good. And at this point I feel very comfortable with our decision. I think time will tell if we've missed something that we're not aware of. At this point, taking everything that we're aware of into consideration, this looks like a tin strike to us. Because the rest of the world has been sailing around the last three months in light air, and we've had virtually the last nine weeks in nothing less than 20 knots of wind. I think anybody who's been to the Clipper Cup knows what it's like in Hawaii at this time of year.

QUESTION: Do you like sailing 12 Metres?

CONNOR: I like to race. I like Star boats and I like maxi boats. 12 Metres are just the vehicle that we're using to play this game, so I like them, but they're not fantastic. Because they're older designs, and they certainly could be upgraded for the time and money that went into them, but they haven't changed the size of a rugby ball, have they? They could probably re-design that too.

QUESTION: Are you sailing in the Kenwood Cup?

CONNOR: Yes, on *Springbok*, a Valicelli 50, brand new one.

QUESTION: Several syndicates have made submissions to the IYRU on fibreglass. Was yours one of those?

CONNOR: No.

QUESTION: Did you consider it?

CONNOR: No.

QUESTION: Why not?

CONNOR: Because we could build a good boat in aluminum, and that the specs are such that you're really not allowed to make the boat any lighter, they both are supposed to be the same weight. We thought we could build a stiffer boat that gave us more flexibility to change, and also to repair quicker, out of aluminum.

QUESTION: Which two boats will you be coming down to Fremantle with? 86 and 87?

The structure of the new KZ7 is cleaner and stronger, and it has a different deck layout, which has been designed to the requirements of the crew. New masts have been developed with Proctors of England and it is hoped that these will be considerably better than those used in the World Championships.

CONNOR: 85 and 87.

QUESTION: Could you tell us a little about the reason for choosing 85 over 86?

CONNOR: Better boat. We sailed them against each other for three or four months, and 85 has lower end potential over 86 and doesn't suffer in a breeze. We just felt comfortable with her. 86 is a little more of a revolutionary boat with a Star boat type bow, and it could be vulnerable in light air and a chop. That's a wild guess.

QUESTION: Have you had the chance to evaluate 87's ability relative to the other boats, and if so, what do you say about that?

CONNOR: Publicly we're saying that we like it very much and that they're about the same. Privately we have some other thoughts, but we're taking it to Perth. That's about all I can say. It's a good boat. Everything we hoped.

QUESTION: There was an approach made for the Merit Cup [?] to be sailed and that sort of fell through due to a lack of interest. Why was that?

CONNOR: From our standpoint we'd been in Hawaii for 4½ months and they wanted us to ship our boats back to San Francisco, and it just didn't make much sense to leave a place that's perfect for training and go sail in smooth water.

QUESTION: Do you see that sort of content having its place in the future?

CONNOR: There's no question about it. As the event begins to grow in popularity on a world-wide basis, and with the popular use of the media, primarily the television, with on-board television, so that people who watch the race can share in the excitement like the sailors, there's unlimited potential. But I think that we'll have to tap into the television people to come up with the technology to allow people to sail on the boats — the audience. It still has a lot of drama, and it's a spectacular sporting event, but as far as really capturing what's really fantastic about it, it's the racing itself on board the boats. For those of you who have been on the boats, there's a certain magic involved

Dennis Connor meets the press

in being there, and it's very exciting. I think that when they figure out how to transmit that to the public, then you're going to have another major international sport. That's pretty exciting.

QUESTION: Are you going to allow on-board microphones on your boat during the series?

CONNOR: I'd consider it for the right price.

QUESTION: Talking of price, Dennis, can you tell us where you are with your fund raising?

CONNOR: We have about two million dollars to go; we've raised about thirteen of our fifteen million dollars.

QUESTION: How about the other American syndicates? They have grouped together, but . . .

CONNOR: Not really. Not corporately. I think that, other than New York, most of them are still struggling.

QUESTION: Will you accept an invitation to sail in the PBS Australia Cup, which is a match racing series on the Swan?

CONNOR: I personally wouldn't. Peter Isler has been asked, but we're not sure whether we're going to be able to spare him or not, at this point. I have no plans. As a matter of fact, I haven't even been invited at this point. I wasn't interested anyway.

QUESTION: What do you envisage Peter Isler will be in your operation? He's an extremely good helmsman.

CONNOR: He won't be steering the boat, if that's what you mean. He's going to have to battle it out with John Marshall and Tom Whidden and John Wright for a spot in the back of the boat. In the meantime, if he's not sailing with us, he'll help Jack Sutman on the other boat, to be competitive from the trial horse standpoint, with Robbie Haines [Olympic gold medallist, Solings], who is also excellent.

QUESTION: Robbie is sailing the other Boat?

CONNOR: No, Robbie and some combination of those two help Jack, is how it works. Jack steers. Jack Sutman. And so we have two pretty experienced afterguards to keep the pressure on us, so we're not just kidding ourselves. □

KNZ receives the customary bottle of champagne on the nose (was it Australian 'champagne'?).



PHOTO BY PETER CAMPBELL



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THE NEW LOOK ORCA

The Ocean Racing Club of Australia gets a new lease of life and a new Board seeks to broaden its perspective

Interview by David Colfelt

The Ocean Racing Club of Australia, in recent times, had wound down to a point where, a few months ago, it was facing extinction. The Board has been reconstituted and it now includes the names of some who are in the Who's Who of Australian ocean racing.

During the late history of ORCA there was a feeling in some quarters that the organisation had become incestuous and self-serving and that it did little for the ordinary enthusiast racing off Australian shores. It was not Australia's version of the RORC, as it perhaps set out to be, but was seen to be mostly an organ of Admiral's Cup aspirants, its energy directed solely towards their tilts on the international circuit.

The new Board has reaffirmed a commitment to promotion of ocean racing throughout Australia, from the grass roots up, not just ocean racing as in 'Admiral's Cup'. Offshore spoke with David Hundt, who was recently elected to the CYCA Board and who is new Chairman of ORCA, and with Peter Shipway, an ORCA Board Member, about the directions and objectives of the revitalised organisation.

QUESTION: What was behind the reconstitution of ORCA?

SHIPWAY: ORCA had wound down. It was being held up by only a few individuals and they had lost the enthusiasm. A meeting was held at Christmas time of all yacht owners who might be interested in ORCA and it was decided that if it couldn't be resurrected in two months then the whole thing would be disbanded and handed back to the AYP. A few of us felt that that shouldn't happen, we formed a Board, and David Hundt accepted the chairmanship.

Having done that we had to pretty quickly address ourselves to some complex problems. The Admiral's Cup was high on the list because of a major change: the minimum aggregate rating of the team has to be 95 ft. How do you select that team? We spent hours and hours deciding how to select the best team.

But our mission is to promote ocean

racing in Australia and to encourage young people to get into the sport. The Admiral's Cup is top priority because people had to know — had to build boats. But we're certainly not tunnel-visioned — e.g. Admiral's Cup, Clipper Cup, Sardinia. It's ocean racing in Australia at the grass roots level. We've got to encourage young people back into the sport and basically try to promote ocean racing in Australia.

QUESTION: What do you reckon are the major problems with ocean racing here?

SHIPWAY: In my personal opinion there are two basic problems. One, it is not a spectator sport, basically. Maybe the start of the Hobart Race is, or the finish, but for the five days in between it's not. So you can't charge people to go and watch. Secondly, it is becoming a very time-consuming sport with very little recompense for it. It's like the Australian rugby players; they get their \$5 a day or whatever. You don't even get that in ocean racing.

QUESTION: Is it more time consuming than it used to be?

SHIPWAY: I think so. The whole thing is becoming more professional. In the days when there might be four or five boats that race every Saturday which was fine. These days to be fair dinkum and to beat the world you've got to be out there three or four times a week, you've got to be out there Saturdays and Sundays going full time at it. When you're not racing you're rubbing the bottom of the boat or doing something. And all you're getting is the honour of representing your country, which I think is terrific, but there are other people who have family and financial commitments, who just can't afford to spend that time. So there are two big drawbacks. It doesn't attract the sponsorship money because it's not a spectator sport. But with the relaxing of Rule 26a — in England, the crusty old English, they're the first to do it — I think it will become worldwide within five years.

HUNDT: That's the critical point. When is it [legal sponsorship] going to hit Australia? When is Australia going to realise that it's hit the world? The crusty old English RORC has recognised it, administered for it, regulated for it and allowed it. And we haven't even started to talk about it. As the Ocean Racing Club of Australia we have no direct input to the AYP or to the YA of NSW. Our only means of pushing what should happen for Australian international yacht racing is to push it at club level. And it would not be a co-incidence that I now find myself in the position that I am now in in this Club saying "What are we going to do about sponsorship and international yacht racing?" Throughout this State, particularly, you look at the exotic craft — the



David Hundt, newly elected Chairman of ORCA, heads up a new Board with some very prominent names in Australian yachting. Hundt, a lawyer, has been sailing actively for only the past 4-5 years during which time he won his division in the CYCA Winter Series and learned about what the Tasman Sea can dish out in his Lexcen three-quarter toner, *Dancing Mouse*. From a 'very modest performance in boats', as he puts it, Hundt now finds himself in the chair of the ORCA at a time when ocean racing in this country is at a crossroads. If he is not a 'famous' ocean racer, his proven leadership and administrative ability, augmented by some first-hand experience of the needs of the offshore racing crew, should equip him for the post.

After the 1985 Admiral's Cup series, it was apparent that shore-based organisation was becoming a vital part of any team racing campaign, and with this in mind, Peter Shipway, a member of the 1985 Admiral's Cup Team, approached Hundt to manage the Australian Southern Cross Cup team last year — something which no Australian or State Southern Cross team had had before. 'The team let him down,' said Shipway, in praise of Hundt's managerial talent and who was referring to the disappointing result of the national team in last year's SC event.

There is also no shortage of talent on the Board of ORCA, which is made up of the following, most of whom will be well known to yachtsmen.

New ORCA Board of Directors

David Hundt (Chairman)

Ron Elliott	Leigh Minehan
David Forbes	Rod Muir
Bob Fraser	Peter Shipway
Bob Gear	Grant Simmer
Peter Kurts	

Lexcens, the Buckleups — and people are doing other things with craft to make them go fast aside from building IOR fast boats. That's a reaction which has to be carefully viewed, in my opinion, by the ORCA. We're not only dealing with IOR racers; we're dealing with boats that want to race offshore. Is it something that is developing, or is it a reaction to the way the sport is being administered? If that's the case, the only way to change the way the sport is being administered in this State is at a club level, a club push back to the YA of NSW who push it back to the AYP.

SHIPWAY: Basically we want to encourage as much input to ORCA as we can, from anyone in Australia who's interested in trying to get a crewing position or who has an idea as to how we can win the Admiral's Cup, or how to introduce 15 or 16-year-olds to the sport. Any input we will look at objectively. We don't just want heavies involved.

HUNDT: I think it's important that ORCA is not seen as being that because the people who have been very much involved as resurrecting ORCA may be seen as being Admiral's Cuppers, and it is simply not the case in terms of the business conducted at directors meetings. The Admiral's Cup is not the only business.

QUESTION: It's a natural thing for people to think, isn't it, because that's principally why ORCA was formed in the first place?

HUNDT: Well, no, but it took that tack in the late '70s when that's what the public perception of it was. But if you look at the Memorandum and Articles of Association of the Company that was incorporated, it was to promote Australian ocean racing, and there were some very specific and commendable objectives to deal with ocean racing in Australia at a non-competitive level, from the promotion point of view, which myself and the Board can only endorse. Admiral's Cup became ORCA's domain late in the '70s because the only people who would serve on an ORCA Board were those people who were likely to become involved in an Admiral's Cup challenge. Consequently, it became a very self-serving committee and Board of Directors. What has happened is that this year we have taken a change of direction back to yachting. I don't in any way say that people have served with self-interest in the past, but it has been perceived that way. We are anxious to say to the yachting fraternity "Talk to us, be part of us. We will grab you by the throat and say be part of us, because what we are trying to do is to increase the awareness of what is happening in yachting worldwide to better Australian designs, manufacture, sailmaking, sailing and craft on the water and to generally improve Australian performance.

QUESTION: One of the things which has come up recently which might have a great potential to revitalise the interest in ocean racing is the International Measurement Scheme. It has been poo-pooed by a number of people, or shown scant interest anyway. What do you think about the IMS and its potential for ocean racing?

SHIPWAY: We've had so much else on our

plates... to get the Admiral's Cup on its feet. I firmly believe if we win the Admiral's Cup, be it '87 or '89 or '91, that will be a great catalyst to getting ocean racing back on its feet in Australia. That will heighten the interest again in the whole sport. So with these priorities, and the changes that have been coming out of England — the aggregate rating, sponsorship — we've focused on that rather than IMS at this stage, and we don't know enough about it yet.

HUNDT: I can only say that IMS has been a desire of the English racing authorities but has been found to be too hard to be implemented in the Admiral's Cup. As late as last week IMS was rejected for the Admiral's Cup because it is just simply too hard to implement at this stage. I can only agree with what Pete said.

QUESTION: What I was leading up to, and the next hook of that question was, to what degree do you feel that the decline in ocean racing is due to the direction that the boats have taken under the IOR — designers getting around the rule and the type of yacht and yacht racing that has resulted.

SHIPWAY: A lot of negatives have been written about the sport in the last twelve months, especially with boats breaking up, and the business of sitting on the rail and eating Mars bars for five days. But good guys are still out there. You look at the boats that are breaking up. They've all got good crews, and they're all getting home.

The other thing that we're trying to address ourselves to is putting some pride back into wearing the Australian jumper to represent your country. Don't give the jumpers away to any bloody bar fly who's willing to go over there, but really try to put some value back into wearing the Australian badge. That's where the New Zealander's are so strong; they really take pride in representing their country, whether it's in rugby, or sailing or cricket. It's a little country, they're a little society, but they're really proud of that country, and they're fierce competitors. The decline in the last ten years in Australian ocean racing has been accompanied by very little pride in wearing the Australian jumper. But Bondie [Alan Bond] reversed that. He put some pride back into it.

QUESTION: You said the other day that as far as you were aware there was only one person building a new boat for the Admiral's Cup. Is that because they're waiting to see what the situation is going to be with the rule change, or is it a general reticence about getting into the IOR Admiral's Cup game?

SHIPWAY: It's a combination of both, for sure. What did we have at the last trials? About 18 boats, 12 of which were new. At this stage we know of only 3, maybe 4, people who are going to build. One is Kurts.

QUESTION: Hasn't it, though, become a professional sport at this (Admiral's Cup) level?

HUNDT: It is, but for the people who are building at the moment it still isn't. That's the price they're paying, and I wonder whether we're going through a period

where what is required is the assistance of our board and anyone else, to say that 'You guys who are putting out the bucks, you need something at the end of the rainbow'. We are chasing that as a Board, to reduce the overheads to encourage people to produce the triallist boat that will gain selection. If they are rewarded with a fast boat, their cost end at that time and they gain an Australian representation, and they're better off for it in the sense that, whilst they still have some costs associated with representing Australia, and that's historically been the case, they're not having to give an arm and a leg to represent Australia, which is just terribly unfair.

SHIPWAY: Someone might say 'I can afford to build a boat and campaign it in Melbourne, but if I did get selected, I couldn't afford to take it to England and buy a heap of new sails and put the new navigation equipment on, so I don't build a boat'. That's a logical thing that many people would think. But what we're trying to address ourselves to, because this sponsorship is open over in England, you can call your boat XYZ Soft Drinks, we have got funds to fund the whole campaign. Once the boat is selected the owner buys a few new sails and that's it. Shipping is paid for, transportation, crew, the whole bit.

QUESTION: The sport has become professional, and without the money to support that sort of effort, we just can't compete.

HUNDT: I think it's important to the bloke who's got his boat on B35 at the CYCA that Australia at Cowes performs well. He's proud to be associated with it.

QUESTION: It gives the whole thing an aura — you may not be in the Grand Prix division, but you're an ocean racer and it's nice to bask in the reflected glory?

HUNDT: And that's the next thing that's required back in Australia, in my opinion, and other people will greatly disagree, and in time I only want to open it up for debate. But I'd like to see a Grand Prix division in Australia, to enable the Grand Prix racers to compete here. What we do is to necessarily disadvantage people who may gain corporate support and prevent them from even competing in Australia. We are geographically isolated, we are now being financially (sponsorship-wise) isolated from the rest of the world, and I don't think that is a step forward for yachting.

QUESTION: Is it the AYP's decision as to which way we go on Rule 26 — is that what the hang up is?

SHIPWAY: The Club asks for dispensation.

QUESTION: Is this a worry for ORCA right now, the way we go on Rule 26?

HUNDT: It's not a worry as such because it's not something on our plate. However, I believe it is something that ORCA has got to raise with the yachting fraternity and say 'Listen, you guys, you may not all read Rule 26 as you don't all the other rules in the rule book, but we take this view. And we put a view to them, and get some feedback about it, as we did with the Admiral's Cup selection process and what ratings and which particular size boats

EXCERPTS FROM ORCA NEWSLETTER No.1

ORCA Membership

Requirements of membership have been relaxed to attract broad support from anyone interested in furthering the cause of ocean racing in this country. Annual subscription \$10 entitles you to membership, including the Newsletter. Membership forms are available from ORCA Board Members or write to Leigh Minehan, C/Coopers & Lybrand, GPO Box 2650, Sydney 2001.

