

Offshore

WINTER 1988

Yacht Racing & Cruising

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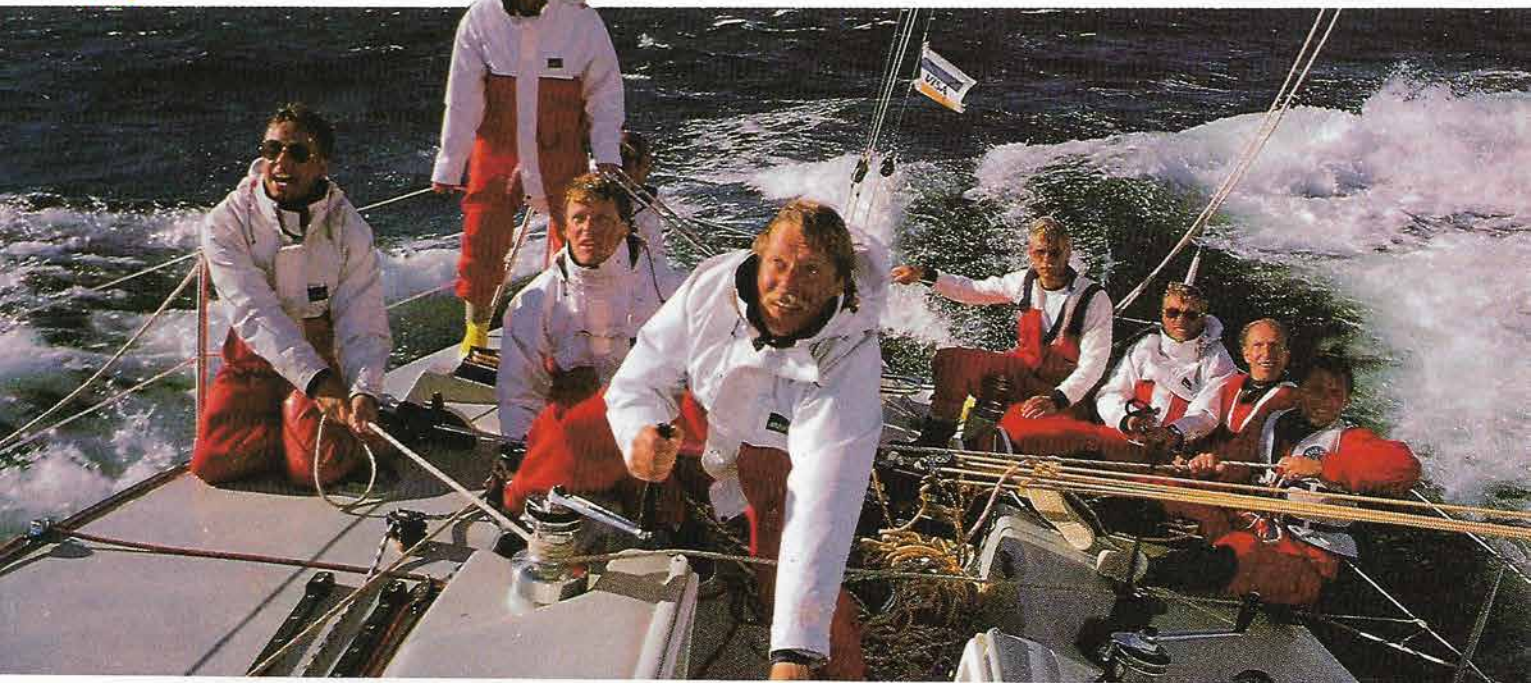
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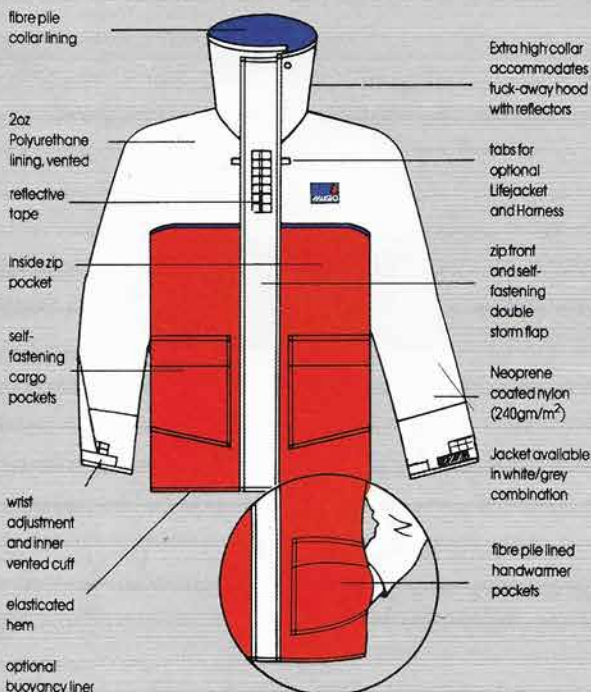
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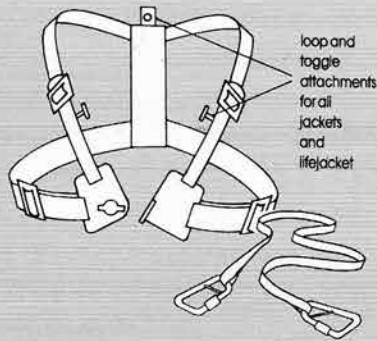
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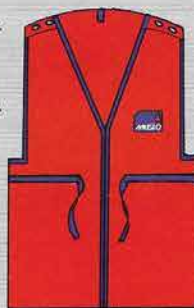
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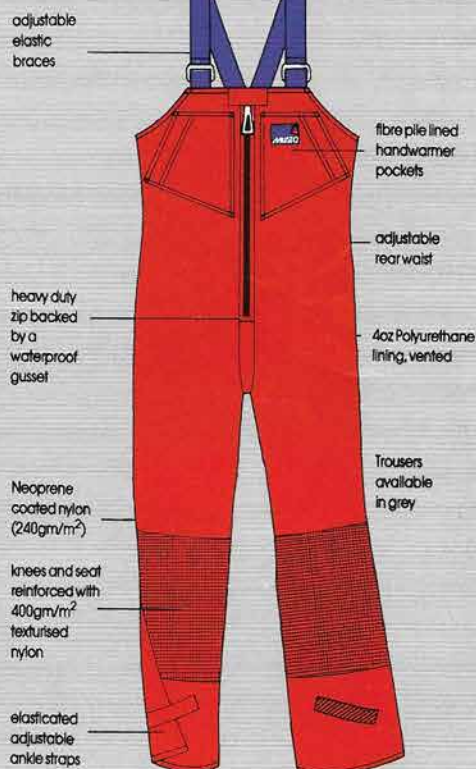
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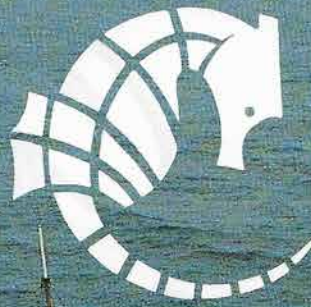
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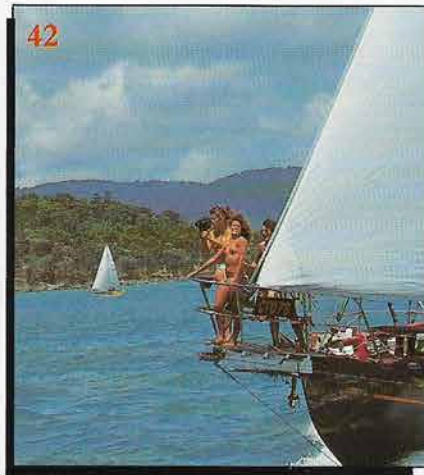
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CYCA Blue Water Champion — 1988

Singapore Girl



Flying High

IN Australian ocean racing there are many events which, individually, are races or regattas of major national and international significance. To win the AWA Sydney-Hobart Race is, in itself, a victory of great international prestige among one's yachting peers.