Major changes to 1987 Admiral's Cup

All Admiral's Cup teams must now have an aggregate minimum rating of at least 95 feet, which means that all teams will have at least one higher rating yacht. It is interesting to note the aggregate ratings of the 1985 top teams: Germany (1st) 94.1 ft; Great Britain (2nd) 91.5 ft; New Zealand (3rd) 91.4 ft; Australia (4th) 94.1 ft. How to select a team to attain a minimum 95 ft is very complicated and there are a large number of choices.

The second major change is that the 1987 AC will permit Open Division yachts.

In this division the name of a yacht may be advertised under IYRU Rule 26.2(a)(i) and crew may wear advertising under (a)(ii). Now individual yachts and teams can be fully sponsored and can race with certain restrictions. (However, yachts in the Open Division will not be eligible for the Channel Race or Fastnet Race trophies.)

Another major change is that there will be only one short AC race within the tidal waters of the Solent. The second inshore race will be moved to Christchurch Bay, to the west of the Solent. The two Christchurch Bay races during Cowes week will tend to favour a more even spread of ratings as will a proposed change in the handicap formula which gives a slightly improved allowance to larger yachts.

ORCA has submitted to the AYF the following recommendations for the 1987 Admiral's Cup, the 1986 Sardinia and Hawaii series and the 1987 Southern Cross Cup series.

Admiral's Cup trials to be held in Port Phillip Bay and in Bass Strait, conducted in association with Sandringham Yacht Club. The trials will consist of a warmup series of

four races on consecutive days, and then ten days later a further eight races known as the 'Official Trials'. The four warmup trials will each carry .333 of the Official Trial points and one of the warmup trials may be discarded. The total points awarded for the warmup trials will be the equivalent of one short race within the meaning of the Official Trials. The Official Trials will carry points the same as were awarded for the 1985 Admiral's Cup Selection Trials, being one point for short races (27-40 miles) and two points for long races (90+ miles).

All yachts presenting at both warmup and Official Trials must have been double measured in their own State. Changes in rating will be permitted between warmup and Official Trials.

Trials will be held some four weeks later than in 1985 because of the America's Cup.

Regarding team selection, a questionnaire sent to some 156 yachtsmen was reviewed. It has been resolved that the minimum rating for selection trials will be 30.4 ft and the maximum rating will be the Admiral's Cup maximum rating band 40 ft. There was discussion as to whether boats

rating lower than 30.4 ft should be permitted. It was agreed greater complications might eventuate in both building and preparation of yachts if, for example, those rating 30.2 were permitted, necessitating a yacht rating 34.6 ft to make up the aggregate. It was felt that a 30.4 ft minimum provided owners with a firm guideline to either build one tonners or 34 ft raters if they wished to proceed in the conventional line, or, as was intended by the Board, to enable any other owner to build any other yacht within the Admiral's Cup rating band, to be selected on merit.

As for team selection, it was resolved that the first two yachts overall in the series will become team members. The third member will be the next highest scoring yacht whose rating when added to the first two selected adds up to a minimum rating length of 95 ft.

Sponsorship

The questionnaire had mixed results on the subject of sponsorship with no clearcut direction in opinion. The Board resolved to

enlist advertising consultants for advice on the possible availability of sponsors and sponsorship funds both for individual yachts and for yacht club committees and organising authorities. Detailed discussions will be held with AYF about Rule 26.

Sardinia Cup

The team selected is *Wild Oats*, *Hitchhiker II* and a yacht to be nominated which will be chartered by Drent/Roberts. The dates are September 2-14, 1986.

Hawaii Kenwood Cup series

Australia will be represented by two teams, A Blue Team and a Red Team, the Blue Team consisting of *Windward Passage*, *Great Expectations*, *Sagacious*, the Red Team consisting of *Challenge III*, *Indian Pacific*, *Demonstrator*. The schedule is:

Race 1 (27 nm) Saturday August 2
Race 2 (27 nm) Sunday August 3
Race 3 (150 nm) Monday August 4
Race 4 (27 nm) Thursday August 7
Race 5 (725 nm) Saturday August 9

Southern Cross Cup

It was resolved that, as the Southern Cross Cup rating length was at this time different to the Admiral's Cup overall team rating length, it was inappropriate that Australian Southern Cross selection be considered as a result of the Admiral's Cup selection. This matter will be discussed further.

ABS Scantlings

Regarding the requirement that all Category 0 and Category 1 boats will have to be built to plans reviewed and approved by the ABS, the Board discussed the problem, as per advice received from one designer, Dubois:

The revised ABS rules are still not available even though they were promised in January. Also, the means of obtaining plan approval has not yet been properly organised by ABS and it is feared that severe delays may be experienced if several designs were submitted for approval within a short space of time.

ORCA is asking AYF to take urgent action to resolve this problem for owners intending to build new boats.

were to be built. We are here to represent IOR yachting; we need the feedback. Then we can go in and do battle. We need that sort of information at club level.

SHIPWAY: The big test will come with the Admiral's Cup to see how that all goes with open sponsorship. But what they're doing [in England] is not just Admiral's Cup; it's the whole season. For the whole season there is an open division allowable next year. You can race the whole summer in an open division — that's what they're calling the sponsored division. So it's not just Admiral's Cup.

The other thing that Dave [Hundt] hasn't mentioned is that, in the past, we've only sent one Admiral's Cup manager away each year. We think it's more professional to have two managers over there, the work load is so large. There are on-water duties to be done while off-water duties need be done. So Dave is also the assistant team manager for next year's Admiral's Cup.

ORCA has published a newsletter which is an extension of the minutes of the Board meeting. Down the track we're looking to perhaps having an office that is staffed.

HUNDT: The office is a subject that will come up at the next couple of board meetings. We are thinking about a 'resource centre' for yachtsmen throughout Australia with linked terminals whereby rating certificates of boats that are doing well overseas will be available to members of ORCA. For example, if someone comes in who is thinking of building a one tonner, a 43 footer that they want to go extra fast, we would have a body of information available.

QUESTION: There has been some concern expressed by designers with regard to the new IMS rating system which, through machine measurement, makes available much more specific information about hull lines. I wonder if this might lead to 'disinformation' being incorporated in rating certificates?

HUNDT: We're aware of those difficulties and as a lawyer I'm aware of the responsibilities and the limitations upon various authorities in relation to that information. At the moment we believe it is a public record and can be viewed and retained by others for no profit and, on that basis, can be made available by us. Subject to the legalities of it, it seems to us that it is much easier that somebody finds out, in Australia, for example, about *Sirius* in Spain, somebody who is interested in building that sort of boat in Australia, rather than having to go over to Madrid and do a search over there. So we're about Australian ocean racing and our boats going faster than the world, and that's what we're trying to do.

QUESTION: Have you relaxed your membership requirements?

SHIPWAY: Yes, and we're trying to give them something for their membership, such as this newsletter. It's not a lot at this stage, but in the future there may even be a small clubhouse, regular meetings, dinners or whatever. We're trying to value to Australian representation. We've made the membership fee \$10, and anyone with an interest in ocean racing may join. Before that there was a requirement that you had to do 1000 miles at sea and get a certificate to that effect signed by the Sailing Secretary. If

someone wants to join, we want to have them, because they may have something to contribute down the line, if not today.

HUNDT: We are literally a company with a wish to achieve, and we need people who want to put their shoulder to the wheel.

SHIPWAY: One other thing that we decided last meeting was that the crew of any team, or boat, going over under the auspices of representing Australia, nominated by ORCA through AYF, must be members of ORCA.

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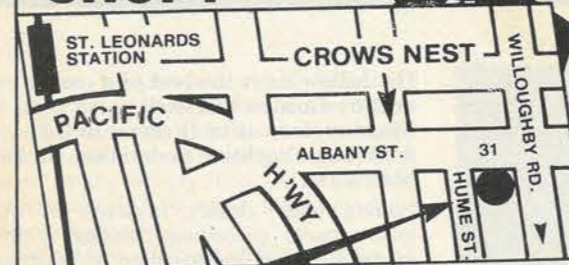
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SAFETY UNDER THE IOR



We continue with correspondence and discussion of the IOR and its effect on yachts and offshore yacht racing

From Gordon Marshall

Dear Tony,

The attached is a copy of a memorandum I sent to the AYF three years ago.

You will see that the plea I put is still as valid today as it was then . . . and nothing of consequence has happened in the meantime.

The subject seems very cogent to your recent articles, and if you are still beating the same drum, maybe it is of some use to you.

Yours sincerely,
Gordon Marshall



The following is the text of a memorandum sent by Gordon Marshall to A.J. Mooney, Executive Director of the Australian Yachting Federation, on 24 March 1983.

Having been closely involved in the measurement procedures leading to the rating of yachts participating in selection trials of teams for the Pan Am Clipper Cup and the Admiral's Cup I have noted a trend which should be drawn to the attention of the ITC [International Technical Committee of the Offshore Racing Council, London].

Many modern yachts are finding it advantageous to reduce the weight of their keels and to shift ballast from this area into the body of the hull. In so doing, the displacement of the yacht is kept constant but they achieve a much lower CGF [Centre of Gravity Factor] and thus a lower rating. The result is that the yacht is more tender, sails slower when on the wind, but rates sufficiently lower to more than compensate for the performance reduction. Consequently it is more competitive when racing under the IOR.

A typical example is a 41 ft yacht with 3000 lbs of internal ballast in the form of lead pigs under the cabin sole. Whilst the foregoing trend is generally deplored by all who are involved in the working up of the yachts, it is accepted as part of the optimisation process in the pursuit of racing success. One owner is reported as commenting that the yacht sailed better before the keel windows were cut, but if getting into the team was the goal, they they had no alternative.

Another, having built and campaigned one of these designs, sold it swearing that he would not build again until the IOR arrested the internal ballast trend.

There can be little doubt that such a trend is wrong, and that ocean racing would be better without it, and it becomes obvious that the CGF within the rating calculation is the culprit.

It is probable that we could do without the CGF in the formula altogether, leaving

ing the differences above and below and thus lowering the ratings where CGF is above .984 (the mid-point) and raising them where CGF is below .984.

The following are examples which show the present effect of CGF, and also the effect when using the suggest CGFC.

Under the present system:

Three yachts, each with an MR of 32.0
Yacht A, with a CGF of .968, Rating = 31.0
Yacht B, with a CGF of .984, Rating = 31.5
Yacht C, with a CGF of 1.000, Rating = 32.0
(a rating change of 1.0')

Under the proposed CGFC system:

Three yachts, each with an MR of 32.0
Yacht A, with a CGF of .968, Rating = 31.2
Yacht B, with a CGF of .984, Rating = 31.5
Yacht C, with a CGF of 1.000, Rating = 31.7
(a rating change of .5')

Gordon Marshall,
Senior NSW IOR Measurer

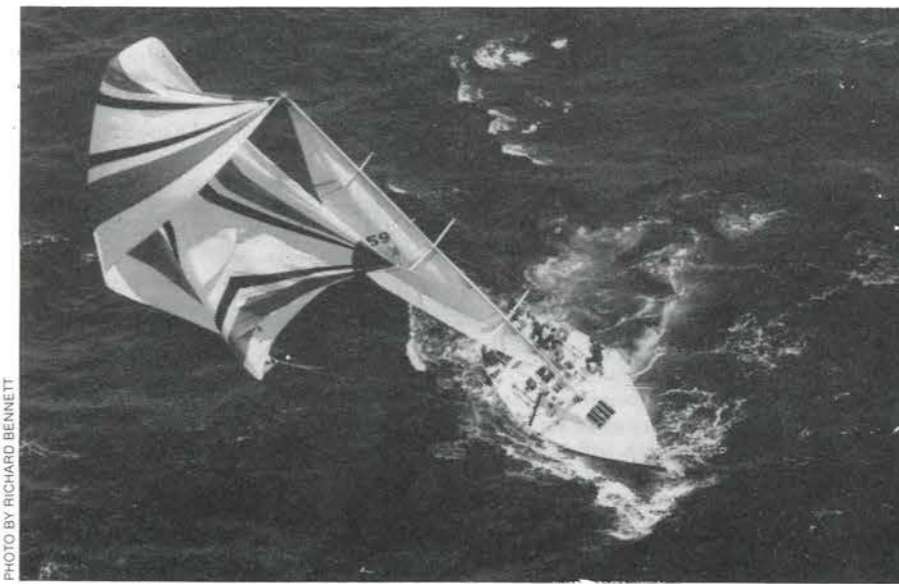


PHOTO BY RICHARD BENNETT

designers to choose which ballast-to-displacement ratios produced the fastest yachts, but since such an abrupt change would cause turmoil amongst the ranks of those yachts already designed to match a rule with a CGF included, then a compromise is suggested.

At present, CGF is a direct multiplier of measured rating (MR) and is permitted to be .968 minimum. Thus the measured rating may be reduced by as much as 3.2% with a low CGF. This amounts to a rating drop of one foot for a two-tonner.

It is suggested that whilst CGF should continue to be a factor in the rating calculation, its effect should be halved. This could be achieved by halving the difference between the present CGF and 1.000 and using the resultant corrected CGF as the multiplier. Thus a CGF of .968 would become a CGF (corrected) of .984. Since, however, this would cause almost all ratings to rise and perhaps create problems of rating limits, a further modification of procedure is suggested, that is, to use the mid-point between .968 and 1.000 as the datum, halv-

Rejoinder to Peter Kurts' Letter to Offshore No. 89 (May-June 1986) from Tony Cable

The Editor, Offshore,

With my 'capsizing' the series, at the outset I had expected a lot of criticism. For, as I had been at some pains to confess an ignorance of the technical aspects of the subject, I thought it would inevitably follow that knowledgeable people would, on the one hand, simply ignore my comments as being simply too amateurish. On the other hand, others who thought it would be worthwhile to write, would readily demolish my unsophisticated points.

Your readers can judge for themselves how critical or otherwise were the replies that subsequently came in. I remain grateful to the various eminent men who so far have been able to send back comments.

Peter Kurts' letter published in the last issue did as you remarked, present 'a differing view from the drift of correspondence received to date'. But bearing in mind that my topic was, 'Can your ocean racer capsize and drown you?', I wish to point out that Peter in his letter did not once use the word 'capsizing' nor did he specifically refer to this issue. He submitted very interesting material but, Editor, I think you filed him under the wrong 'department'. His points should have been under 'P' for Promoting ocean racers, rather than in my area, 'T' for Turning over. Peter, the only modern ocean racer I am against are the Invertable ones. These are essentially all I have been talking about (although I do not have much respect for the cream puff boats that can't stay at sea in 40 knots, but that is another topic).

Readers should know that Peter was recently appointed to head a CYCA sub-committee to promote IOR racing and to encourage new owners to enter the sport. I feel that his letter reflects more this orientation. I am for this, just so long as the new boats we get people into don't send them for a permanent swim!

Peter's special interest is in international (Admiral's Cup) competition. This is fine for our sport because it offers such important advantages as improving our standards and leading the development of our yachts. But for various reasons there would not be thirty owners in this country who are directly interested in this branch of sailing. There are some 9000 IOR yachts in the world representing a lot of other 'consumers'. Some of these are having their critical say as to where the rarified leading edge developments are taking us.

Respondents to this series have pointed to the 'decline' in IOR fleets. No, not at Cowes but in club racing. The rank and file sailors, administrators and officials are the ones who have to be concerned about the decline in the fleets, not the internationals. If you want to check this rot, the closest case study is the CYC itself.

In studying Peter's letter I felt that he had read perhaps too much criticism into what the various writers (mostly designers) had been discussing about the modern ocean racer. I think that they gave us a whole array of points where they thought that the Rule had gone overboard. But I did not perceive any call to scrap the 'wonder machines' and revert to cruiser-racers.

Again to outline it, my theme was a limited one. The crux of it suggests that today, the situation may have been reached where 'some' (if you like) designs developed under the umbrella of the Rule as it presently stands, can have a combined set of design variables that present an unacceptable probability that such a vessel could capsize and kill crew. I further assert that the various parties that are in a position to address this problem (if indeed there is one?) face a manifest situation where little seems capable of being quickly done about it. I am so naive as to imagine that the problem can be fixed

OFFSHORE No. 90, July/August 1986 — 17

Safety under the IOR

with 'simple' correctives to the Rule that cover any extremes in the the areas of CGF, ballast, beams and whatever. This is not intended to slow boats down or halt development, it is just to tighten up the legislation to make them less tippy.

Having thus declared that I think Peter had not addressed the capsizing issue, his letter covered a number of other points which I found interesting be they not specifically on my topic. I endorse Peter's position to speak not from the 'shore' as he expressed. We first crossed tacks when I sailed with him on his *Mister Christian* in the '67 Gladstone. Aboard on that trip, coincidentally, was Phil Wardrop, whom Gurney (*Offshore* Mar. '86) quoted as saying 'It's not fun any more — you're just human ballast most of the time.' I suppose that what such critics are reflecting on is their view of the futility of permanently camping on the rail. At least in other adventure sports you get just as wet and cold but don't waste your time sitting on your bum. As far as sailing on the rail is involved, haven't we always been up there (with some crew members spewing they might as well be on deck there anyhow)? The only new thing in this over the years is that we now sit backwards-outwards! What the critics are talking about is the 'necessity' for crews to sit up there to overcome the design fault in some of these yachts which makes it mandatory for the weight to be kept up there to ensure the integrity of their stability.

Peter took to task those who would describe the modern ocean racer as 'uncomfortable'? The hulls and decks do not leak as did the the older models. They are dryer below. They get to Hobart a day earlier. I agree, why would one want to gripe about a new boat?

On your subject of 'dedicated crews', no issue here. Safe modern boats competing internationally lead to highly desirable progress. I guess that the above Committee has an implicit brief to increase the flow of people coming into and remaining in our sport. Our problem is keeping crew in our club racing fleets in a sport where, I suppose, the average participation is maybe five years, most falling out because of protracted seasickness, women and children. I just trust that your Committee is quite happy in its 'recruiting' that there is really nothing to worry much about in this capsizing thing; I'm glad that I do not have to bear the weight of such a decision.

Also, Peter, we have no issue in wondering what they are talking about in referring to 'alarming and frightening' modern sailing. What worries me, though, is that lately with these articles, I have spoken to other seamen like you and these have sagely shaken their heads at perceived shortcomings in safety aspects. Who is right?

On to pushing boats hard. I thought this was always on. It just appears that the newer craft don't seem to take so much of it. My bet is that the ability of your own yachts to stay in a race has declined over the years. As to the statement 'Finally on safety. I cannot understand the criticism.



PHOTO BY RICHARD BENNETT

No crewmen on modern boats are drowning . . . I fervently grant you that point insofar as it is applied to any losses through yachts capsizing. I trust that the other eminent men who have contributed to this series are also pointing to an event that will never happen.

Yours sincerely,
Tony Cable

More on capsizing

Dear Mr Cable,
The Commodore of Point Yacht Club, Dave Cuthbert, passed on your interesting letter and the enclosures from the Cruising Yacht Club of Australia journal *Offshore*. The reason he asked me to reply is probably the fact that I have been involved both in ocean racing and its administration for many years. I am a former Commodore of Point Yacht Club, have participated in most major offshore events in South Africa and some in Europe, including three South Atlantic Races. I have owned two IOR three-quarter tonners and am currently on the CASA (Cruising Association of South Africa) executive committee.

We are well aware of the shortcomings of some modern IOR boats, and in particular:

- 1) Structural problems encountered in modern high tech boats.
- 2) Regular failure of rigs.
- 3) Early point at which some of the up-to-date boats 'go negative' with regard to stability if capsized.
- 4) The fact that the rule seems to be producing sophisticated 'day boats' not really suitable for heavy weather passage making.
- 5) The expense factor which is putting IOR boats beyond the means of the average owner.
- 6) The short life of expensive Kevlar/Mylar sails.
- 7) The fact that the boats have little value after their short racing life is over.

As a result of the above problems, IOR racing is declining in popularity in this part of the world and PHRF type racing is gaining ground. This in itself is not an

ideal system of handicapping, depending as it does on human judgement. We are currently looking at the new IMS system adopted by the ORC as an alternative to the IOR. Whereas at our major regattas, such as Rothmans Week (Cape Town) and Crystic Week (Durban), consisting of round the buoy racing and a medium distance race, the IOR divisions used to attract the top sailors, in order to get good entries these events are incorporating one design championships and a PHRF division these days.

I personally would support any action the Cruising Yacht Club of Australia takes to help promote seaworthy ocean racers, in which we can again take pride in owning and which will give many years of competitive life. Thank you for airing the subject in the manner in which you have.

Some years ago John Gordon-Thompson, a long time friend and sailing companion, and myself had a 26 foot one design designed by Angelo Lavranos. We built the prototype, licensed a builder and the L26 as it was known went on to become South Africa's most active keelboat class. It has attained national status and attracts some of our best keelboat sailors. The L26 just happened to be the right idea at the right time. Sensing the disenchantment with single purpose IOR boats, last year John and I had Angelo Lavranos design us a fast, handsome seaworthy all purpose 34 footer with the express purpose of promoting her as a dual purpose strictly controlled one design class. We assembled a small group of prominent yachtsmen in Durban, presented our idea and introduced them to the builder of our choice. Much to our surprise the builder signed up eight orders from this presentation at which not even the final drawings were available! Again, the L34 as we have called her, would seem to be the right idea at the right time! The boat is now in production and we are collecting boat 1 in Cape Town in early July and sailing her up to Durban. The order book now stands at 20. Details of the boat are enclosed for your interest.

Yours sincerely,
David Cox



Don Calvert steering *Intrigue* in the One Ton Cup.

New Offshore Award

Nominate your hero for the Ocean Racer of the Year award

THE CRUISING Yacht Club of Australia's Ocean Racer of the Year award will be presented again this year along with the Ocean Racing Rookie of the Year award.

Nominations are invited either through Australian Sailing magazine, which is again co-sponsoring the awards, or to the CYCA, New Beach Road, Rushcutters Bay, 2011.

The awards were initiated last year to provide recognition of individual achievement in ocean racing.

The Ocean Racer of the Year trophy is awarded to the ocean racer who, in the opinion of the judges, demonstrates outstanding ocean-racing abilities and skills in either regular season competition at club level or in national or international events. Last year's

winner was Don Calvert of Tasmania, for his efforts in campaigning *Intrigue* to a place in the Australian Admiral's Cup team.

While the CYCA's Blue Water championship goes to the leading points-scoring boat and crew, Ocean Racer of the Year will be awarded to an individual crewman, navigator or skipper. Administrators will not be eligible. The winner does not necessarily have to be a CYCA member nor have to be competing in CYCA events.

The judging panel will consist of the commodore of the CYCA, editor of Australian Sailing magazine and three other yachting journalists.

The trophy will be presented for the first time in September this year, at a

luncheon, and nominations for the award are hereby invited.

Coincidentally a trophy for the Ocean Racing Rookie of the Year will also be awarded. The trophy will be presented to a skipper, navigator or crewman who, in his first season of ocean racing, demonstrates outstanding performance.

The rookie need not be a newcomer to sailing in general but be sailing in first season as crew or skipper of an ocean racing yacht. All skippers and crews are asked to nominate any member of their crew who meets the criteria.

Last year's winner of the Ocean Racing Rookie of the Year was Rod Muir, then owner of *Dr Dan*; now of the maxi *Windward Passage*.

Nominated by	Nominated by
Ocean Racer of the Year	Ocean Racing Rookie of the Year
Why nominated	Why nominated
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THE CLOTH ALOFT

Talking about the engine of today's sailing machine
with sailmaker Ian Broad

Interview by Tony Cable

Ian Broad is a principal of Hood Sailmakers, Sydney. I have known him for some years, having done a number of races with him on the maxi, *Vengeance*. On many occasions he has said things about his sailmaker's craft that I thought might be of interest to *Offshore* readers, so I decided to sit down with Broady and record some of his observations for the magazine. I would like to emphasise that his are informal remarks, without commercial overtones.

I first asked Broady about the recent evolution of sails — for cruising and for racing.

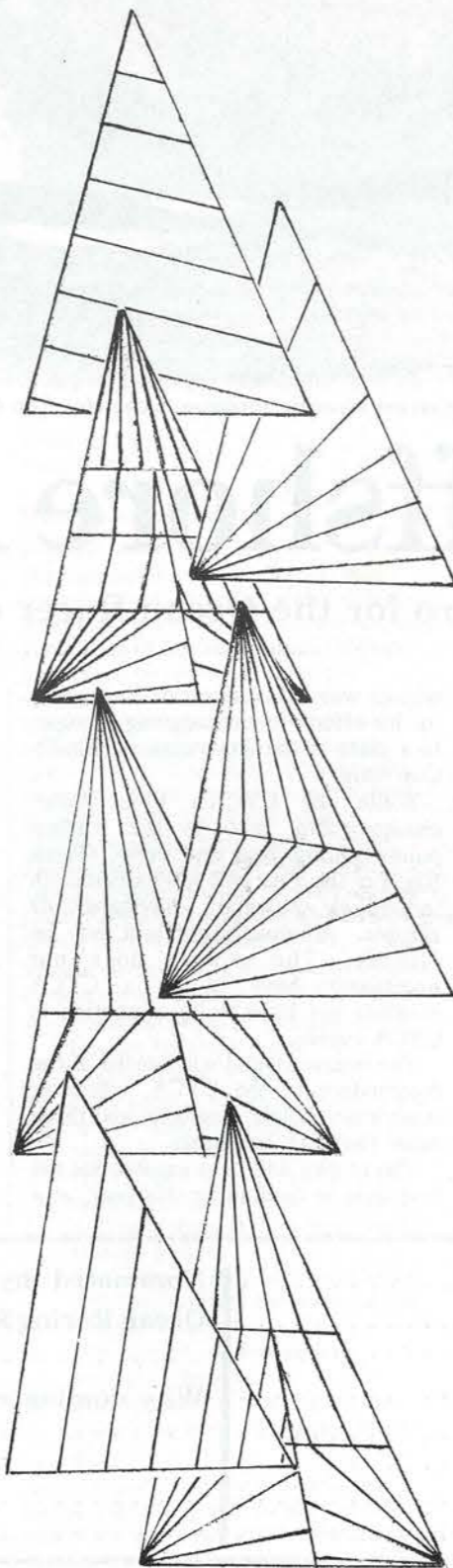
BROAD: Well Tony, we do have to acknowledge that there are a lot of cruisers at the 'Cruising' Yacht Club. We used to have cruiser/racers, but these have just about finished. People now go cruising or they go racing.

Among cruisers we now have a lot of clients who go for a three sail wardrobe consisting of a roller furling genoa, a main, maybe on a stowaway boom, and a multi-purpose sail which is a cross between a genoa and a spinnaker. Actually, the stowaway boom gives a fair racing ability, particularly as the main, with roach and battens, performs quite well. At the same time, because the boom rolls, there is no handling problem. Because the sail stows in the boom it is shielded from UV. And the vang is no problem with this rig as it was with the old roller system.

As for racing sails, over the years we have come away from an overkill in cloth weights; these have been progressively getting lighter and lighter. A number of years ago we had radial head genoas and the crosscut types. Today, with the newer fabrics, we are getting a lot of 'fancy' sails because the cloth has now got the strength 'along' rather than 'across'. This makes it easier for the panels to be oriented to the highest point of loading. This gives fewer seams and less chafe than, for example, the old-fashioned cross-cut Mylar sails.

QUESTION: Are you saying that Mylar sails have undergone significant changes? Is, for instance, a '79 sail fundamentally different from an '86 model?

BROAD: Absolutely. We have had major changes in the way the cloths have been structured. Some of these have no woven fabric in them at all. The strength of the whole thing is straight in the Mylar. Exotics do make it more difficult to make a sail, but the end result, if the sail is con-



structed properly, is a lot faster.

There have been a few problems over the years with the fact that the cloth is stronger in the one direction, needing compensation for this in design. A lot of people have thus put time into such things as reinforcing around the battens, reef patches and strips over the sail. There are now many more steps in making the finished product. You can have a sail on the floor for as much as four times longer. With an old Dacron sail you cut it out, sewed it up and it would be finished. Now you've got to cut the panels, seam a little bit of it together, put it back on the floor, join it together, and so on. The whole sailmaking process is supposed to be easier, but it is not.

QUESTION: What about changes in the cloth itself?

BROAD: They used to make Kevlar with large threads across the cloth, which was the old 'fill' fabric. Now, with the advent of the warp-oriented fabric and the vertical cut sail, there are a lot more smaller threads closer to each other. So whilst the overall amount of Kevlar is similar, the handling characteristics of the cloth are a lot better (although the flexibility, in turn, can be a problem in making a 2-ply sail).

In some cloths I know of, if the cloth is oriented 6° off the woven direction, there can be a loss of 50% of strength. That is why you see sails with a lot of radials in the corners which are trying to keep the cutting at the allowable limits of the bias.

The next stage of Kevlar is coming, where they have maybe two layers of smaller Kevlar with a Mylar in between. In the near future you will be able to have a single ply No. 1 and No. 2 and a 2-ply No. 3, whereas you might before have had to go for some overkill with a 2-ply No. 2.

There are really so many things happening with cloth. For instance, they are making a Mylar thread spinnaker cloth for 12 Metres. These are for reaching where it is assumed that there is no 'collapsing problem' and the cloth is laid with the strength in the direction of the leech.

QUESTION: I suppose with all the computer-aided design you have, accuracy must be easier to achieve?

BROAD: Well, before we used to, of course, have to design our sails, the big boat ones especially, on a one-off basis. We now have a system where we can see a 3-D picture on a screen, rotate it as we like, decide that the chords in the sail are right, and put it straight out to a plotter or laser cutter. At our head office in

Marblehead they can now do this with whatever sails we like, with any type of cut, across or radial. Shortly, we will be able to put a sail on our computer in Sydney, dial up America, and they could cut the sail out for us.

QUESTION: The various sailmakers through their advertisements talk about their own special features and techniques with computers. Is there anything common coming into their work?

BROAD: I think that insofar as the ways of computers are common, the sails are also similar, just as car designs give about the same shape because the computer has said that the aerodynamics are similar. It comes down to the accuracy of the program you have. As long as it is flexible enough to incorporate the thoughts of the designer, you can come up with anything you like. With our current program you can refine the shape more than ever before.

QUESTION: What then has become of the traditional sailmaker?

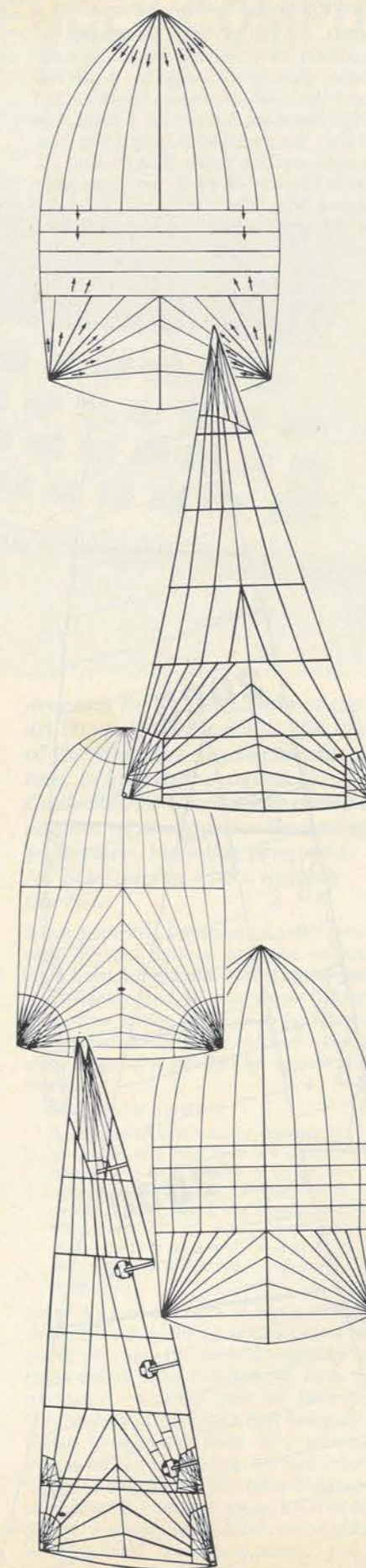
BROAD: I don't know that there are many left. One of the problems with developments is that, if you look at a photo in a magazine, it is relatively easy to copy the sails shown and the copy can look the same in terms of its outside profile. The shape might not be the same, but it looks similar from another boat. It is very easy for small companies to pick up on an idea and thus copy it. For example, the tri-star spinnaker was a Hood innovation; now we see plenty of such sails on the harbour, all with the vertical panels in the middle with other panels rocked all around. The smaller sailmaker here does not have to spend so much money in development. He just looks at a sail and goes and cuts one out. After all, to most people it will still look the same.

QUESTION: With modern materials, computers, etc., what has happened to craftsmanship?

BROAD: This is still there, of course. My partner, Ian Lindsay, and I were apprentices together some 18 years ago and spent a lot of good times with Joe Pearce, Peter Cole and Chris Bouzaid. Today, if there is a problem on the floor, it is easiest for me to simply go and solve it, as I have been doing all my working life. After all, the basis of a computer program is the human knowledge that goes into it. Everyone has a reasonable idea of what a sail should look like in the first place. You can have the best program in the world, but unless you have an inkling of what the sail is going to look like on the boat, it doesn't really mean anything.

QUESTION: Do you then contribute to the development of your corporate computer programs and give an element of Australian experience to them?

BROAD: Quite a lot. We have a constant feedback to America. We find here that, because it blows so hard, the way we construct sails helps the guys in the States a lot.



If the sail is stronger, the boat breaks, and vice versa. In the big boats, they first blew out their sheets, so they put bigger ones on. Then they blew the clew out, so this was beefed up. Then they blew the blocks off the deck. Turning blocks were made larger, giving a greater turning moment for the sheet. So the engineering and sailmaker kept on going in a circle with either the sail or the hardware breaking, whichever provided the weakest link.

QUESTION: I suppose there was some of this assistance in the recent 12 Metre championships which were sailed in some fresh weather?

BROAD: Absolutely. The 12 Metres, with their hi-tech, lightweight sails, found it difficult to keep these sails on their boats, a factor being, of course, that they don't reef when the wind goes from zero to whatever. We have found that the way we build maxi-boat sails, that ours do last a lot longer than a lot of overseas sails. Again, I think it is because we grow up with the amount of wind we have here. It can blow at 60 knots anywhere in the world, but it seems here that we have consistently more wind than other places. We therefore get used to making sails a lot stronger.

We have found at the same time that we can make our sails more simple than overseas. For instance, rather than zippers and eyelets in batten pockets, we just have a straight pocket and bolt the batten into it. This saves probably a third of the weight and has fewer vulnerable stitches in a spot where, especially in a Kevlar sail, you can get a hard spot where flexing can cause a break.