However, in the minds of many traditional ocean racing skippers and crews racing out of the Cruising Yacht Club of Australia, a performance which truly underlines the ocean-racing ability of a yacht and its crew is to win the CYCA's annual Blue Water Championship, the season pointscore of results in the major long distance offshore races conducted over the summer off the New South Wales coast and including the Sydney-Hobart Race.

Consistency of performance over distances ranging from 90-mile overnighters to longer Cabbage Tree Island events, and the Hobart, and in a wide diversity of weather produces the Blue Water Champion. It is thus truly a test of a fast, well-sailed, all-round ocean racer, and of the helming, navigation and seamanship of the crew who regularly sail that boat.

The honor board of past winners of the CYCA Blue Water Championship is testimony to its status — listing famous names like two-times Hobart race winner *Siandra*, other Hobart winners *Anitra V*, *Rival*, *Love and War*, *Scallywag* and *Sagacious*. The most prolific name on the honor roll is *Ragamuffin*, with Syd Fischer winning the Blue Water Championship five times with his series of

yachts of that name. Peter Kurts has won it twice, with *Love and War* and *Once More Dear Friends*, back in the '60s H.S. Mason won twice with that famous little sloop, *Cadence*.

The CYCA Blue Water Champion for the 1987-88 season is *Singapore Girl*, a victory of particular merit in a season dominated by the influx of grand prix ocean racers from interstate and overseas competing for the AWA Southern Cross Cup. In fact, for the first time in a decade, the Blue Water Champion is not a crack One Tonner or a larger grand prix racer sailed by a crew with interna-

By Peter Campbell

tional aspirations. Rather, the winner reflects the fleet of regular offshore racing yachts who make up the bulk of the fleets racing out of clubs around the Australian seaboard — the lifeblood of IOR racing in this country.

Singapore Girl is a Laurie Davidson-designed 10.2m fractional rig sloop, one of a growing number of yachts of this size which have become popular among yachtsmen throughout Australia — moderate displacement, fast ocean racers that don't require quite the same number, or supposed expertise of the "heavies", to be sailed well and with success at a club level and also in long passage races.

Owners Peter Steigrad and Rob Greenlaw are both in the advertising game and recruited several of their

associates to join them in campaigning the 34-footer with great success over the past two seasons. *Singapore Girl's* record in her first season included finishing second in the 1987 SCOR series in Queensland, winning the Morna Cup and finishing with the best overall corrected time in the Jupiters Sydney-Gold Coast Race, only to be penalised in the protest room and lose the race. In the 1986 Sydney-Hobart, *Singapore Girl* finished 14th overall and third in Division D.

This past summer *Singapore Girl* was sailed with great consistency by her owners and crew to win the Blue Water Championship from overall under IOR MkIIIA handicaps, the overall Illingworth pointscore, Division II of the Blue Water Championship and the Illingworth, and the IOR MkIII summer short ocean pointscore.

With a new Alspar rig, new additions to the Sobstad wardrobe and weight-reducing surgery within the boat, *Singapore Girl* was a faster all-round boat, but in the Sydney-Hobart she met up with a new sistership from Melbourne and again finished third overall in her division to *Chutzpah* and another new Melbourne boat, the Steinman-designed *Chris' Choice*. However, her overall Hobart result (21st) and good post-Hobart races, was sufficient for her to hold the lead in the Blue Water Championship for 1987-88, winning comfortably from Farr-designed *Silver Minx* (Gary Player) and the veteran S&S-designed *Stormy Petrel* (Tony Pearson).



CREW of SINGAPORE GIRL relax before the start of the 1988 Caltex Sydney-Mooloolaba Race. They won Division 3, adding to the CYCA Blue Water Championship for the 1987-88 season.

RORC Acts To Stop Cheats

AS a direct result of the *I-Punkt* cheating case and allegations of cheating is using water ballast against the British Admiral's Cup team — the Brits have since been exonerated — the Royal Ocean Racing Club has introduced new procedures to combat any future cheating in the Admiral's Cup and other international events it conducts. At the same time, moves are under way to extend these procedures to other nations.

The RORC moves came in the wake of a report by a special committee of enquiry into cheating which, while it exonerated the four yachts under scrutiny, has made a number of firm recommendations to curtail cheating in offshore racing.

The RORC is to issue a declaration form that all contestants, not just the skipper or navigator, must sign at the end of all future races, that no rules were broken during the event. Crews will be encouraged to seek advice from the Race Committee rather than from colleagues on board, where there is doubt over the interpretation of rule infringements.

However, according to Australian Admiral's Cup team captain Peter Shipway, the most significant change is an immunity rule that will allow crews to report infringements up to 24 hours after a race has ended, irrespective of whether that crewman has signed a declaration or not. The RORC will issue a warning poster to be pinned up in each yacht, highlighting the fact that heavy items such as sails, tool boxes and water containers cannot be used as moveable ballast — a poster that the Offshore Racing Council is also expected to issue to other national authorities.

The RORC committee of enquiry into cheating was set up last November to enquire into allegations of cheating — in particular, the deliberate movement of water ballast during the 1987 Champagne Mumm Admiral's Cup in the UK and the One Ton world championship in Kiel, Germany, in the British boats.

The RORC had earlier sent 436 letters to owners and crew members participating in the Admiral's Cup, receiving only 77 replies (a rate of 17.5%) and these were made available to the panel which also interviewed more than 20 individuals and subjected them (two of the panel members are barristers) to close cross-questioning.

The RORC Committee, in accepting the report on cheating allegations, noted

that the panel had made a thorough and detailed study of all information they were able to obtain. In a press release, the RORC quoted the panel as commenting on their finding, *inter alia*:

"We... approached the matter independently, open-mindedly and with the determination to establish... the truth whatever it may be... much of the 'evidence' is either very circumstantial (such as that based on changes in boat

the boat you sail in is caught you yourself are liable to be firmly dealt with unless you have come clean by declining to sign the Declaration or otherwise promptly reporting it.

Through the RYA, the National Authority, the RORC is asking that the IYRU consider ways and means of establishing a common approach by National Authorities to penalties under IYR rule 75.



speed) or very hearsay to the point of being no more than rumour or gossip.