QUESTION: Are you making any sails for the 12 Metres?

BROAD: Most of the teams have their own sail loft which provide most of their requirements. We have made spinnakers for *Kookaburra*. The New Zealanders have Hood sails and the Americans a mixture. Teams will often get one of our sails to check out how it goes with their own work.

QUESTION: Any comments about the longevity of the new fabrics?

BROAD: When people think that their sails don't last as long as they used to, the sails are often, in fact, lasting double the time. This is because many club and ocean racers sail perhaps 50% more than years ago, what with more midweek races added to a more active weekend schedule — in effect, putting two racing seasons into one. While on this subject, we could mention that when you have a major blow-out with an exotic sail, you have probably an impossible repair problem at sea. But for

Cloth aloft

something smaller, such as, say, an 8' tear, the new fabrics with sticky back are probably easier to fix than before. Have in mind that, even with the older fabrics, not too many people could sew them too well anyhow.

There is one fundamental difference between the old and new. A Dacron sail will lose its shape and not quite fall apart. A Kevlar will hold its shape until it falls apart — meaning a sail is only good for its effective life. If a Dacron sail is used, once its been flogged to death, you might as well have a broken Kevlar. Its the same difference.

QUESTION: Does one draw from this that the modern sail is yielding a lot more work than critics would have us understand?

BROAD: In the racing sense, yes. In terms of 'times used', at the end of the line, the shape of a new sail will be much better than the Dacron. The 'disposable' thing about sails is not correct today. It is not often that a Kevlar will 'explode'. The biggest problem is that if you keep it up too long and then try to get it down, it will tend to flog more, which overtaxes it a lot. Such sails are so strong you can use them in a lot more wind than you should without damaging them, but eventually after a few times of this, the cloth can become weaker, and then, 'bang', it will go on you.

A fundamental area which needs understanding is that with the film farications of cloth, once the strength has been distorted, it is difficult to change back the shape by taking out the affected areas. Once it has been overextended, that is virtually the end of it. It was like the time when we only had that No. 3 up on *Vengeance* after we had broken the main with wear from the runner. In trying to get to the weather mark the breeze freshened by 20 knots. They kept winding the sail on, and it still looked good until finally it was well past its limit, and so it destroyed itself.

To take another such example. With an IOR mainsail, the load is up the leech and the strength of the cloth is up there. But when you put a reef in, if you pull the sail too much along the foot, the pressure is across the woven fabric where it lacks strength, and the sail could thus be destroyed by an over-zealous crew. With too much halyard tension the luff can be overtaxed, so that it is permanently distorted, even when it is first put up! To avoid this, we start off with the luff just tight and steadily hoist from there if need be. Obviously, there is a need for crew training here, for they must learn not to overadjust. At the same time, whilst there is this danger of overtaxing newer sails, they are somewhat easier to set and trim. As the shape is built into them, there is less adjusting needed in trimming them (as long as you don't overdo it in the first place). Unlike the Dacrons, you do not have to keep cranking them up and down to create a shape as it is already set there. So the old days of constant halyard trimming isn't so now.

QUESTION: What about sheet tension?

BROAD: You still have this. Sometimes the occasional crew member would think I'm a little blasé in trimming, for I can tell where the clew and block should be and do not, therefore, have to ask whether the sail is on the spreader, judging, then, from the deck position rather than looking up. That is the sort of thing you learn after years of sailmaking. Often it is things like this that you forget to say to people on a boat.



It does highlight one of the problems of sailmaking for me, for we are really in the business of making sails, not of teaching people how to sail boats. It is getting harder in this respect. We started as sailmakers, and now we are into mast tuning and organising boats for people.

QUESTION: When it is said that today's sails are faster, what is meant by this?

BROAD: Apart from the inevitable discussion on the quality of their shape, there are a couple of things to mention here. Firstly, they are easier for the crew in general to set up — I mean, anyone on the boat and not just a particular expert. The new sails offer a minimum of hassles because the shape is locked into the sail. There is thus less expertise required in setting it. The average trimmer can do a more acceptable job. The mediocre trimmer can still do a reasonably nice job. Whereas he would previously have to have had some knowledge to crank on a Dacron 6', the new sail needs 1', so he will be more effective with this narrower margin.

The sails are made for a certain wind condition and as long as this is adhered to and you have the sheet on or off as much as it needs to be, you will be somewhere right. This is, of course, not to denigrate the role of the top trimmer, but merely to make the point that the new sail is easier to set up for a reasonable performance than the older kinds.

QUESTION: A few words on the problems of sails and the breaking of deck fittings?

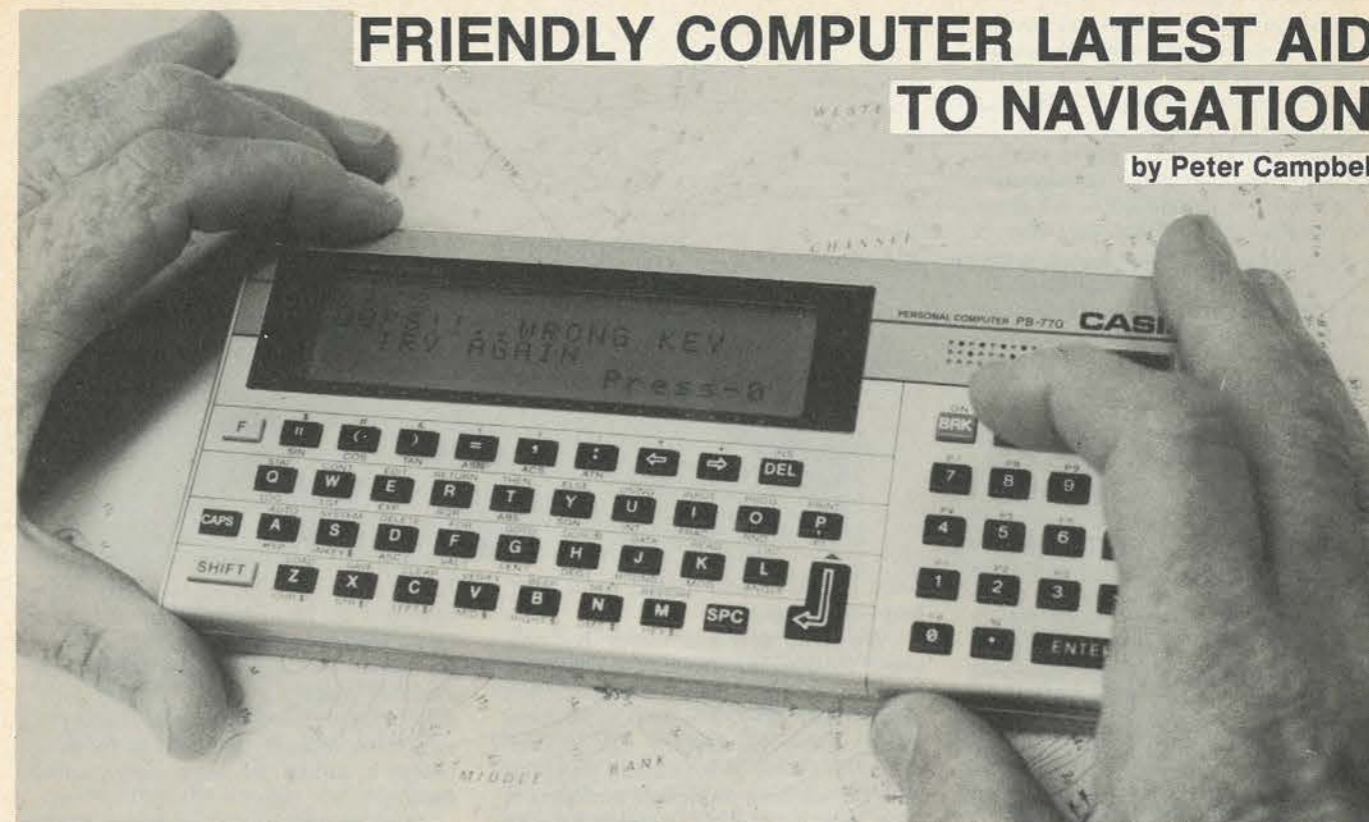
BROAD: Firstly, we have gone through the problem with parts of the sail that have to withstand the strength of the fabric, e.g. the clew. The techniques of making the sail stronger have thus been developed. The same thing applies to the boat builder, with the problem in realising the power of the wind against the sail. If the sail is stronger, the boat breaks, and vice versa. In the big boats, they first blew out their sheets, so they put bigger ones on. Then they blew the clew out, so this was beefed up. Then they blew the blocks off the deck. Turning blocks were made larger, giving a greater turning moment for the sheet. So the engineering and sailmaker kept on going in a circle with either the sail or the hardware breaking, whichever provided the weakest link.

QUESTION: In closing, would you talk a little more about the 'mast side' of things?

BROAD: The biggest problem we have here is that a new owner buys a boat, then he buys the internals, then the mast and lastly the sails. I mean, if there is something wrong with the rig it is us who has to alter the sails. If the mast is 6" too short it is not the mast maker who jacks it up, it is the sailmaker who shortens the sail. If the mast bends more than what it should and the runners cannot take out that amount of bend, well we have to recut. Hi-tech masts can be a hard part of the business. People ask us questions that should be asked of engineers, and we are not into that to such a degree. □

FRIENDLY COMPUTER LATEST AID TO NAVIGATION

by Peter Campbell



Yachting journalist Peter Campbell has no claims to being a computer wizard, or a navigator, but has found a 'friend' in his pocket-size Casio Personal Computer PB-770, aided by some ingenious programs devised by Gordon Marshall, who conducts the Cruising Yacht Club of Australia's navigation classes. 'For the yacht navigator we are now in the age of the 'friendly computer' ' Campbell says, himself using a PB-770 programmed by Marshall to help Campbell calculate and report the progress of yacht races.

There are now a number of Australians writing programs for hand-held computers. Some of these programs incorporate formulae that allow them, without the aid of the nautical almanac or tables, to compute fixes based on all of the 58 navigational stars, the sun, the moon and the major navigational planets (these have been previously reported in *Offshore*).

Gordon Marshall was one of the first to get into the game of navigation programs for yachtsmen; he conspired with ex CYCA Commodore Joe Diamond and other mathematical wizards to produce the first advanced celestial

program for the then state-of-the-art Hewlett-Packard 41C, the first of the alphanu-meric calculators. In his latest program for the Casio PB-770 Gordon has added a number of routines for the racing yachtsman, including programs for determining who's winning the race.

Since man first began sailing the seven seas, beyond sight of land, the sun and stars have guided him across the oceans to new lands and, in most cases, brought him home safely. His 'aids to navigation' have developed from a notched sighting stick to today's satellite navigation systems.

As Bowditch puts it:

Navigation is the process of directing the movement of a craft from one point to another. To do this safely is an art. In perhaps 6000 years — some writers make it 8000 — man has transformed this art almost into a science, and navigation today is so nearly a science that the inclination is that was it ever anything else.

From the earliest days of navigation by dead reckoning, the art of navigation has developed slowly, marked probably by three major leaps forward for man the navigator. It was not until the 16th century voyage of Magellan that navigation began to take the form of a science. When he sailed in 1519, his equipment included sea charts, parchment skins to be made into charts en route, a terrestrial globe, wooden and metal theodolites, wooden and wood-and-bronze quadrants, compasses, magnetic needles, hour

glasses and 'timepieces', and a log to be towed astern.

The famous 16th century navigator had crude charts of the known world, a compass to steer by, instrument by which he could determine latitude, a log to estimate speed, certain sailing directions and solar and traverse tables. The huge obstacle yet to be overcome was an accurate method of determining longitude.

Little is known today of the timepieces carried by Magellan, but surely they were not used to determine longitude. In fact, it was not until 200 years later that the chronometer began to emerge. With it, the navigator for the first time was able to determine his longitude accurately and fix his position at sea.

Thus the three voyages of James Cook of the Royal Navy, in the Pacific between 1768 and 1779, may be said to mark the dawn of modern navigation. By the time Cook began his explorations, astronomers had made great contributions to navigation and the heliocentric theory of the universe had led to the publication of the first nautical almanac. Charts had progressed, the compass had become more reliable, speed through the water could be determined more accurately. Most important of all, the first chronometers were being produced and with them the modern sextant.

The voyages of Cook and the other great navigators of his day served not only to open up the Pacific but also enabled great accuracy of plotting the course of their vessels and in charting

Friendly computer

previously unknown waters and lands. The era of accurate celestial navigation had begun, a science that is still the basis of trans-ocean voyaging, whether it be by great ship or small yacht.

Almost another two centuries were to pass before another major development in the science of navigation — the age of the computer chip. From the time of Cook until little more than a decade ago, celestial navigation had remained a complex science and art, an almost mystical operation requiring the use of almanacs and tables combined with lengthy arithmetic to convert sextant angles to accurate plots.

Over the past 20 years we've seen, firstly, the hand-held calculator, and subsequently, the hand-held computer, become part and parcel of the navigator's equipment at sea. Over the past decade specialised hand-held computers have been developed specifically to assist with celestial navigation, with inbuilt programs containing complex tables and other information. We've seen machines from Tamaya, Hewlett-Packard, Texas, Sharp and others successfully adapted as an aid to celestial navigation and other navigation problems.

Even more dramatic has been the influence on sea and air navigation of man's contribution to the celestial bodies — the commercial satellite. Satellite navigation has been successfully adapted to the navigation systems of small craft, along with other computer-linked information for the yachtsman, and in the past four years these new systems have been permitted to be used in yacht racing. Satnav in Australian and New Zealand waters, the Loran system in the Northern Hemisphere, have given a new meaning to navigational aids for the yachtsman, whether in cruising or racing.

But Satnav is expensive and not infallible, depending on battery power to function — as the crew of *Drake's Prayer* found soon after the start of the last AWA Sydney-Hobart Race. As they turned out of Sydney Heads, the power failed — no satnav. The navigator, however, a man of the old school, had with him in his sailbag his trusty sextant and a Casio PB-770 computer, programmed for celestial navigation by Gordon Marshall, Rear Commodore of the CYCA and an Australian who has been a pioneer in the programming of hand-held computers for navigation. *Drake's Prayer* found Hobart and provisional first place — until that controversial protest.

In the Casio PB-770, and in other similar hand-helds with an extended, four-line display, navigation has taken another step forward — to the era of the 'friendly computer'. As Gordon Marshall says, the breakthrough in the use of the hand-held computer as an aid to navigation came when the first alpha-numeric calculator was produced — a unit that



could deal with and display both numbers and letters.

'We could now add words to a program written for celestial navigation,' Marshall said at a recent demonstration of the Casio PB-770 to Middle Harbour Yacht Club's Navigator's Club. 'Then came the ability of expanding programs with the addition of module packages to such machines as the Hewlett-Packard 41CV. We could expand the capacity to 5000—6000 bytes, but the problem still arose in compressing our programs. Just by chance I was in Port Vila, and looking through a camera and electronics store I saw this Casio machine with a much larger display window than my HP41CV. The HP offered a display of 12 digits only, the Sharp 24, but this Casio had a display of four lines of 20 characters each, and it cost only \$280.'

Marshall bought the Casio and began working on changing the programs he had written for the HP41CV into the Basic language employed by the Casio. The larger graphic display was not the only advantage; by adding three memory modules, the capacity of the computer could be increased from 8000 to 32,000 bytes. But most of all was the fact that here, in a unit small enough to fit into your pocket, which would sit easily on a navigator's table at sea, was a hand-held computer which could talk back to the user, prompting him on the programs available, chiding him for a mistake was made in entering information. Here was a computer that did away with the need for paperwork.

Anyone who has used a calculator or a computer on a yacht which is in a sea-way knows how easy it can be to punch in a wrong figure by mistake — and not to find the error until the end of the calculation. Not so with the Casio; hit the wrong key and, in some cases, back will come the comment 'The input seems wrong!!', and the machine will ask if you want to continue or amend your input.

Comparing the Hewlett Packard 41CV (now the CX) with the Casio, Marshall

has this to say: 'The HP is in the Volvo category of hand-held computers, the Casio is in the Holden class, but in value for money the Casio is better. It has these valuable assets: a bigger display window; a larger memory capacity; and you only need ordinary penlight batteries to power it, unlike the more sophisticated units.'

'Also, if you are not using the Casio for a long period, you take out these batteries and the program will still be retained in the memory for more than two years.'

Perhaps the most attractive aspect of the Casio PB-770, being in the Holden class of computers, is its price. At the full retail price, the PB-770 and one module will cost around \$600. If you are going to Hong Kong, Gordon can give you the address of a place where you can buy one with one additional memory module for less than \$300. If you want to spend more money, then you can pay \$600 or so in Hong Kong and buy a unit complete with a printer — only recommended for navigators in maxi yachts.

So let's look at what Gordon Marshall has programmed into this remarkable little computer for the navigator on a racing yacht.

Turn it on and the display reads 'Ready PO'. Press PO and up comes the menu which might read:

- | | |
|------------------|---------------------|
| 0 — Celestial | 4 — Vertical Height |
| 1 — Sailings | 5 — MPH |
| 2 — Wind Vectors | 6 — VMG |
| | 7 — Others |

Press O and up comes your celestial program, ready for the navigator armed with sextant and multi-sight form (sun, moon, stars & planets) specially designed for use with electronic calculators — which is about all the paperwork the navigator will need (see illustration).

Your friendly computer will ask the questions and watch answers to see if you make an error in input. 'Height of eye in feet?' will come the first question on the display, followed by 'D.R. Latitude?'

MULTI-SIGHT FORM						
FOR USE WITH ELECTRONIC CALCULATORS						
ISUN, MOON, STARS & PLANETS						
DAY & DATE: MONDAY 28/12/81						
HEIGHT OF EYE	1	2	3	4	5	6
D. R. LATITUDE	37.04	SAME →				
D. R. LONG	150.20	SAME →				
SIGHT No.	1	2	3	4	5	6
TIME (G.M.T.)	17.4642	17.4905	17.5119	17.5429	17.5650	17.5910
SEXTANT	17.19	13.42	33.531	11.089	40.45	14.58
OBJECT	RIGEL (11)	ACHERNAR (5)	PROCYON (20)	ARCTORUS (37)	REGULUS (26)	ANTARES (42)
DATE (G.M.T.)	27.1281	SAME →				
PREDICT ALT.	17.13	13.38	33.51	11.16	40.49	15.03
CALC. ALT.	17.075	13.309	33.466	11.078	40.448	14.561
INTERCEPT	5.6	4.3	2.3	-6.6	-3.7	-4.5
AZIMUTH	272.6	205.3	310.1	55.2	355.1	112.0
OBSVD POSITION	LAT. 37.072		LONG. 150.12.9		ERROR 0.7 MILES	
DISPLACEMENT	6.5 MILES (from Dr. 1)		TIME SINCE LAST FIX 8.00		CURRENT 0.8 241	

tude? D.R. Longitude? Sight No.? Time (GMT)? Sextant? Object? Date (GMT)? After entering the data, the computer tells you 'COMPUTING', and then back will come the answers, in latitude and longitude, so there is no need for plotting.

Aside from the straight out position determination, the navigation programs include sailings (either Great Circle or Mercator (DR); Vertical Sextant Angle (for distance off calculations). Of specific interest to racing navigators are: VMG (velocity made good) including computation of likely speed improvements on a given course change; Wind Vectors (apparent and true wind, tacking/gybing angles (e.g. spinnaker pole angles on the next leg); MPH (minutes per hour, the time you give another yacht according to your TCF under time-on-time handicapping); Corrected Time (calculation of the result of a race, giving each yacht's elapsed time, corrected time and the time a lower rating yacht must finish to win).

Gordon's own PB-770 also includes his special program for IOR measurement of yachts, while the programs he has done for me are for progress reports and results of major yacht races. In fact, the Casio PB-770 can produce the same information that is available from one of the large on-line computers used by

AWA to compute the progress and results of the Sydney-Hobart. Its limitations are in printing and sorting of yacht places.

My menu for various races ex-Sydney includes the Hobart, Southport, Lord Howe Island, Mooloolaba, Noumea and Vila. Take the Sydney-Gold Coast Race. Press 1 and the display reads 'Sydney-Southport. Start time? DD.HHMM = '. My input is: '16.1400 (1400 hrs on August 16th). Hit return, and the computer asks 'Time at Southport? DD.HHMMss (or 'O-Run') = '. Say I want the position of *Apollo* at the 0600 position reports on the second day of the Race. I pres O—Run, and the display asks 'Sked Lat.? DD.MM = '. My answer is '32.45'. Next question is 'Sked. Lon.?? DDD.MM = '. My answer is '152.152'. Next question: 'Sked Time? DD.HHMM = '. My answer is '17.600'. But the computer comes back and says 'The input 600 seems to be wrong!! Continue-1 Amend-0'. Obviously I missed the '0' in '0600'. Hit 0 to amend, and key in '0600'.

Next question: 'IOR.TCF? NNNN (O-Run) = '. *Apollo's* TCF is 1.0526. Key in. Next question: 'Arb.TCF? (or O-Run)'. But as *Apollo* is not in the Arbitrary Division of the race, I reply '0' and the friendly computer tells me it is computing. Back comes the answer quickly. □


Apollo still has 298 miles to sail to Southport, and the computer tells me she has averaged 5.04 knots in 16 hours since the start of the race. The computer also gives her IOR speed as 4.79 knots and at the end of the complete calculation the yacht with the highest IOR speed is leading the fleet on corrected time.

At the end of the race, when *Apollo* has crossed the line, the same program tells me how to calculate her elapsed time and corrected time, along with her average speed and IOR corrected speed.

Gone is the need for the navigator to carry extensive tables — the Casio PB-770 holds an almanac for calculations based on 58 stars and the sun which is good up until the year 2000.

So, while you might have a satnav aboard your yacht, never forget that a power failure or a dismasting might deprive you of that particular aid to navigation. A sextant and a Casio PB-770 is not much extra weight in the navigator's bag on any yacht.

For me, it's made reporting of yacht races more informative and more accurate, and at times I can work out positions and results quicker than a multi-million dollar computer, for my outlay \$282. All thanks to my friend the Casio PB-770 (and, of course, to Gordon Marshall). □



'Yachting Collections'

Dinner

Friday 26 September 1986


Male and female après-yachting gear

Local Models

Pre-dinner cocktails at 7.00 p.m.

\$25.00 per head

Book a table for yourself and your friends



PASSAGE TO NEW CALEDONIA

The 1987 Club Med Australia—New Caledonia Race by David Colfelt

Since the earliest times when European explorers first sent home, from the South Pacific, tales of turquoise waters and sandy desert isles, the allure of tropical paradise has been irresistible — easy enough to understand for anyone who knows what a drizzly winter is like in northern Europe. But the seductive appeal of palm trees and sparkling lagoons seems equally infectious to Australians, many of whom enjoy the world's most equable climate.

Coral waters right around the world all have a special magic — to start with, the iridescent, blue-green colour of the sea over coral sands. The frequency of this light literally pierces the retina, and it does quasi-erotic things inside the human brain. Coral reef life is more or less similar around the globe, and we in Australia are blessed with some of the world's most breath-taking coral scenery, and we have the world's most spectacular barrier reef. Why, then, do we ever travel afar to look at someone else's coral or to lie on someone else's beaches?

The answer, of course, is to experience something different, a different culture with all its trappings — food, dress, people, customs, language. The lure of the unfamiliar.

In the case of sailors who are able to take *themselves* to distant shores, there is the added allure in the challenge of getting there and the thrill of making a landfall after an ocean passage.

All of this is the *raison* behind the passage race, a phenomenon in ocean yacht racing that has been developed to a relatively high art form by the Cruising Yacht Club and its energetic passage Race Director, Peter Rysdyk. We have raced to Noumea, Vanuatu, Rio. The logistics behind such races entail a staggering amount of work and planning, but the rewards seem to be there and the fleets grow year by year. Passage races are probably the ultimate form of adventure travel, offering challenge and, at the end, relaxation, camaraderie, and the experience of exotic culture.

1987 Club Med Australia—New Caledonia Race

Next May, the most popular passage race of all is on again, the seventh since the inaugural Sydney—Noumea Race in 1953. The race takes competitors north-east across the Coral Sea with, on probabilities, fresh south-east trade winds on the beam the whole way. The race terminates just inside the barrier

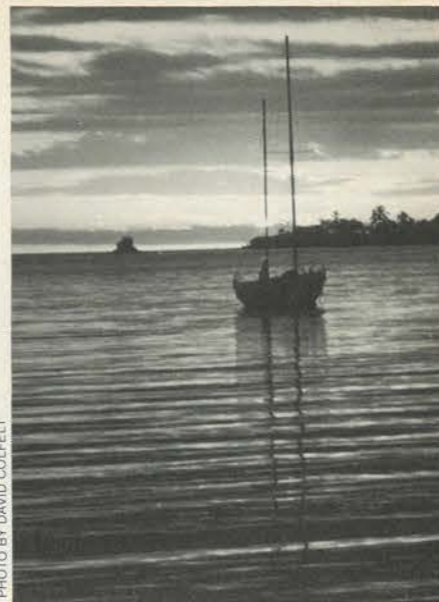


PHOTO BY DAVID COLFELT

reef that surrounds much of New Caledonia, the second largest island in the South Pacific. Its capital, Noumea, has been called 'a little bit of France in the Pacific', and the French culture imparts to this oceanic country, which is in fact French territory, a rich infusion of the best things that the French have given the world — their language, their cooking, their wine, and their *savoir faire*.

The last Australia—New Caledonia Race, in 1985, was cancelled at the last minute because of political unrest which had seized New Caledonia; it was over the issue of independence from France. France has had a change of Government, and if the result of the



PHOTO BY DAVID COLFELT

The Chateau Royale in Noumea offers tennis (11 floodlit courts), squash (3 courts), archery, a complete range of beach and aquatic activities including Hobie Cats, windsurfers and Lasers, aerobic exercise classes, table tennis, computer workshop. It enjoys a fabulous, private position on a beach by the still waters of Anse Vata, a little bight at the southern tip of the Noumea peninsula, protected by the barrier reef that surrounds the island.

most recent elections in New Caledonia (September 1985) are an indication, most New Caledonians do not want independence. The 80% turnout in the 1985 election showed that 61% of voters are against independence and only 39% for it. In any event, there seems to be a feeling on both sides of the fence that political disruption isn't a good way to go about anything, and from all indications everything on the island is now back to normal, in spite of some reports in the Australian press to the contrary. For anyone who needs more convincing, the following exchange between a reporter and one of the Australian Consuls in Noumea, Meredith Schroder, should put the matter to rest.

Reporter: *What would you say, at the moment, to anyone in Australia who is contemplating a visit to New Caledonia and perhaps is a bit worried about the possibility of violence . . . they'd read in some of the press reports. What would your advice be to these people?*

Consul: *I'd tell them not to believe the media. What they have read up to now, say, for the last six months, has been more or less incorrect. I've only been here six months, but my impression of the security situation is . . . well, it's a very nice place. Even personal security . . . I think it's probably safer here than it is in Sydney.*

The 1987 Club Med Australia—New Caledonia Race promises to be biggest

ever, with four entries already having been received from the host club in Noumea, the Cercle Nautique Calédonien (CNC). It will start on May 31.

Club Med, a sporting sponsor

The major sponsor of the race is again Club Méditerranée, or Club Med as it is usually abbreviated, the most successful international company in the world in the field of holiday packages. Club Med has one of the finest tourist facilities in New Caledonia, the Chateau Royale, in probably the finest location, right on the beach beside the sheltered waters of Anse Vata (*Anse* means cove, or bight). Club Med's name comes from Mediterranean Sea, where it was created in 1950 by a former member of the Belgian Olympic swimming team, Gerard Blitz. He and a group of friends founded a small, private holiday club and sports association, where members shared the chores of cooking and cleaning and also shared any profits that were left over. The club grew until it was obvious that some sort of formal structure and full-time employees would be necessary.

Today around the world there are over 100 Club Med 'holiday villages' as they are called, and the name bespeaks the fact that every attempt has been made to maintain the informal, personal flavour of the private club. There are no telephones, no TVs, no tipping and no extras.

Club Med is currently looking for a suitable site in Australia for a 'sea and sun' village — probably on the Queensland coast in the Noosa—Coolangatta area. The new \$25 million resort, which it is hoped will be operating in mid 1988, will have the customary inter-

The vibrant blue waters and shimmering white sands of the tranquil Ile Amedée.

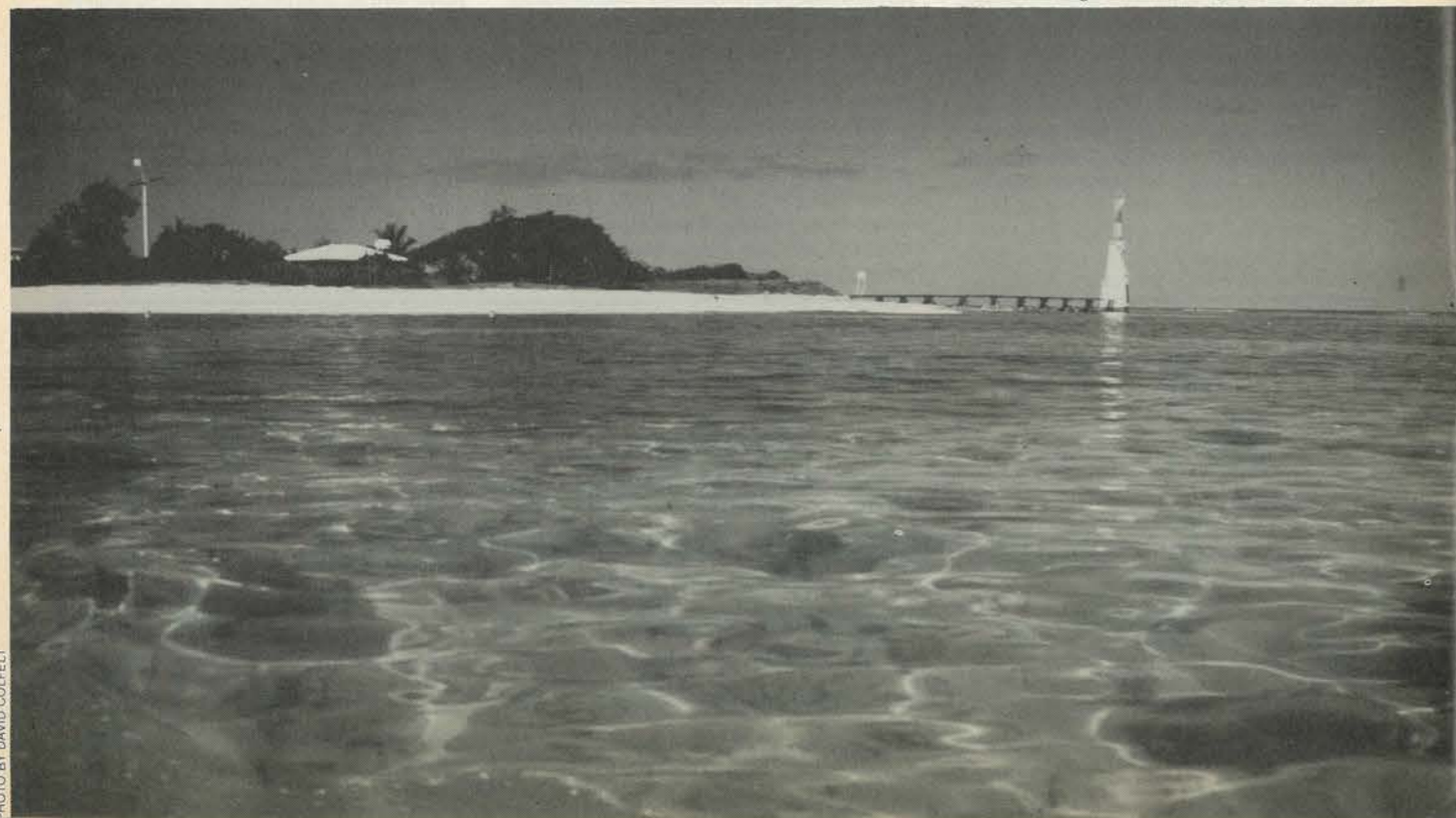


PHOTO BY DAVID COLFELT



PHOTO BY DAVID COLFELT



PHOTO BY DAVID COLFELT

national team of G.O.s [see inset box, 'The Club Med holiday'] and will be a most welcome addition to the tourist facilities in Queensland.

The Race

Once again it appears that the French navy will be providing an escort vessel for the Race. Participants will finish just

inside the reef after going through the Amedée Passage. Berthing at Noumea will be at the CNC in the Baie de Citrons, where there are over 500 yachts tied up at the club's marina.

Race Director Peter Rysdyk is laying plans for a cruise in company to the Ile de Pins (Isle of Pines), an unspoiled island 26 nautical miles south-east of the main

island which has some beautiful anchorages and which offers an opportunity to explore its glorious palm-fringed beaches, to go diving (there is even a superb freshwater cave dive in the middle of the island), or just to relax.

Good-natured people

The French explorer Bougainville may have been the first European to see New Caledonia, or perhaps to suspect that there was land there, in 1768, but it was Capt. James Cook who planted the English flag there in 1774. Cook approached the island and picked his way through the barrier reef via the Amoss Pass at the north-east end of the island, and he proceeded to Balade where he found the Melanesian inhabitants to be very friendly. He wrote in his log:

We were to expect nothing from these people but the privilege of visiting their country undisturbed, for it was easy to see that they had little else but good nature to spare us. In this they exceeded all the nation[s] we had met with, and although it did not fill our bellies, it left our minds at ease.

Cook noted that this land was not as

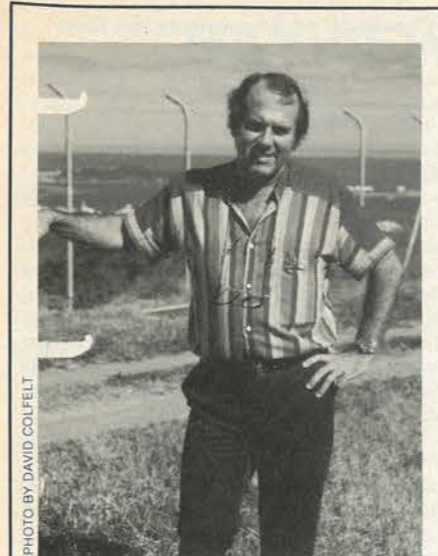


PHOTO BY DAVID COLFELT

Henri Pesnel

Henri Pesnel is the director of Noumea-radio (call sign FJP Noumea), a station which under Pesnel has progressed from being a limited coast station for local maritime traffic to playing an important part in the South Pacific international network, a role thrust upon it by the advent of large passenger cruise ships which now call regularly at New Caledonia. It is a known fact that the French are fiercely proud of their language, and bi-lingualism is by no means universal in New Caledonia. However, Pesnel has gone out of his way to be accommodating to yachtsmen and the station will, on request, read weather forecasts in English. If speaking English with FJP, speak SLOWLY — a good tip when using English anywhere in the islands.