"... it is now over six months since the reports of cheating hit the headlines. There has been ample opportunity for the world to come forward with hard evidence. There is none."

The enquiry report went on to add: "... Bar-talk and poorly substantiated press reports... are as damaging to the sport as cheating itself."

Nevertheless, the panel has admitted there is an opportunity for cheating in offshore racing by recommending to the RORC a number of positive actions as a result of the allegations, first published in the London "Times" newspaper.

Amongst the recommendations of the Report were:

- The rules need to be as widely and **actively** published as clearly as possible, for example by posters prominently fixed in every boat. It is not enough to rely on ordinary crew members to read the small print in the rule books.

- It should be pressed home to everyone that cheating on their boat is a matter of personal responsibility. A requirement that **every** member of the crew must sign the Declaration is an important way of doing this.

- Sanctions against individuals as well as boats should be firmly applied. There may be short term advantages in immunities. But the best long term deterrent to cheating is the knowledge that if

CYCA Plans Youth Training Programme

FOLLOWING the success of the Tall Ships Race from Hobart to Sydney during the Bicentennial celebrations, the CYCA is planning to conduct a similar type of event under the Sail Training Association rules from Hobart to Sydney in January each year. The event will be conducted in conjunction with the Ocean Youth Club of Australia.

However, unlike the Tall Ships Race when Australian yachts took aboard largely inexperienced crews for the Tall Ships Race, the CYCA is drawing up a programme of activities to enable potential young crew members to have some experience of overnight ocean racing. The programme will comprise two one-day, two one-night and two two-night sail training races leading up the longer race back from Hobart in January 1989.

A survey of yacht owners indicates that there will be problems in organising a minimum of six yachts to be involved in these training programmes. The CYCA organiser of the plan, Maurice Cameron, believes at least 30 boats will be involved in the Sail Training Race from Hobart to Sydney.

Apart from training 16-20 year olds in ocean racing, the concept would certainly assist a number of Sydney-Hobart participants in getting their boats back home. Currently efforts are under way to obtain a sponsor for the scheme.

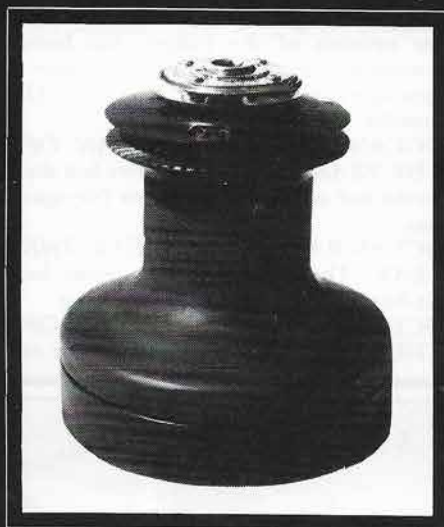
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Sail Training Around Aust

NEWCOMERS to the sport of yachting from all around Australia will have the opportunity to take part in the event of their lifetime by sailing in the next major maritime event of the Bicentenary, the Round Australia Bicentennial Ocean Yacht Race 88.

The Sail Training vessel, *Sir Thomas Sopwith*, on loan to the Ocean Youth Club of Australia from Great Britain, will take aboard a new complement of trainees at the beginning of each stage of the circumnavigation.

The Race begins in Sydney on August 6 and will be sailed in nine stages; from Sydney to Mooloolaba, Brisbane to Cairns, then to Darwin, Dampier, Fremantle, Adelaide, Hobart, Melbourne and finally back to Sydney.

The *Sir Thomas Sopwith* will take on 14 new trainees in each port for the next stage, giving more than 120 teenagers and young adults the opportunity to go to sea to compete in the race of a lifetime.

The *Sopwith* is a 72ft fibreglass ketch with 18 berths for the trainees and the regular crew of instructors. Already she is well into her Australian program and this month will be operating in New South Wales with introductory day sails on Sydney Harbour followed by

voyages to Port Stephens, Pittwater, Botany Bay, Coffs Harbour and Jervis Bay.

The Ocean Youth Club of Australia was formed in 1981 to:-

- Teach young people boating safety.
- Develop character by giving them a sense of adventure in making ocean passages.
- Encourage them to work as a team.
- Develop their self-confidence through knowledge and experience.

Ocean Racer of The Year Awards

THE Cruising Yacht Club of Australia and OFFSHORE magazine will again present the 1988 Ocean Racer of the Year Award for excellence in ocean racing over the past season.

This year the awards have been expanded to include a new award for the Ocean Racing Veteran of the Year.

OCEAN RACER OF THE YEAR: The Skipper, navigator or crewman who, in the opinion of the judges, has been outstanding in Australian and/or International ocean racing in the past 12 months

OCEAN RACING CREWMAN OF THE YEAR: Same as the above but the award not open to Skippers or Navigators

OCEAN RACING ROOKIE OF THE YEAR: The 1987/88 season must be his/her first season in ocean racing

OCEAN RACING VETERAN OF THE YEAR: Must be over 55, have at

least 15 years of ocean racing behind him AND have competed in the 1987/88 season. Open to all.

The nominee must be a member of an AYF affiliated yacht club and the letter of nomination must be co-signed by a flag Officer, Club Captain or Secretary.

Nominations close on August 21 and should be forwarded to: General Manager, Cruising Yacht Club of Australia, New Beach Road, Rushcutters Bay, NSW, 2027.

Presentation of the awards will take place at the CYCA on August 25, 1988.

Kay Cottee on final leg

AUSTRALIAN solo sailor Key Cottee has passed the fourth of five major waypoints on her historic voyage around the world. Sailing *Blackmores First Lady Kay* passed the Cape of Good Hope in the early hours of the fifth of April and is now pushing out into the Southern Ocean headed for Australia.

The rounding of the Cape, also known as the "Cape of Storms", was a traumatic experience for the 34 year old Sydney boat builder. As she approached the Cape Kay was advised by the South African Bureau of Meteorology to head north to avoid strong winds associated with an intense low.

After heading north for more than 24 hours into headwinds of over 45 knots Kay was advised by the Bureau that they had sent her the wrong way — she should have been heading south to avoid the low.

VALE David Holloway OAM

DAVID HOLLOWAY, 60, passed away in mid-March after a long illness. His contribution to Australian sailing, especially in the administrative areas was outstanding.

David was a member of a number of yacht clubs including the Royal Sydney Yacht Squadron and was Commodore of the Botany Bay Yacht Club. He became involved in the Yachting Association of NSW where his talents in leadership drew him towards the President's position and then saw him appointed as a delegate to the AYF.

He became the President of the AYF and then was elected to represent Australia on the IYRU replacing the late Graham Blackwood from Hobart.

In the 1984 Sydney-Hobart, my crew were battling south and suffering as I was from fatigue and sea sickness. Passing Jervis Bay on the second day and with dusk drawing in, I made the decision to turn back and seek refuge in Jervis Bay. We entered with darkness drawing in and radioed that we were sheltering over night.



As we rounded the southern headland, we saw a light blinking off to port and read our name. Obviously someone was calling us in. As we got closer we made out a number of yachts at anchor and following the blinking light we found that it was David Holloway and his team on his *Cole 42*. Not only had they shown us the way to the mooring but they had prepared six hot meals for our crew which we proceeded to belt down in quick time. I have never seen sea sick men repair so quickly!

And this was typical of David Hollo-

way — not only in the sport itself but in his manner and approach to his leadership of yachting committees and club — self was last, help and advice was always placed first.

Last year he was made a life member of the YA of NSW and in the recent Australia Day Awards, he received the Order of Australia Medal for his services to yachting which was presented by the Governor-General at David's home. There they discovered they had both been at the same school at the same time.

David set his mark upon NSW and Australian yachting and the sport is the better for it. He was a driving force to have the World Youth Sailing Championships held on Botany Bay during the Bicentennial Year and it saw 23 nations attending — a huge response for an event held so far from its usual theatres of operation like Europe and North America. He was able to attend the presentation ceremony where he received a standing ovation when IYRU Youth Committee Chairman, John Barker announced David's award of the OAM.

Max Press

The mistake cost her four days and more than 400 nautical miles of extra sailing. Understandably the First Lady was not amused.

It's just one of those things I suppose", Kay said philosophically. "But gee I wish they'd have got it right the first time", she said.

The strong winds and savage seas associated with the low pressure system have taken their toll on both boat and skipper.

During the Cape rounding *Blackmores First Lady* "fell off" a big wave and cracked the mast deck collar. The damage has prevented Kay from setting a full mainsail. She will not be able to make repairs until conditions become more favourable.

There is damage down below as well. A baffle has broken lose in a 65 gallon stainless steel kerosene tank in the saloon. The baffle is used to stop the liquid slopping around in the tank. While not a major problem right now it could cause a headache with continual buffeting from strong seas. Any spillage of fuel would be unpleasant to say the least.

Kay is attempting to become the first woman in history to complete a solo, non-stop circumnavigation of the globe. She left Sydney Harbour on November 29 last year and has so far covered more than 17,000 nautical miles and expects to complete the voyage in early June.

San Diego To Launch 2 Cats

TWO almost identical catamarans are being built for San Diego Yacht Club's Defence of the America's Cup, according to Stars & Stripes design team manager John Marshall. The two multihulls are due to be formally named on Sunday, May 22.

One catamaran will be powered by conventional "soft sails" set on a rotating carbon fibre mast. The other mast will have a wing sail rig. The dimen-

sions for the two boats are 60ft LOA and 30ft maximum beam.

The Americans are going ahead with their controversial plans to defend the Cup with a multihull despite the latest legal moves by the New Zealand challengers to force them into defending with a monohull sloop similar to the Kiwis' megayacht recently launched in Auckland. It seems almost certain that the whole matter will once again go before the Supreme Court of New York.

"We feel the two catamarans give us the best chance of being competitive against Michael Fay's giant 120-foot sloop", says Marshall, who visited NZ for the launching. "Clearly, San Diego's wind, which is usually about 8 to 10 knots during September, is a distinctive disadvantage for us and a boon for Fay. The design team is working hard and fast to try to accommodate the light wind."

San Diego Yacht Club has also formally issued a Notice of Race for the 27th Defence of the Cup, announcing a two-out-of-three race series, as prescribed by the Deed of Gift. However, a letter to NZ's Mercury Boating Club, contains a proposal for a best four-out-

of-seven series with courses similar to those used in the last America's Cup in Perth.

San Diego sets the first race for 1pm Pacific daylight saving time on Saturday, September 3. However, in reply to San Diego's official letter, Mercury Bay Boating Club and Michael Fay have stated that the correct date for the start of the America's Cup Defence should be September 19, 1988.

In a letter to San Diego Yacht Club, Michael Fay again underlined the New Zealand viewpoint: "We hope that the San Diego Yacht Club intends to reconsider its decision to defend with a multihull. A continuation of your present position leaves us with not alternative other than to press the issue in Court as soon as possible."

— Peter Campbell

Who Won That Swiss Trip

THE winner of the OFFSHORE/ British Airways/Swiss Holiday Competition conducted by Offshore magazine has been won by Turramurra, NSW reader, D.E. Terrett.

Graham Warner dies in Melb.

PROMINENT Victorian yachtsman David Warner has died in Melbourne, ending a sailing career that extended from cadet dinghies to ocean racers and climaxed by successfully sailing in the 1987 two-handed race to Osaka.

Graham's commitment to the sport of yachting was both long and extensive. He began his career in 1938 in 12 foot cadet dinghies and soon progressed to sailing his father's keelboats. 1954 saw Graham compete in his first Sydney to

Hobart on *Winston Churchill*, a trip that he was to repeat on ten other occasions on *Churchill* and four times on other yachts.

In March of 1987 Graham faced his greatest racing challenge by competing in the Melbourne to Osaka two-handed race with his long-time friend Les Berriman.

During his life Graham was not content to be merely a competitor. He gave greatly of his time off the water, also. His management skills were put to good use on the Victorian Yachting Council and Ocean Racing Club of Victoria committees and, in regard to the latter, he was Commodore from 1967 to 1970.

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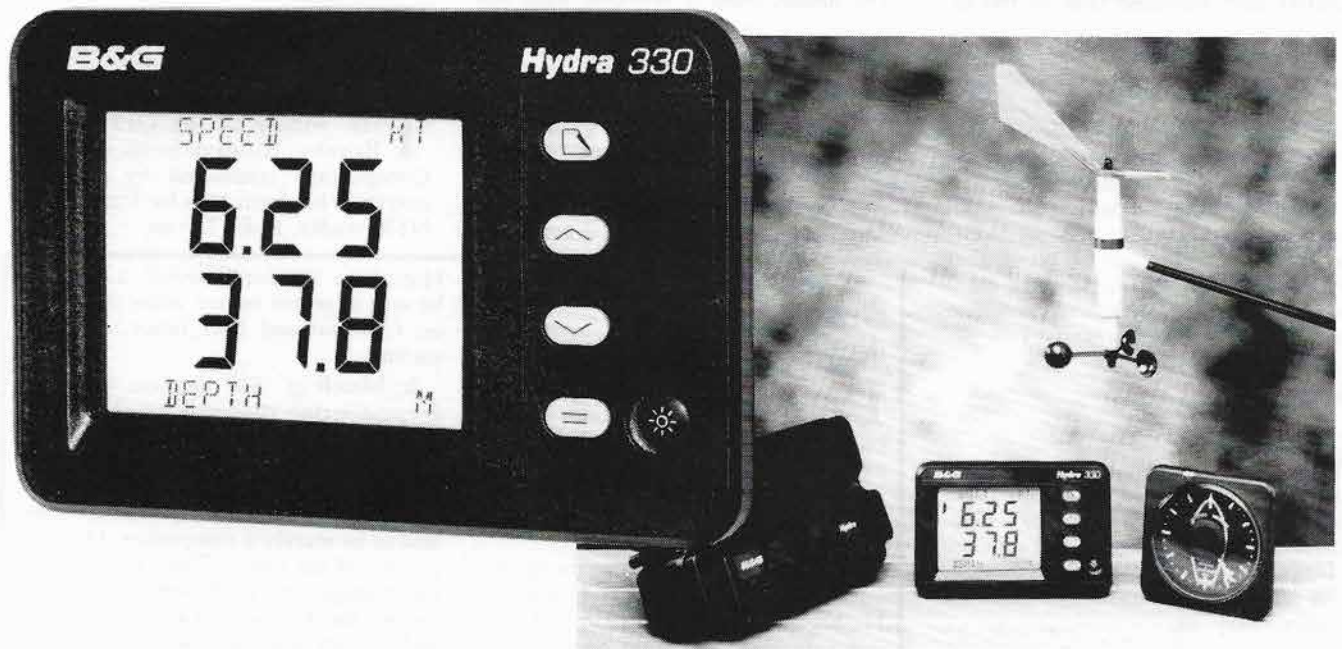
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Biggles