FJP now has modern synthesised transceivers and offers a complete range of local and international radphone facilities. The 4 MHz working frequencies are not the same as those used in Australia (they are, in fact, the Channel 404 frequencies, 4702.3 ship transmit, 4366.7 ship receive, used for example, by Brisbane and Townsville OTC Coast Radio Stations, for radphone calls. But Pesnel says that he is happy to accommodate the needs of visitors and, with his synthesised equipment, can dial up any frequency required. At the end of 1986 Noumea radio will be installing two new VHF channels for local and international radphone calls — channels 26 & 27 — and because of the elevated position of the station and its 35 m antenna, you should be able to call home from most places in the local area.

physically bountiful as some others he had seen, it was less cultivatable, there was less growing, and there were lots of barren rocky mountains. The inhabitants had not the least knowledge of dogs, or cats, or goats or hogs, and they had no names for them. They made crude canoes with outrigger and two sails, foresail and mizzen, which were made of woven matts, and they sculled

these when there was no wind.

Failing to find a way around the island by proceeding northabout, Cook turned the ship and sailed the length of main island outside the reef on the east side. From this distance the crew could just make out giant objects — 'an elevation like a tower' — and 'several more appeared on different parts of the coast to the west and so numerous that they looked not unlike the masts of a fleet of ships'. Cook noted that among the crew



PHOTO BY DAVID COLFELT

The Isle of Pines is for those who wish to escape the bustle of civilization.

were various opinions and conjectures about what they were, these thick clusters some 200—300 ft high, very much resembling a large body of rocks with very thick spiral tops.

They were, in fact, massive pine trees, now known as *Araucaria cookii* or *Araucaria columnaris*, and because Cook also saw them on the island off the south-east end of the main island he named it Isle of Pines, which the French call today Ile des Pins (the Melanesian name for it is Kunie). This was one of only two places in the South Pacific where Cook found trees that would



PHOTO BY DAVID COLFELT

The new (1983) Surf Novotel and Casino Royal, Anse Vata, Noumea. This luxurious hotel offers rooms with private balcony, air conditioning, colour TV and direct dial telephone for local and international calls. The restaurant offers excellent French cuisine, and afterwards you can wander into the seductive atmosphere of the casino to try your hand with lady luck.

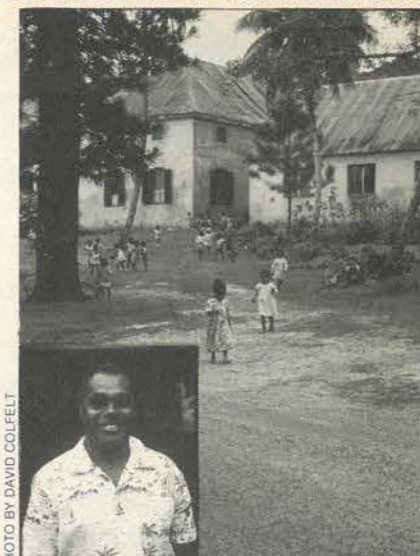


PHOTO BY DAVID COLFELT

Children liberated from school, Ile des Pins, New Caledonia. (Inset) High Chief of the island, Hilarion Vendegou, says 'The Isle of Pines has long been a tranquil destination, and we intend to keep it that way'. The island is building tourism without sacrificing its traditions or its peace.

make excellent spars for a ship (New Zealand was the other). Although there are still pine trees growing on Kunie, there are none today of the massive proportions which Cook described.

Cook saw smoke rising from the land at different places over the entire length of the island, indicating that it was inhabited throughout its length.

The French annexed New Caledonia in 1853 and it became a colony, although they had some difficulty in encouraging new colonists to take up land in the face, now, of native hostility over land tenure. The discovery of nickle in 1863 started a 'goldrush', there were native uprisings, the worst in 1878, and New Caledonia became an Overseas Territory within the French Republic in 1959.

THE CLUB MED HOLIDAY: A UNIQUE CONCEPT

The success of Club Med has been that the organisation foresaw new trends in society and adapted to them — the trend towards 'doing' rather than 'vegetating' holidays. Over the years the Club, with its holiday packages, has emphasised sports and has melded this with an environment specifically adapted to leisure. Its trade mark is the 'vacation village'. Life in the village revolves around a unique concept of human relations in the resort environment; the staff becomes indistinguishable from the guests (except, perhaps, that they are generally fitter and easier to look at). Called G.O.s (which stands for *Gentil Organisateur*, or 'nice/gentle/kind organiser'), they are office workers, sports instructors, activities co-ordinators in the village. They make sure everything is running smoothly and that everyone has a good time. They live in the villages 24 hours a day. G.O.s represent a wide mixture of nationalities, and for them Club Med is more an adventure than a vacation. After six months at one village, they will move on to another within the Club Med organisation — a great way to see some of the world. Visitors to Club Med holiday villages are called G.M.s — *Gentil Membres* — nice members. G.M.s and G.O.s share day-to-day life together doing the same things, eating together, living in the same environs. The G.O.s are at guests' service, without being their servants. The G.M.s are not customers, but guests. This unique atmosphere is perhaps a good example of gallic *savoir faire* and suggests that Club Med's founder, Gerard Belitz, was a man of some insight.

Another feature of holiday villages and their 'club' atmosphere is the almost total absence of money in circulation. To avoid concern about money, Club Med invented a

package with everything included and paid for before departure — all activities, accommodation, meals, table wine and transportation. There is no tipping. Drinks at the bar are paid for with pop-beads, worn like a necklace, that you acquire from a hostess in exchange for your signature.

At the Chateau Royale in Noumea, meals are nothing less than you would expect them to be — in this little bit of France. Breakfast and lunch is buffet; delicious and copious describes the quality and variety, and *savoir faire* is the term for presentation and preparation of all the meals — a far cry from the coldcuts and dressing-less salads that are unhappily so often the fare at some Australian resorts. Wine (red and white) is provided free with lunch and dinner.

Every evening after dinner there is a show in the theatre, once again put on by the G.O.s, who display an amazing — in some cases almost professional — degree of talent in dancing, coreography, singing, mime. On some occasions G.M.s join in and put on the show for the evening.

Freedom of choice is central to Club Med holidays; with villages in many countries and in various idyllic settings, the Club offers a wide choice of activities: sports, computer workshops, arts and crafts, etc. Each person's holiday is different, depending upon expectations and wishes. Villages are designed to allow free and informal relationships; everyone can either be alone or can socialise, whichever seems best.

The Club Med concept has proved very popular amongst Australians, where there is a 33% repeat factor (one third of all people who have a Club Med holiday go back for another, either at the same or at another holiday village).

New Caledonia at a glance

Location: New Caledonia consists of one large and one small island plus the Loyalty and Huon Islands Groups. The main island is cigar-shaped lying on a NW/SE axis between 19—23° south latitude and between 163—168° east longitude. The main island is 221 nautical miles long and about 25 miles wide. The capital, Noumea, is 1967 km approximately NE of Sydney, 1860 km NW of Auckland and 1260 km SW of Nadi, Fiji.

sioner who is responsible for national affairs such as defence, foreign affairs, overseas trade, foreign exchange. New Caledonia is broken up into four Autonomous Regions each with its own Regional Council which looks after local affairs, such as economic development and education. Regional Councils each have a President, and the four Presidents of the Regional Councils sit on the Executive Council which advises the High Commissioner. The 46 Members of the Regional Councils make up the Territorial Congress, a deliberative body. The last elections were held in September 1985. Melanesians hold a majority of seats in three of the four Regional Councils and Europeans hold the majority of the most populous (Southern) Region, which includes Noumea.

Business hours: 7.30 a.m. to 11.30 a.m. and 2.00 p.m. to 5.30—6.00 p.m. Shops all close for lunch.

Climate: Sub-tropical with little variation in temperature throughout the year. December—March is the wet season with warm humid weather; April—November cool and dry.

Economy: Based 90% on high-quality nickle ore which is smelted locally; 1.5 million tonnes of ore is exported annually to Japan; Australia is currently negotiating

What to do while awaiting the fleet

Those who fly to New Caledonia to meet the yachts will have plenty to keep them busy besides the obvious holiday diversions at Club Med. For starters, New Caledonia benefits from what the French have learned over centuries about cooking and wine; fine meals, served with continental elegance, are available from a number of establishments — to take two examples, at Le Berthelot (13 Rue des Despointes) or at the Surf Hotel. (Flourishes such as a salad of finely shredded lettuce with a delicate vinaigrette dressing and a blob of succulent warm goat cheese in the middle (sounds crook, but it's delicious!) makes dining out an adventure.)

Everywhere you will encounter fresh French bread, croissants and cheeses. A pleasant way to greet a crew when they arrive might be a present of a basket of bread and cheese with some French reds to wash them down (there's a marvellous selection of wines at Sodival S.A., on the road to town from the Club Med). If you feel like a trip to a coral island to work up you tan, Christine and Jack Owen take excursions on their MV *Samarato* Amedée Lighthouse (including lunch). Or, you can now hire a new Beneteau yacht from Noumea Yacht Charters.

Shopping in Noumea is excellent if you're looking for locally made shell and coral jewellery, handicrafts or beautifully painted *paréos* (sarongs). Duty free is, however, somewhat mythical; while there is an excellent selection of French perfumes and leather goods, the duty-free prices (especially when converted to \$A) are not low, and you can buy the common brands of perfumes, liquor and cigarettes much cheaper on your way back into Australia at the duty free store before you go through immigration and customs. □

supples of ore for our Greenville smelter, north of Townsville. Tourism is the second most important industry, which has suffered greatly due to the political disturbances of 1984-85. Tourism is now starting to recover.

New Caledonia has a small domestic market without much high-technology industry; labour costs are high — higher than Australia, with minimum wage \$1000 a month.

Local time: GMT + 11 hrs.

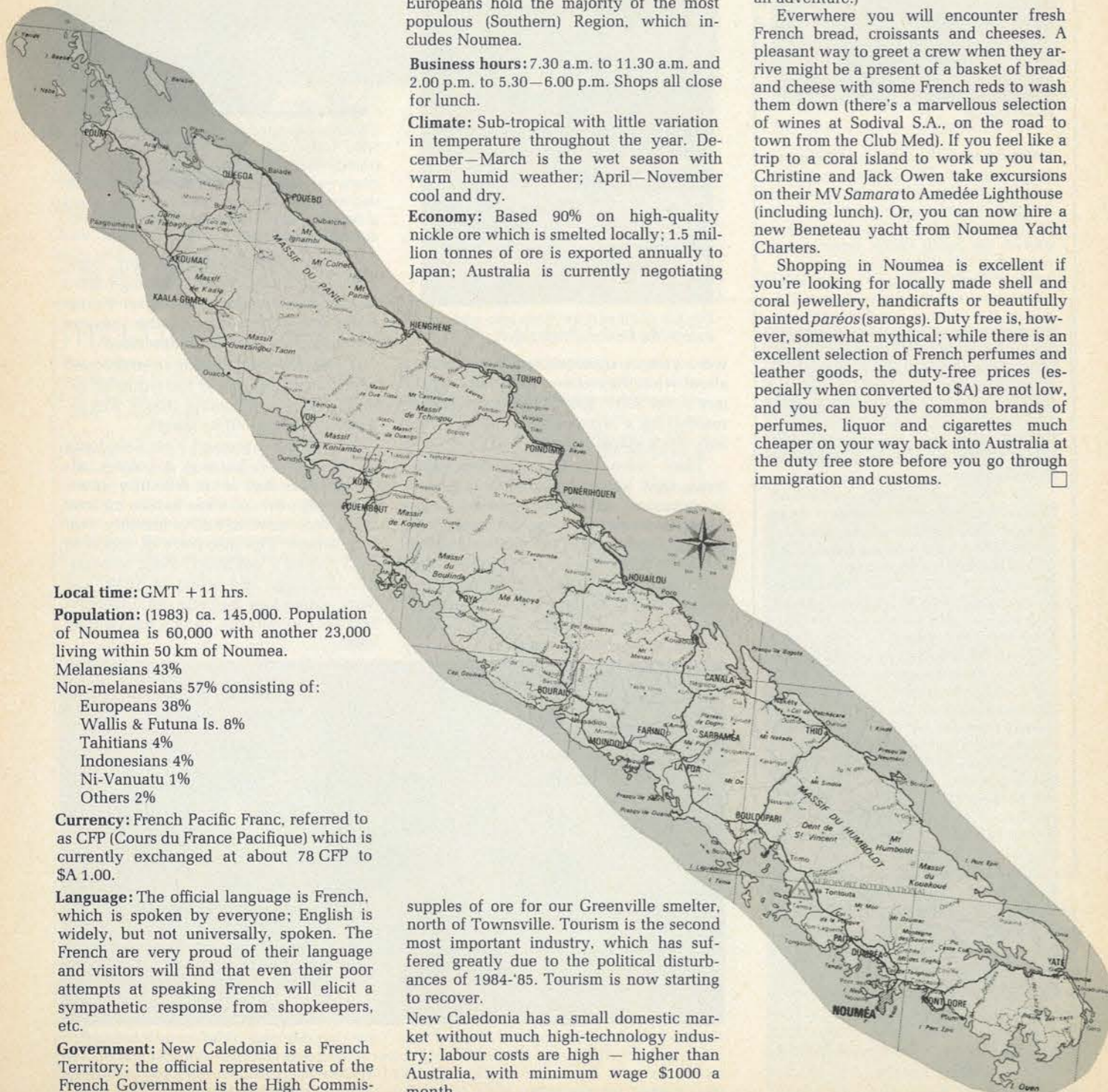
Population: (1983) ca. 145,000. Population of Noumea is 60,000 with another 23,000 living within 50 km of Noumea. Melanesians 43%

Non-melanesians 57% consisting of:
 Europeans 38%
 Wallis & Futuna Is. 8%
 Tahitians 4%
 Indonesians 4%
 Ni-Vanuatu 1%
 Others 2%

Currency: French Pacific Franc, referred to as CFP (Cours du France Pacifique) which is currently exchanged at about 78 CFP to \$A 1.00.

Language: The official language is French, which is spoken by everyone; English is widely, but not universally, spoken. The French are very proud of their language and visitors will find that even their poor attempts at speaking French will elicit a sympathetic response from shopkeepers, etc.

Government: New Caledonia is a French Territory; the official representative of the French Government is the High Commis-



BAYVIEW SYDNEY TO SOUTHPORT CYCA'S SECOND HOBART RACE?

Record entries for an inaugural event

by Alan Brown

The Bayview Sydney to Southport Sprint. Or will it be? As we venture into the first Bayview Harbour Gold Coast Race with what is a record fleet for an inaugural event — over 90 entries — there is debate as to whether it will be a running/reaching sprint or a bash to windward. There are many theories and forecasts, but one thing is certain: sailing north has got to be a whole lot better than sailing south, and the faster you can do it the better.

For many years yachtsmen have been by-passing Southport because of the dangerous bar that has existed at the entrance to the Broadwater. With an expenditure of \$40 million, the Queensland Government has built a new entrance that is designed to provide an all-weather safe passage that is dredged to eight metres. However, the Queensland Department of Harbours and Marine has issued a warning to boatowners that they should always exercise caution when approaching and passing the seaway, particularly on ebb tides. Approaching the entrance from the south is considered quite safe, but due to sandbars on the northern side of the seaway, extra care should be taken when making an approach from the north-east.

The Southport Seaway (the official name of the new entrance) has given the 40-year-old Southport Yacht Club the potential to become one of the lead-

ing offshore IOR clubs in Australia. With a modern 264 berth marina facility filled with some good quality yachts, and Geoff Gale as full time sailing secretary, the club is poised to make its mark in Australian yachting. The SYC has already produced an international winner in *Gold Coast Express*, which won every race in its class at the 1980 Pan Am Clipper Cup series, as it was then called, in Hawaii (now the Kenwood Cup).