AN ambitious project of the Ocean Racing Club of Australia to buy and outfit a small ship dedicated to transporting Australian team yachts to and from overseas regattas and simultaneously provide team accommodation and support facilities, is creating great interest amongst the heavies.

At first glance the project might appear overly ambitious, even grandiose, but as ORCA Chief David Hundt analysed, costed and overcame inherent problems one by one, skepticism changed to acceptance and, finally, outright enthusiasm.

Here is a scheme which, if fully developed, would solve virtually all of the hefty problems associated with sending Australian ocean racing teams overseas to compete at top level.

The major cost components of the annual overseas team sorties are crew air fares and accommodation, support facilities and the shipping of team yachts, the latter far and away the most daunting.

Begging full or partial sponsorship of team air fares has become easier in recent years with the changes in IYRU sponsorship rules, leaving team accommodation, support facilities and shipping as the major financial headaches.

These represent an insurmountable barrier unless heavy sponsorship in cash and/or kind is forthcoming, as the British Southern Cross Cup team recently found to its cost. The loss of the team's sponsorship deprived the British of their defence of the Southern Cross Cup.

The Australian team's 1987 Admiral's Cup shipping bill was picked up by the Australian National Line, solving the ORCA's main difficulty at the time. This vital sponsorship may not, and probably will not, be a continuing feature and is not in any case available for the Kenwood Cup in Hawaii. Hence the great attraction of a dedicated team support ship.

The ORCA's objective now involves the purchase of a vessel capable of transporting, for example, two maxis and four to five forty footers together with their equipment containers. The ship would need a crane capable of lifting the boats overside and possibly a smaller crane for rigging duties.

The refit is envisaged as also providing in port accommodation for the ship's crew and up to fifty team members, engineering facilities, a sail loft, chase boats and even a crew bus, the object being that the ship would be the centre of total team support.

ORCA enquiries have identified some fifty suitable vessels lying idle and for sale in various parts of the world, nearly all of them oil industry support vessels and victims of the downturn in oil exploration.

To the purchase price of the ship, the special use refit and project running costs are added to provide a sponsorship total cost which, according to David Hundt, is not as 'over the moon' as one would imagine. One sponsor is already interested and can see great possibilities for promotion.

The attraction for a sponsor lies in the high profile of the project and such a ship would not be subject to the normal rule 26 provisions. Painted in sponsor's colours and logo it would provide sponsor exposure on a year round basis, not just during yachting regattas.

Other uses for the ORCA ship would be as Radio Relay vessel in major races and America's Cup transport and support duties. Waterfront unions have been approached to allow self loading and unloading of the ship in Australian ports and the same facility would be sought at overseas venues.

This would allow team yachts to be lifted in for the day's racing and lifted out into their cradles for overnight storage or maintenance. Team boats would be required to have Etchells type lifting screws built in during construction to facilitate this.

The ORCA is now so confident of the likelihood of success for this venture that it has already made berthing arrangements with the Cowes Harbourmaster for 1989 and has asked UK waterfront unions for self loading dispensation.

If this imaginative project is successful, the ORCA will have solved most of the problems facing Australian ocean racing teams in international competition and invented a unique type of sports sponsorship into the bargain.

CERCLE Nautique Caledonie will again be the host club for the 1989 Australia-Noumea Race.



A proposal to form a professional management team for major regattas has surfaced from the CYC's post mortem of the 1987 AWA Southern Cross Cup and Sydney-Hobart race. A development which now seems almost inevitable in light of the professional developments in ocean racing, the race committee would be comprised of the management team and a chairman nominated by the host club.

No one from the management team would be eligible to compete in the regatta and a separate protest committee or international jury would preside. A trial run of the concept will be held during the AWA ocean racing championship in December.

Lack of sponsor interest has caused cancellation of the 1988 Sydney-Vanuatu race. A very full yacht racing calendar due to bicentenary events contributed to the lack of interest by sponsors and competitors alike. It is a great pity to lose this race for 1988 and I am sure that anyone who has ever experienced the welcome given to race competitors by the Vanuatuan people will surely agree.

The popular Sydney-Noumea race remains in the 1989 calendar however, with Alan Brown taking over as Race Director from Peter Rysdyk for whom retirement produces difficulties akin to shutting down a nuclear chain reaction.

For the 1990 Pacific passage race, the CYC is testing the viability of a Sydney-Tonga race in two legs via the Bay of Islands (NZ). The Bay of Islands stop-over would break down the single Sydney-Tongatapu 1940 nm track into one leg of 1200 nm and a second of 1100 nm.

If this race goes ahead I have no doubt that the Tongan welcome to the race fleet will match, if not surpass that given by the Vanuatuan. The Tonga group is not called the Friendly Isles for nothing.

Three Aussie Teams For The...



KENWOOD CUP

(but no Kiwis!)

THE Ocean Racing Club of Australia has nominated three teams to represent Australia at this year's Kenwood Cup, to be sailed off the Hawaiian islands from July 30 to August 13. It is the strongest team to go Honolulu since Australia last won the series, then the Clipper Cup, in 1980.

Unfortunately, there will be no New Zealand team defending the Cup the Kiwis won in 1986 — "no sponsor, no money, no suitable IOR boats" according to the Commodore of Royal Akarana Yacht Club, traditional New Zealand challengers for international offshore events.

There is certainly no shortage of enthusiastic yacht owners in Australia and although ORCA has not found a major sponsor for the Kenwood Cup, there will be 10 Australian boats in the series comprising three teams:

RED TEAM:

Sagacious V (Gary Appleby, NSW, Farr 40)

Great News (David Forbes & John Calvert-Jones, NSW, Farr 50)

Beyond Thunderdome (Warren Johns, NSW, Davidson 40).

Reserve: 1988 (Rod Muir, NSW, Frers 80).

WHITE TEAM:

Ultimate Challenge (Lou Abrahams, Vic, Dubois 40).

Once a Jolly Swagman (Chas Jacobsen, Vic, Davidson 40).

Sovereign (Bernard Lewis, NSW, Pedrick 83).

BLUE TEAM:

Venture 1 (Max Ryan, NSW, Frers 40).

Vanguard (Richard Cawse and Maurice Drent, NSW, Farr 43).

Ragamuffin (Syd Fischer, NSW, Frers 79).

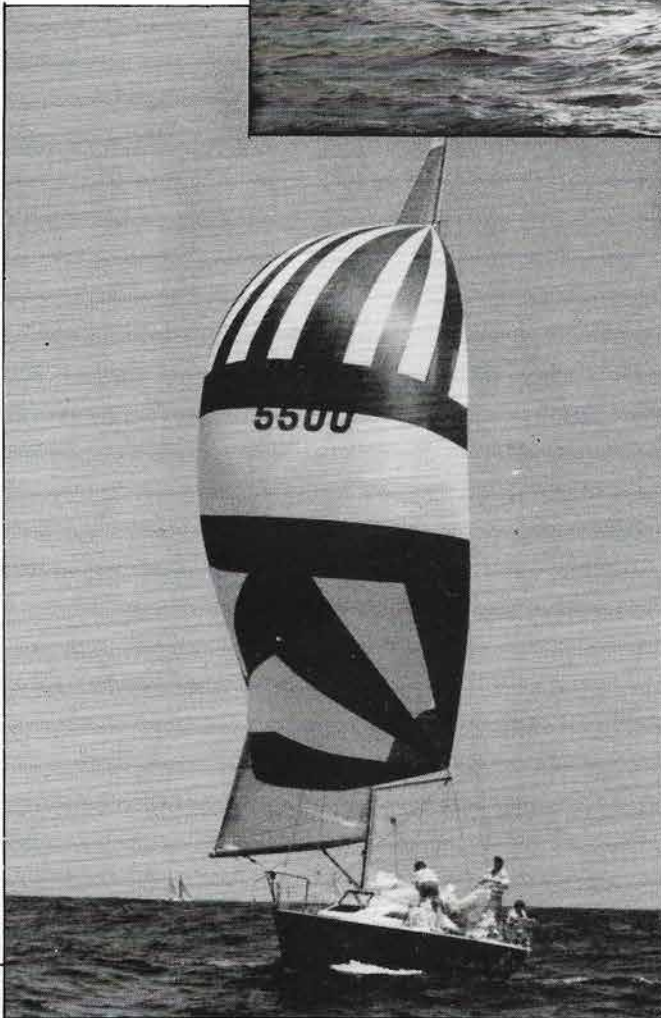
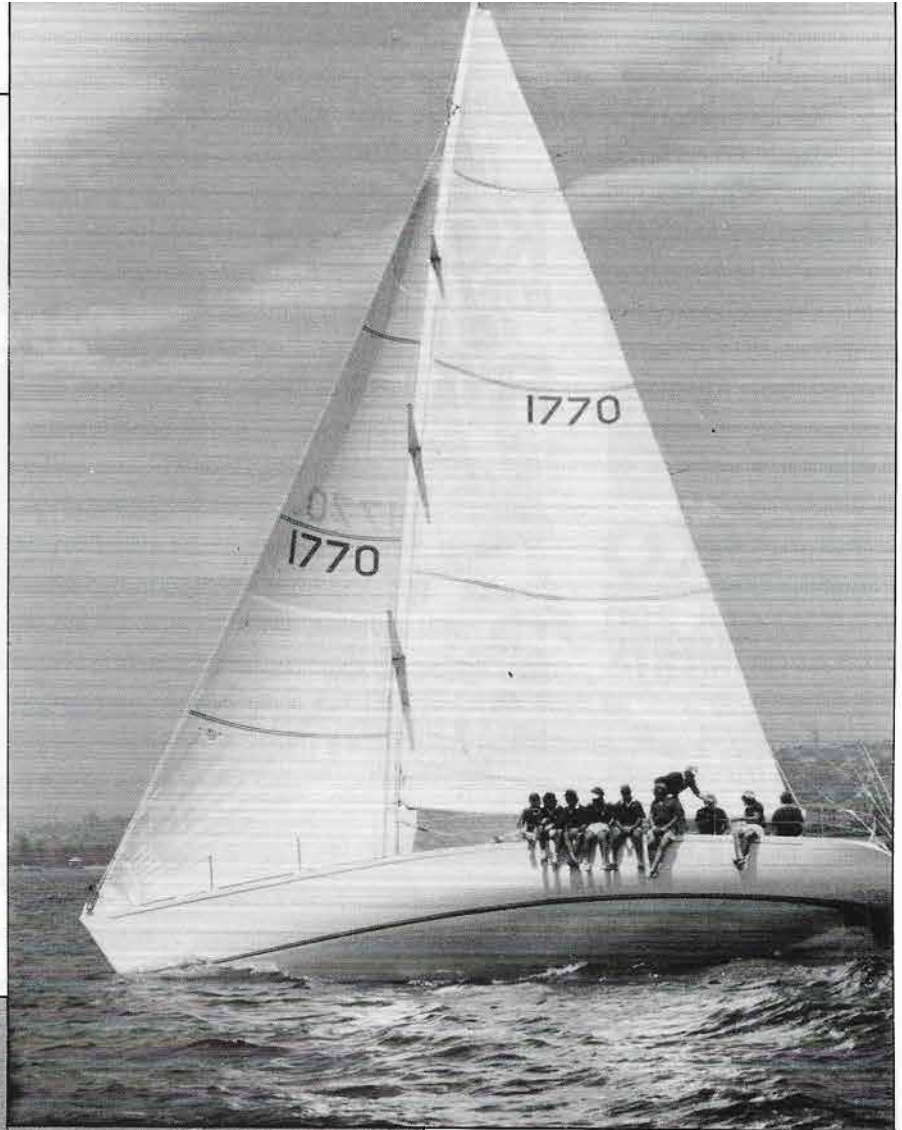
Although the Red team looks the strongest, all three are capable of excellent results in the traditional fresh-

weather sailing conditions that can be forecast with a degree of certainty off Hawaii in July/August. Certainly, all three teams go into the series with outstanding credentials to meet teams from the United States, Japan, Hong Kong, the United Kingdom (for the first time in Hawaii) and possibly a combined team from Europe.

Sagacious V was a member of Australia's teams at the 1987 Admiral's Cup (third) and Southern Cross Cup (first) while *Great News* sailed for Hong Kong (as *Highland Fling*), winning two races of the Southern Cross. Since then *Great News* has won Division of the Caltex Sydney-Mooloolaba Race and the IOR Division 1 of the XXXX Ansett Hamilton Island Race Week. America's Cup skipper John Bertrand is expected to join *Great News* for the Kenwood Cup. *Beyond Thunderdome* represented NSW in the Southern Cross Cup and has since won the Mooloolaba race in dashing style.

Red team reserve, Rod Muir's new maxi, 1988, had not been launched when the teams were chosen.