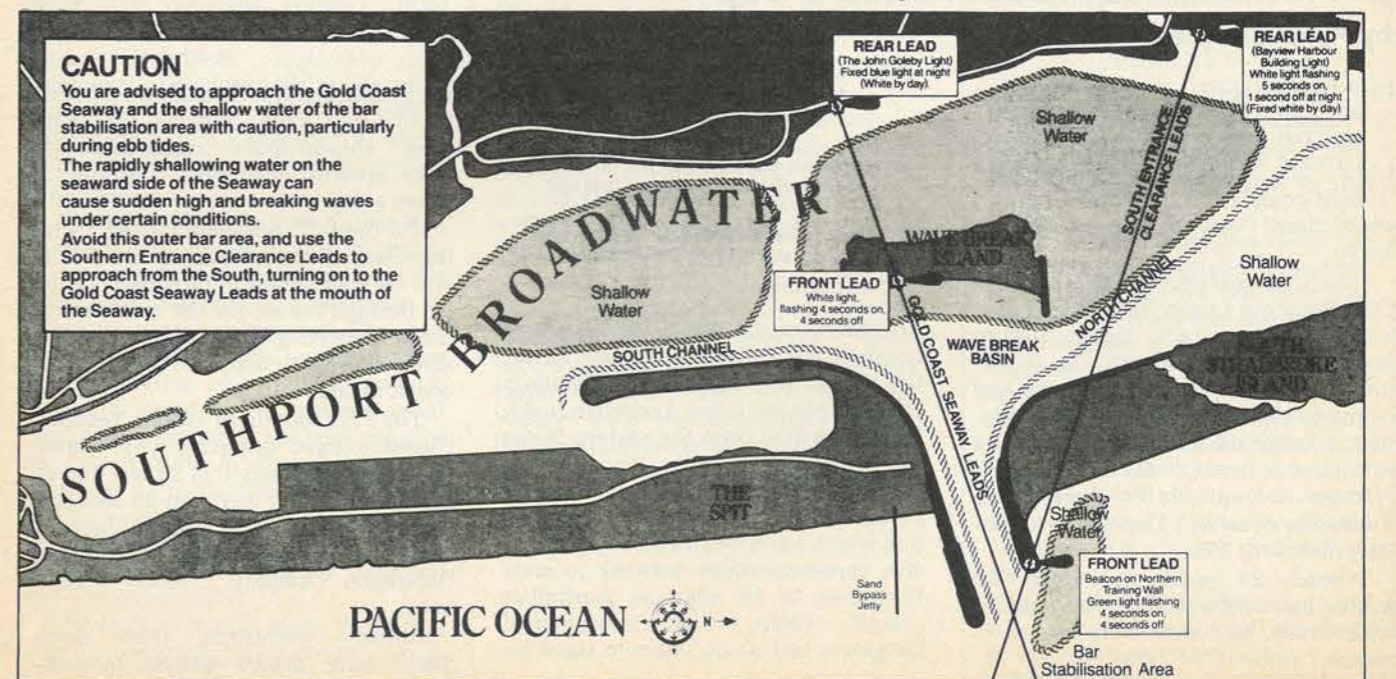
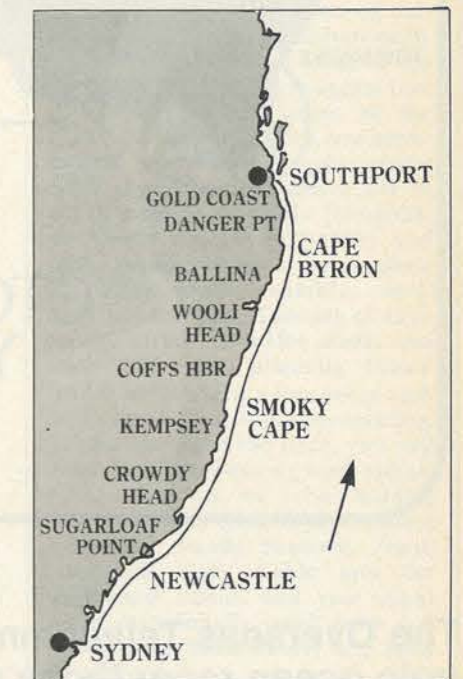
The work of Race Director Peter Rysdyk with SYC officials in organising this race has created a strong bond of friendship between the two clubs. It is predictable that the Sydney—Southport Race will become only second to the Hobart in importance on the ocean racing calendar.

The 90-some entries will compete in IOR, Arbitrary and Cruising Divisions; they come from Queensland, New South Wales, Victoria and Tasmania. The race for line honours will be fought out between Jack Rooklyn at the helm of *Apollo*, his son Warwick Rooklyn at the helm of *The Office* and Alan Tucker's *Rampant II*. IOR could be taken out by any number of boats, but to mention just a few: *Another Concubine*, *Doctor Who*, *Nadia IV*, *SeQUESTA*, *Boundary Rider*, *Exocet*. The navy is being represented in the race by their S111, *Alexander of Creswell*.

A large spectator fleet is expected to view the start of the race on Saturday

August 16th at 1400 hrs when it is sent on its way by Queensland Premier, Joh Bjelke-Petersen.

Immediately following the race will be the Quality Inns Gold Cup Series, three races over three days, with trophy presentation on Saturday 23rd August at the Southport Yacht Club. □



OTC SOUTHERN OCEAN YACHTING CLASSIC AUSTRALIA'S LONGEST OCEAN RACE



The Overseas Telecommunications Commission is sponsoring an epic ocean race; those who finish the race will gain a ringside berth at Fremantle for the America's Cup

by Peter Campbell

Psst! Wanna berth for your yacht right in Fremantle during the America's Cup — just a shackle's throw from Bondy's boats, the New York Yacht Club's 'U-boat complex' and Dennis Connor's shore base? Very cheap, too, if you hurry.

That's the real prize at the end of the OTC Southern Ocean Yachting Classic, a unique ocean race in January 1987 to link up with the America's Cup in Fremantle. The first 50 yachts to enter and complete the three-stage race from Hobart to Fremantle have the promise of a rare marina berth in the Fishing Boat Harbour at Fremantle for three weeks during the America's Cup match in January/February 1987.

Already 24 yachts, including two maxis, have entered the 2190 nautical mile (4120 km) race with its three stages:

- Stage 1. Starts Saturday, Jan. 1987
Hobart to Port Adelaide (769 nm)
- Stage 2. Starts Sunday Jan. 11, 1987
Port Adelaide to Esperance (898 nm)
- Stage 3. Starts Wednesday, Jan. 21, 1987
Esperance to Fremantle (523 nm)

Australia's major yacht clubs in long ocean racing have provided their expertise to plan and organise the marathon event across the Great Australian Bight, taking the fleet from the eastern States to Western Australia. Appropriately, Australia's longest ocean yacht race is being sponsored by OTC, the organisation which has developed a comprehensive communications network to meet the needs of all who use Australia's coastal waters, from international freighters and ocean liners to small lo-

cal pleasure craft. Through its network of 13 Coast Radio Stations, OTC supplies ship-to-shore communications links around Australia's coastline 24 hours a day.

For the OTC Southern Ocean Yachting Classic, special marine radio links will be maintained to provide the public, through the media, the most sophisticated reporting on the progress of the three stages ever achieved in Australian ocean racing.

The OTC Southern Ocean Yachting Classic is open to yachts with a minimum waterline length of 34 feet and an IOR rating of not less than 26 feet and not more than 70 feet and will be conducted under the Australian Yachting Federation Category 1 safety regulations.

Already yachtsmen from three States have shown interest in com-

peting in this marathon event, particularly with the added attraction of sailing their yachts to Western Australia for the America's Cup — and getting a berth in Fremantle when they finish. At this time, no other private berths are available within the harbour complex at Fremantle, with most visiting yachts having to pick up moorings south of Fremantle, or off Garden or Rottneest Islands, some 10—15 nm from the real America's Cup scene. The berths for competitors won't be free, but they will be at a fee well below the commercial rates expected during the America's Cup.

Entry fees for the race are \$300 for all three legs from Hobart to Fremantle, plus \$500—600 marina fees for the yachts in Fremantle from the time they finish the race until the end of the America's Cup match, which starts January 31. In other words, if you own a maxi yacht, you can moor your 80-footer in Fremantle Harbour for a mere total outlay of \$900 for the three weeks peak period of the America's Cup racing — at a marina berth within walking distance of the downtown heart of 'Freo'.

Heading the list of yachts already entered for the OTC Southern Ocean Yachting Classic is the new, yet-to-be-launched maxi yacht, *Sovereign*, being built in Sydney for Bernard Lewis. She will make her major Sydney racing debut in this year's AWA Sydney—Hobart Race, the event which will precede the OTC SOYC. Another maxi entered is the veteran Adelaide ketch *Anaconda II*, owned and skippered by the colourful Josko Grubic.

Other early nominations include the South Australian boats *Moonraker Again* (Noel Welfare), *Celeste III* (Philip Trudgen), *Thunder* (Peter Stevens), *Iniquity* (R.M. Stevens), *Patrice III* (Phil King), the Tasmanian yachts *Galaxy III* (Doug Langford), *Balandra* (G. Hennieck), *Sealater* (Peter Gourlay) from Victoria, and the NSW yachts *Stormy Petrel* (Tony Pearson), *Encore II* (Warren Anderson) and *Saracen II* (G.E. Lambert).

Apart from having a race to Western Australia as an added interest in taking one's yacht to the America's Cup, the OTC SOYC offers a new challenge in seamanship and navigation. The first stage of the course calls for competitors to set sail from Hobart on January 3, 1987 and, rounding the southern tip of Tasmania, proceed up the west coast of the Island State to Port Adelaide. A challenge to navigators on this course will be to take their yachts through the Backstairs Passage, the narrow channel between the South Australian mainland and Kangaroo Island.

The leaders should reach Port Adelaide by January 8, giving crews a break

of a few days before setting sail on January 11 on the longest stage of the race, almost 900 nautical miles across the Great Australian Bight. Yachtsmen can expect thermal winds blowing from the desert of the Nullabor to provide fast reaching conditions to Esperance, where the finish of this second stage will be. Esperance is the historic port discovered by the French in two ships, *Esperance* and *Recherche*, in 1792, and charted by Matthew Flinders in 1802.

From a base for sealers in the 19th century, Esperance became the disembarkation point for fortune seekers on the goldfields of Dundas, Coolgardie and Kalgoorlie, and is now the centre of agriculture in south-eastern Western Australia.

The OTC Southern Ocean Classic fleet will have a few days' break in Esperance before again setting sail on the final stage to Fremantle and the America's Cup, starting the 523 nautical mile leg on January 21. The fleet will sail around Cape Leeuwin, Australia's southwest corner, renowned for its tricky currents and irregularity of storms, leaving the Great Southern Ocean and entering the Indian Ocean as they turn northwards to Fremantle. After rounding Rottneest Island, they will sail past the America's Cup course to finish off the South Mole which marks the entrance to the Swan River, the leaders arriving at the end of Australia's ocean race about January 26 — Australia Day.

A complete listing of all ports and havens from Hobart to Fremantle will be made available at the commencement of the race. This will give navigators instant directions to the nearest port should the need arise.

The OTC Southern Ocean Yachting Classic is organised by a co-ordinating committee established by the Royal South Australian Yacht Squadron, the Royal Yacht Club of Tasmania, and the Royal Perth Yacht Club, with the co-operation of the Cruising Yacht Club of Australia. Race control will be centred at RSAYS throughout the race, with well known Adelaide yachtsman Bob Francis as Race Director.

The fleet will be accompanied by the 33-metre *Merindah Pearl* from Tasmania, which will be radio relay vessel for the race. OTC, as race sponsor, will equip *Merindah Pearl* with the latest marine radio communications, including satellite transmission facilities linking it with headquarters in Adelaide.

ATTENTION SCRIBES, WOULD-BE AUTHORS PUBLICATIONS COMMITTEE NEEDS NEW BLOOD

The Publications Committee needs new members who can write (or who can at least string a few sentences together coherently) and who are willing to do some reporting and feature writing for *Offshore*. Existing members of the Committee are becoming overexposed and/or boring in print. We need fresh new blood.

If you have any ability to put a few words together and would like to become a member of a Committee which does interesting work and which has the satisfaction of putting out six issues of *Offshore* each year plus one bumper issue of the AWA Sydney-Hobart Program (not to mention twelve issues of the *CYCA Newsletter* (which one member of our Committee currently does single-handed)), then get in touch with Tony Cable (327-6533) or David Colfelt (327-1152) and make arrangements to come along to a Publications Committee meeting (first and third Tuesday of each month at 6.00 p.m.) for about one hour of work planning future issues of *Offshore*, a few beers and some stimulating conversation. If you can stand the pace, you will take your place among such august CYC Members as John Brooks, David Kellett, Alan Brown, Robin Copeland, Sandy Peacock, Frank Sticovich, Tony Cable and the demented Editor, and you might even occasionally meet such celebrities as Mike Power and John Woodford.

No discrimination on basis of age, sex, drink preferences.

SPECIAL PRIVILEGE FOR CYCA

The world-wide Hertz Rent-a-Car organisation, one of the sponsors of the Club's exciting new Bayview Harbour Gold Coast Race, is installing a courtesy telephone in our foyer.

Peter Rysdyk, who has been responsible for negotiating a number of sponsorships for the club, has advised that Hertz has agreed to offer Members a special corporate discount of about 25% on Hertz rentals. A sticker is enclosed in this issue of *Offshore* which may be attached to a credit card or driver's licence; and the number on the sticker should be quoted when ordering your Hertz rent-a-car. Members will also get preferential service.

Peter Rysdyk has also negotiated this special discount for members of the Southport Yacht Club.

TO VANUATU VIA NOUMEA

The second Australia—Vanuatu Yacht Race went to Vila via New Caledonia

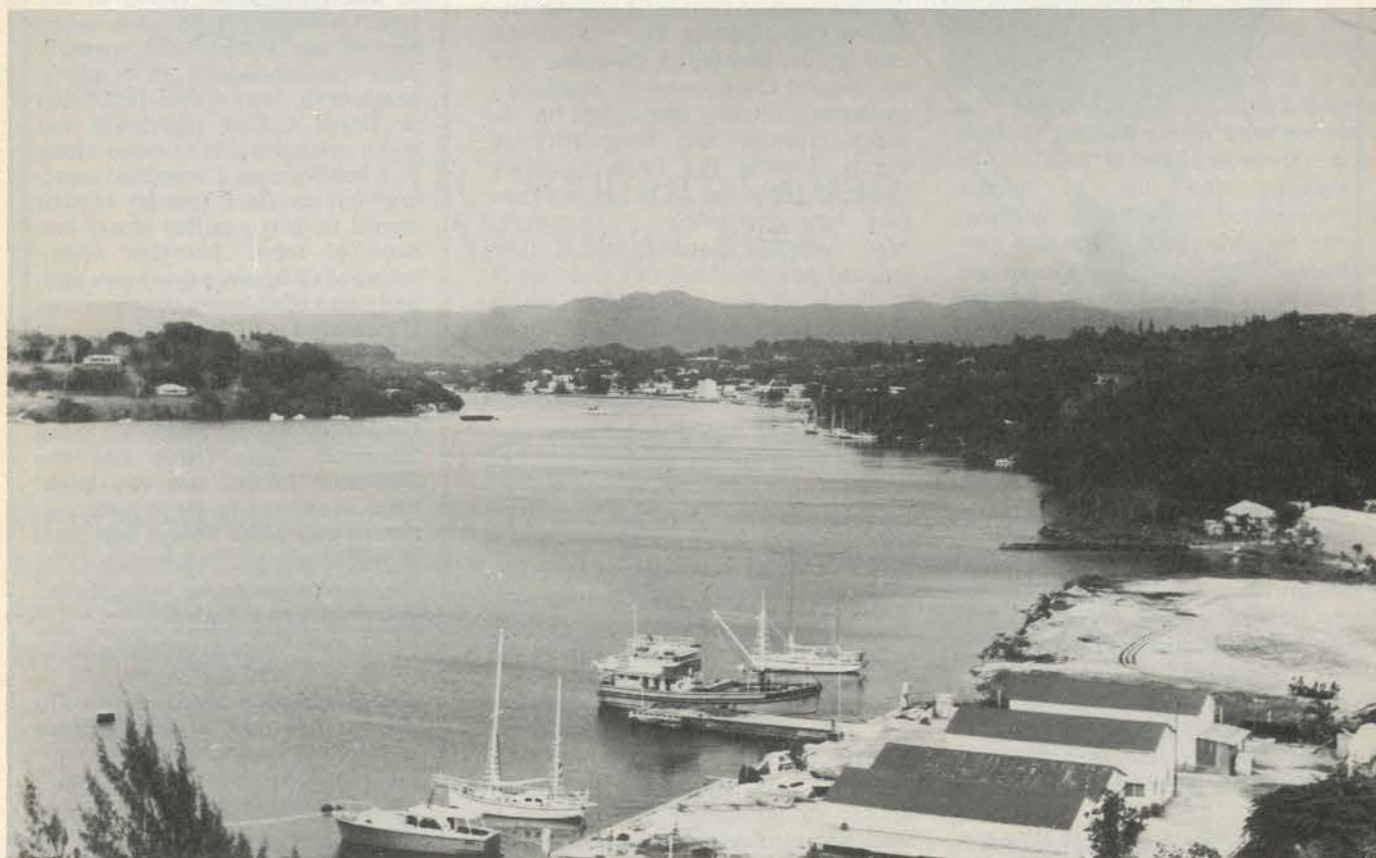
by Peter Campbell

Ask Ken Berkeley or Lindsay Rose from Sydney, or Richard Nutt from Melbourne, Geoff Wood from Geelong, John Beath from Brisbane. In fact, ask any of the skippers and crews of the yachts which sailed and finished this year's Air Caledonie Australia to Vanuatu Ocean Race and they'll all say the same thing: 'It was a great race into the Pacific, the hospitality here has been magnificent, and we'll be back again in two years' time for the next race'.

New Caledonia now back to normal, the CYCA has already had indications of a big fleet next year.

The basic problem with this year's, the second, race to Vanuatu was the limit on funds available to promote the race, caused by the late withdrawal of Air Vanuatu as the major sponsor when the agreement between the Government of Vanuatu and Ansett was not renewed. A further factor was the previous political unrest in New Caledonia,

CYCA's assistance with free air travel for race officials, while the Intercontinental Island Inn and Budget Rent-a-car continued the great support they have always given to the CYCA with races to Vanuatu. To Aur Vignati, General Manager of the Intercontinental at Port Vila, the Club and race officials owe a debt of gratitude for his warm hospitality. Their support and the outstanding reception for the yachtsmen and women when they reached Vanu-



Will there be another race to Vanuatu, in view of the small fleet that started this year and the large drop-out on the way? That's up to the Board of the CYCA, but Race Director Peter Rysdyk and his deputy, Alan Brown, will certainly be reporting back favourably.