Heading the White team is *Ultimate Challenge*, a member of Australia's 1987 Admiral's Cup team, skippered by Melbourne yachtsman Lou Abrahams, a veteran of racing in Hawaii and a member of the last winning Australian team.



BOUND for Kenwood Cup in Hawaii, Farr 50 *GREAT NEWS* (above) owned by David Forbes and John Calvert-Jones, and Warren Johns' Davidson One Tonner, *BEYOND THUNDERDOME* (right). With Gary Appleby's Farr One Tonner, *SAGACIOUS V* (opposite page) they will make up the Australian Red Team for the Hawaiian series.

Both *Ultimate Challenge* and *Once a Jolly Swagman* sailed for Victoria in the Southern Cross Cup, while the maxi, *Sovereign*, sailing for NSW, went on to win the double of line honours and first on corrected time in the AWA Sydney-Hobart.

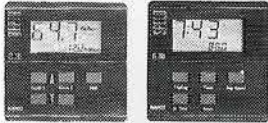
The trio in the Blue Team are older boats, but all three are top ocean racing yachts. *Venture 1* is the 1985 vintage One Tonner *Joint Venture* while *Vanguard* is the 1985 Admiral's Cup team boat *Drake's Prayer*.

Syd Fischer returned to ocean racing in the last Hobart with *Ragamuffin*, pushing *Sovereign* hard all the way until splitting her mainsail off the Tasmanian East Coast. Fischer captained Australia's last winning team in Hawaii and his experience will add strength to the Blue Team.

Outside of Australia, only the British have named their team — the first sail to sail in the Hawaiian series — comprising two members of the 1987 Admiral's Cup team which finished second to New Zealand — Graham Walker's *Indulgence* and Mike Peacock's *Juno* — plus Robin Aisher's *Yeoman XXVII*, the former Australian-owned Farr 50, *Great Expectations*.



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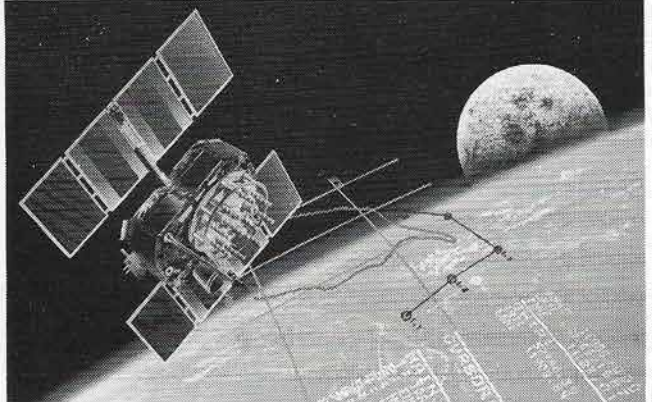
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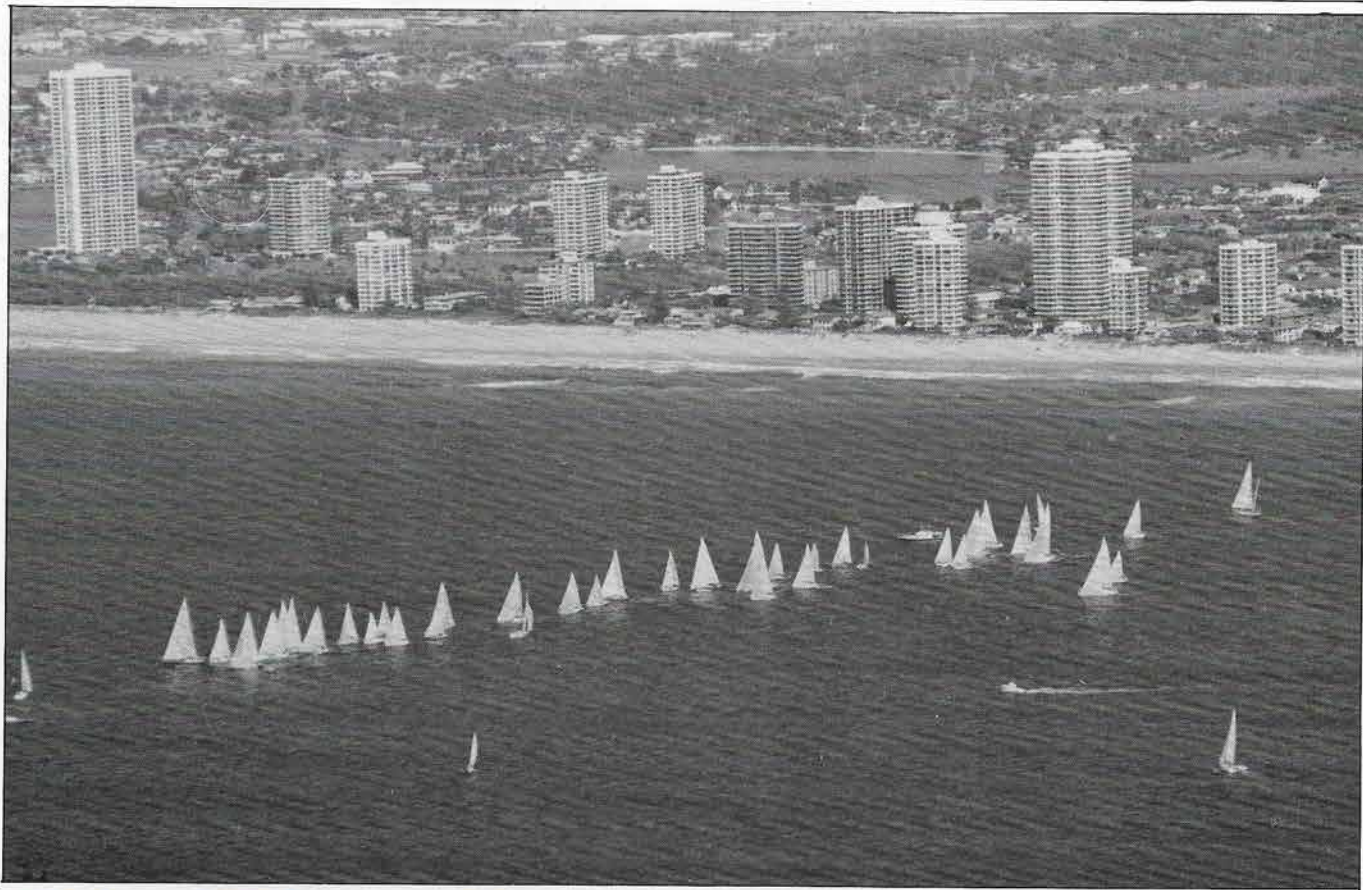
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Jupiters Gold Coast Race



Big Fleet for Jupiters Regatta

THE Cruising Yacht Club of Australia's first offshore racing series away from Sydney, the 1988 Jupiters Gold Coast Regatta in August, looks certain to attract a fleet of between 80 and 100 of Australia's top offshore racing yachts.

Jupiters Gold Coast Regatta 1988 will be an ongoing racing series of three short races off the Gold Coast following the 380 nautical mile passage race from Sydney, starting on Saturday, August 6.