In the meantime, Peter, Alan and myself, as third member of the CYCA's 'Pacific team', are already looking towards the next race into the Pacific, the Club Med Sydney to Noumea Race, scheduled to start on Saturday, May 16, 1987. With the political situation in

which unfortunately cast its shadow, at least in the minds of some Australians, onto its Pacific neighbour, even though the two countries are some 350 miles apart.

The fall in the Australian dollar and a general downturn in our economy didn't help, as many yacht owners found themselves unable to get that time away for six to eight weeks of sailing in the Pacific. Fortunately, Air Caledonie, the small French airline which flies between Brisbane and Noumea and Port Vila, Vanuatu, came to the

atu by members of the Port Vila Yacht Club, under Commodore David Luders, the Vila Cruising Yacht Club, under Commodore Jock Hannaford, and the Recauvan Committee, under the chairmanship of Joe Carlo, made the 1986 Race a memorable one.

The Recauvan Committee was responsible for the race headquarters on the waterfront at Port Vila and for the reception of each yacht, which included being met by host families with presents of fresh food. Later the committee organised feasts for the crews at each of



PHOTO BY PETER CAMPBELL

Native feast, with food deliciously prepared in the traditional Melanesian way — wrapped in leaves and baked with coconut milk in an earth oven — were just some of the diversions for those who completed the Australia—Vanuatu Race course.

the native villages near Port Vila — Erakor, Pango and Mele. This was the first time that the three villages have played hosts to visiting yachtsmen, and it was an outstanding success, with crews from each of the ten yachts that completed the race being entertained to village dancing, singing and a traditional native feast in the evening.

'The reception here leaves the finish of the Sydney—Hobart Race for dead', said one of the crew of *Bardoo* from Melbourne. 'The people here, particularly the Ni-Vanuatu [native born], are so friendly and can't do enough for us.'

While the Government of Vanuatu was not closely involved in the race this year, senior Ministers have told Race Director Peter Rysdyk that they will support any move to continue the race in another two years' time. 'Unfortunately, so many people in Australia seem to regard Port Vila and Vanuatu as part of Noumea and New Caledonia whenever there is political unrest between the French and the Kanaks', a senior Vanuatu Government official told me while in Port Vila. 'Vanuatu has always been a peaceful and stable nation and we love visitors from Australia and New Zealand to come and enjoy our beautiful island nation'.

[Editor's note: the official has possibly repressed his recollection of one brief and temporary period of unrest in Vanuatu when, at the time of its independence, troops were flown in from New Guinea to put an end to the not-very-serious 'coconut war' on the island of Santo. Tourism to Vanuatu was, nevertheless, severely disrupted at that time. In a few years we may also have forgotten last year's unrest in Noumea. All of this aside, both of these Pacific nations have a history during this century of giving a warm welcome to tourists.]

Beautiful is an understatement. Vanuatu and its multitude of islands is one of the unspoilt countries in the Pacific; its

people are warm and friendly towards visitors, and for the cruising yachtsman it offers delightful island-hopping cruising beyond Port Vila, particularly to the north (although at the far southern end of the group is also the fascinating island of Tanna with its active volcano).

Several of the yachts which contested the race this year were heading to other islands on extended cruises. The Sydney—Vanuatu Race, as will the Sydney—Noumea Race next year, offers a great opportunity to have a Pacific isles experience under the umbrella of organisation and safety offered by the Cruising Yacht Club.

This year's race was a two-stage event designed to give the fleet an easier passage in the south-easterly trade winds and, at the same time, keep them clear of the dangerous coral reefs to the south of New Caledonia. The first stage



PHOTO BY DAVID COLFELT

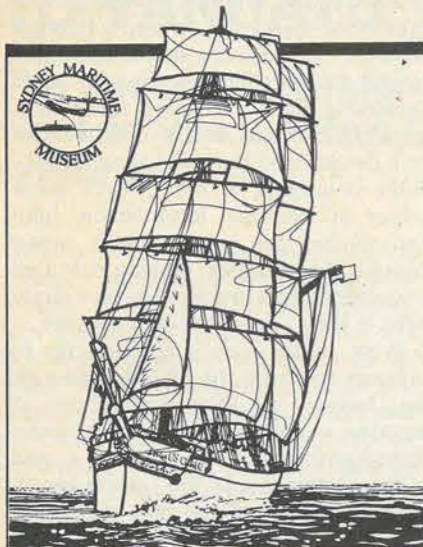
The native market in Vila, where varieties of traditional Melanesian foods — typically tubers of all sizes and shapes — are on display, along with clothing, shells and handicrafts.

from Sydney and Brisbane was to Amedee Island, where a towering white lighthouse marks the entrance through the coral reef into the sheltered waters around the southern shoreline of New Caledonia. Each yacht was timed as it crossed a line outside the reef, its finish time determined by radar aboard *Kingfisher*, belonging to the CYCA's great helper in Noumea, John Nixon. John also guided the yachts (with radar) through the entrance, making sure that navigators could make not even a slight error in their course through the reef.

From there each yacht had up to 15 hours to cruise the 28 miles through the 'lagoon' — after picking up at Amedee a gift pack of French wine, cheese and crusty French bread — and to the re-start line of the second leg, in the eastern side of the Baie du Prony. The first leg was 1048 nautical miles from Sydney and 757 nautical miles from Brisbane; the second leg to Port Vila was 285 nautical miles.

While some skippers started the race with the view that the trip through the reef at New Caledonia was an unnecessary interruption to the race, when they reached Port Vila all agreed that it had been a welcome break to see land and to sail in calm waters for several hours.

Not that it was a rough race. In fact, apart from some rough and windy weather the first night out of Sydney, it was gentlemen's sailing almost all the way. For 70% of the voyage the fleet sailed in moderate to fresh sou'easters, running under spinnaker or broad reaching most of the way. The Brisbane fleet had an easy two-sail reach most of the way. Not one yacht in the fleet, even the leaders, or the Queenslanders, who were closest to cyclone Namu, felt or saw the slightest effect of the cyclone which devastated the Solomon Islands. The weather was fine and there was



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only light cloud all of the way, with generally flat seas; barometer readings were steady all the way.

Unfortunately, only two IOR boats reached the finish, the crack Farr 40 from Canberra, *Nadia IV*, lost her mast the first night out and the favoured S&S 34, *Crystal*, from Melbourne, was also a casualty with rigging problems. *Kamber* led the fleet from the start, reaching Port Vila with an elapsed sailing time of 7 days 9 hours 8 minutes 24 seconds, crossing the line just over 24 hours ahead of *Ruff 'n Tumble*, a Cole 43 owned and skippered by Lindsay Rose of MHYC. On corrected time the latter yacht won by 12 hours from *Kamber*, the Lexcen 50 footer skippered by Ken Berkeley.

The navigator of *Ruff 'n Tumble* was young Sydney lass Kim Wall, who did a fine job in piloting the sloop across the south-west Pacific on her first long ocean race, her previous experience being only coastal passages. Berkeley's line honours victory was well deserved for the man who has been a great supporter of yachting, particularly the Olympic movement and the Ocean Youth Club of Australia. Two years ago he sponsored the inaugural race to Vanuatu but had to take second place in that race to *Spirit of Vanuatu*, the renamed *Helsal*.

Under Arbitrary Division handicaps, *Ruff 'n Tumble* was again first, with *Kamber* second. Third place went to Henk Bleeker's ketch *Waltzing Matilda*. She was also the hard-working radio relay yacht for the race.

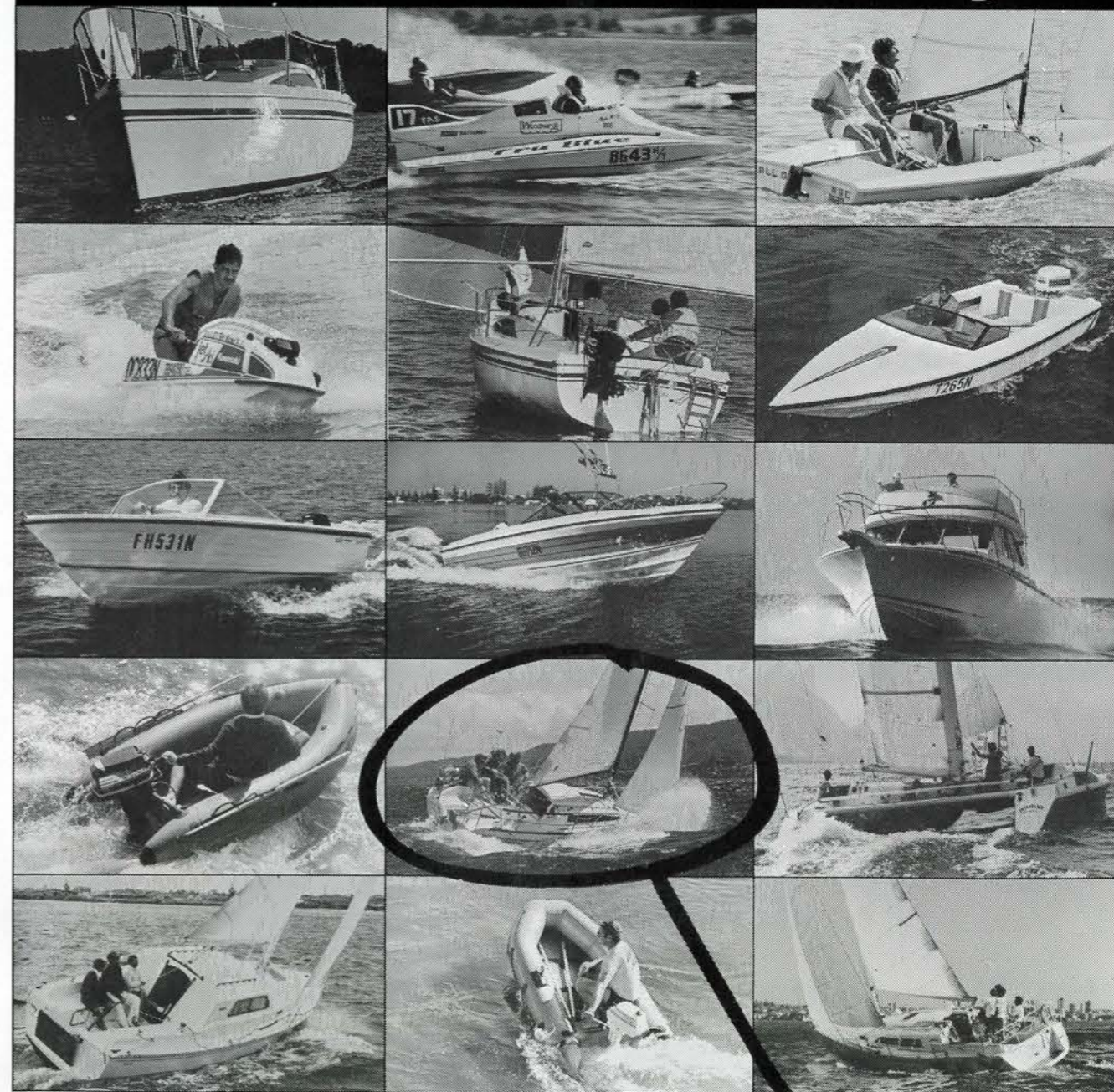
The sole finisher of the Brisbane division was *Tara II*, an interesting fast cruising version of the famous *Freya*, the three-times Hobart Race winner designed by the Halvorsens. The newly

built steel version of *Freya* is eight inches longer and wider, with a higher freeboard and a taller rig – and beautifully fitted out by her owner, Geoff Anderson.

Sailing with Geoff on a planned six months Pacific cruise are his wife, Glennis, and their two sons, Tod (13) and Brad (11), who are continuing their schooling by correspondence on the voyage.

Winner of the Cruising Division was *Gusto*, an 11.8 m sloop designed by Bob Salthouse and sailed by the Denison family from Sydney. Second place went to that veteran of Pacific races and cruises, 'Gentleman' Geoff Wood, from Geelong, and his famous three-masted Herreschoff schooner, *Ileola*. *Ileola* has now logged close to one million sea miles since being launched in 1982, including 13 West Coaster races, six Sydney–Noumeas and both Sydney-Vanuatu Races. Geoff, who will be 70 on September 7th, and his 'bosun', Col Martin, who will turn 73 on June 30, are already planning to contest the revived Noumea Race next year. 'We didn't miss out on going there last year; when the race was cancelled we cruised up there anyway', Geoff said in Port Vila. 'We thoroughly enjoyed it, as we always do, including a visit to the Ile of Pines.' □

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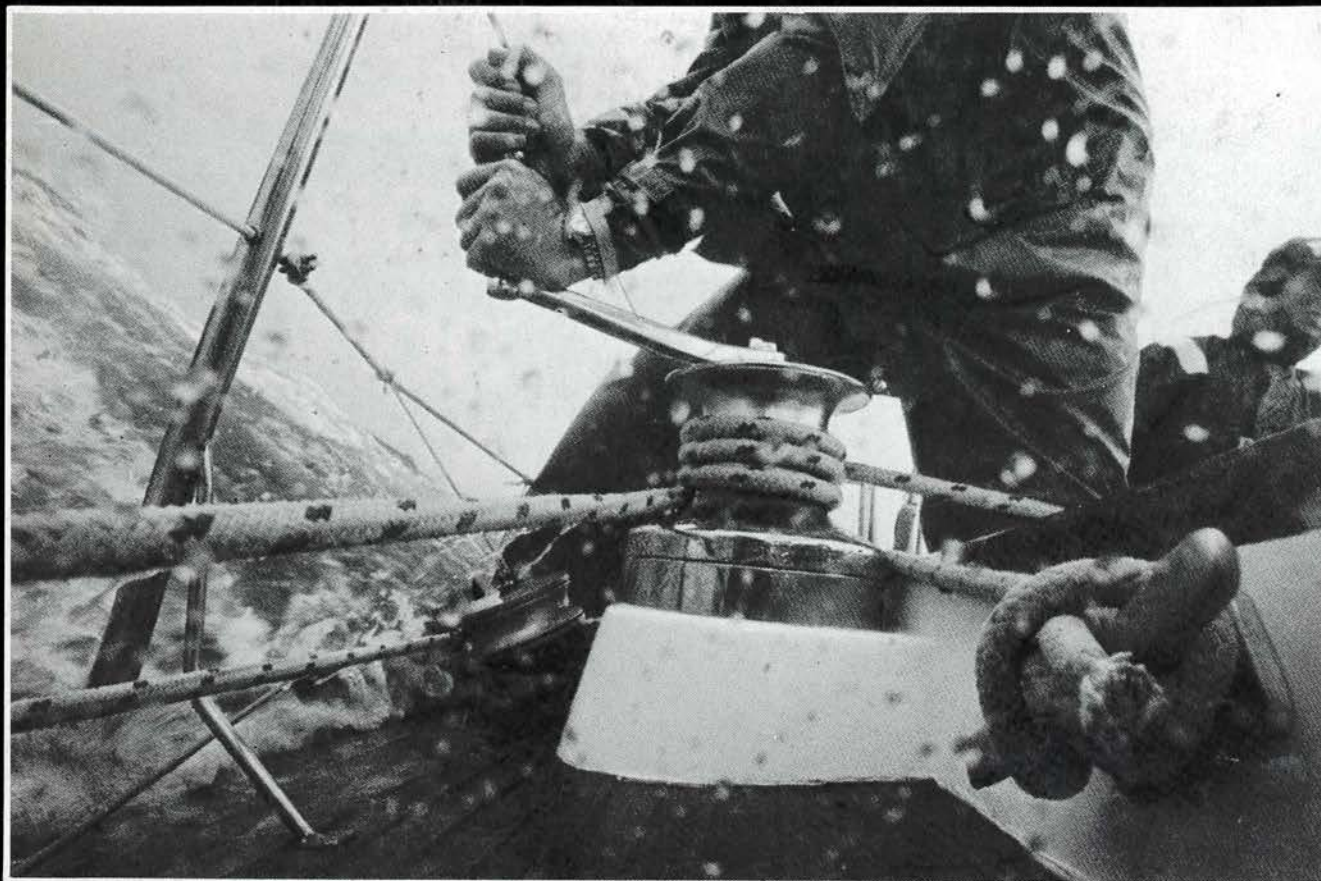


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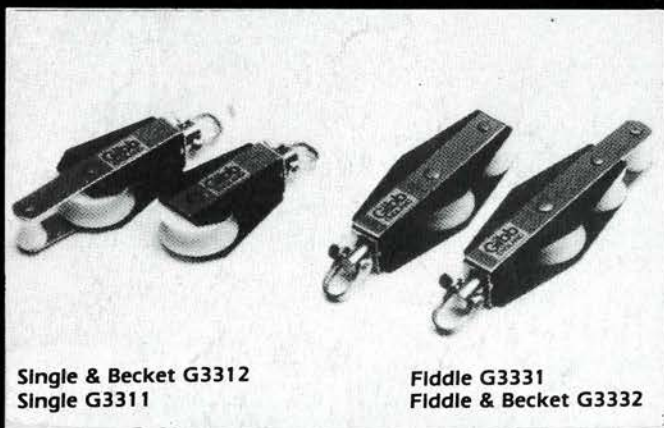
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