Officials of the CYCA and Southport Yacht Club have already started distributing the Notice of Race to yacht clubs throughout Australia and overseas.

Meetings between the sponsors and the two yacht clubs have planned a gala programme of day racing offshore and Gold Coast style entertainment and relaxation ashore over the week.

This year's third annual passage race from Sydney is now the opening race of the up-market Jupiters Gold Coast Regatta, an event that yacht club officials see as Australia's mid-winter equivalent to the Kenwood Cup in Hawaii and the Sardinia Cup in the Mediterranean, where top class offshore racing is intermingled with colorful social life ashore.

With most of the fleet expected to have reached the Gold Coast by the Tuesday night or Wednesday morning, the social highlight of the week will be the Jupiters Regatta Ball in The Pavilion Ballroom at Conrad International Hotel and Jupiters Casino on the evening of Wednesday, August 10.

Next day will see the first of the three races to complete the 1988 Jupiters Gold Coast Regatta...

- The PACIFIC FAIR Offshore Triangle on Thursday, August 11;
- The JUPITERS Ocean Race from Southport to Point Danger and return on Friday, August 12;
- The VANGUARD INSURANCE Offshore Triangle on Saturday, August 13.

A major change for this year's Sydney-Gold Coast race will see the introduction of a new category for yachts rated under the increasingly popular CHS (Channel Handicap System) in addition to the IOR (International Offshore Rule) category and a Cruising category.

CHS, which has already been successfully used this season by the Cruising Yacht Club of Australia, will replace the Performance Handicap System, an

arbitrary assessment of a yacht's potential handicap.

CHS was developed in England by the Royal Ocean Racing Club as a means of encouraging the continued racing of yachts outmoded by modern, hi-tech IOR racing yachts. It also gives a much more equitable rating to yachts which because of the long, lean hull shape were heavily penalised under IOR — yachts like the popular Adams designs and such high-performance boats as *Boundary Rider*.

While a number of Queensland yachts are now being measured for a CHS rating, the organisers of the Jupiters Sydney-Gold Coast Regatta have agreed to still include a PHS (Performance Handicap System) for the final three short offshore races of the Regatta when local Southport and Brisbane yachts are expected to race.

Entries for the 1988 Jupiters Sydney-Gold Coast Regatta close with the Cruising Yacht Club of Australia in Sydney on July 11, but late entries may be accepted up until August 1.

The Notice of Race and Entry Form for the Regatta is now available from the CYCA, the Southport Yacht Club and from major yacht clubs around Australia.

THE well-known American ultralight displacement sloop *Merlin* lost a man overboard during the last Transpac Race, but fast reaction by the crew and a disciplined procedure had him back aboard within eight minutes.

In this article, reprinted with kind permission of **American Sailor**, news magazine of the United States Yacht Racing Union, skipper Skip Stevely recounts to journalist Simon van Collie what they did right ... and wrong.

At 1500 hours on July 9 1987, the 10-year-old 67 foot ultralight *Merlin* was on her way to her third first to finish victory in the Los Angeles to Honolulu Transpac, Spinnaker reaching with a 1.5 oz chute and dual staysails, the needle shaped sloop was knock off 12 to 15 knot speeds in moderate seas.

The crew, led by Transpac veteran Skip Stevely (bowman on 1983 Transpac winner *Charley*), had overcome a 65 mile early race deficit and was now battling with the newest generation of maxi-ultralights for the lead.

Five minutes later the cry 'Man overboard!' was heard. One of the crew members (who, by agreement of the crew, has remained anonymous) had been standing behind the helmsman. On the ultralight sleds, the driver is always moving the wheel to take advantage of the waves. The boat is so responsive that the stern is likely to lurch suddenly. The crew members was thrown off the high side, never even touching the lifelines as he went.

Stevely, skipper, has been through two other real life man overboard situations. Talking to journalist Shimon Van Collie, he shared some important lessons learned by the eight man crew, both right and wrong, during the hair-raising minutes that followed.

Stop the boat immediately

Large racing boats, especially ultralights, cover an amazing amount of

ocean in very little time. The helmsman on *Merlin* threw her into an emergency round up, laying her out sideways. The crew member who had fallen overboard recalls seeing the keel out of the water by the time he resurfaced.

A strong swimmer, he took off in pursuit. He almost made it, but the 23,000lb boat began sliding sideways faster than he could swim. The crew released the man overboard gear, but without forward motion it was difficult to get the pole out of its tube because the



MAN overboard exercise conducted recently by the National Safety Council using its training yacht ENESEAY illustrated difficulties of picking up a man from the sea, even in smooth waters.

MAN OVERBOARD!

horseshoe ring was just floating in the water.

They also tried throwing a donut shaped heaving ring, but against the 20 knot breeze, it fell short of the sailor in the water.

Put the best driver on the wheel

He or she is used to performing under pressure and, with someone in the water, everyone's adrenaline is really pumping. The same goes for those who normally raise and lower the sails.

In 1981, Skip was on the Farr 52

Zamazaan when she lost a crew member off the California coast. The owner, who was not the best helmsman, took the wheel and had to make three passes before they made the recovery.

Skip who runs the bow, was assigned to spot the swimmer instead of taking his normal position. It took 25 minutes to pull the sailor out of the frigid waters.

Assign two spotters to watch the person in the water

As *Merlin* drifted away from the swimmer, one person kept an eye on him

while the navigator got the longitude and latitude off the SatNav and the helmsman kept track of the compass bearing. As the boat got further away however, it became harder to maintain visual contact.

'As we got 300 or 400 feet apart', says Skip, 'we could see him when he bobbed up with a wave, but then we would lose him for three or four bobs. That's when you get really panicked. Two pairs of eyes are better than one'.

Always keep a knife at the mast

The crew released the spinnaker halyard on *Merlin*, but the line snagged about 50 feet out. A crew member had to go down to the galley to get a knife (the one that was usually at the mast was missing) to cut it free. The weather sheet and guy were released and the chute winched in to leeward.

In the panic, the chute ended up under the boat and wrapped in the keel, rudder and prop. It took a good three to four minutes to pull it free.

Skip adds that, had the conditions been any nastier than they were, he would have cut the chute free entirely. The conditions were moderate and the visibility good, but if it had been rough or at night, things could have been far worse. 'It's too great a risk to have someone's life at stake and to exhaust

the crew trying to get a spinnaker off the rudder and prop' he says, 'We were lucky'.

Getting the spinnaker down and back onboard ate up about six minutes and it took another two minutes to beat up to the fallen sailor. They had lines overboard for the retrieval, but a crew member was also lying on the deck with his armpit at the stanchion. He then locked wrists with the swimmer and hauled him aboard.

The entire incident from splashdown to pick up took eight minutes. Ten minutes later they had another spinnaker set and were back in the race.

Merlin finished the next day, only an hour shy of the all-time record set in 1977. The crew's outstanding seamanship not only saved their compatriot's life but earned them a special trophy from the Transpac Yacht Club race committee. For Steveley, less stress would have been more rewarding.

'Speed is of the essence in a man overboard situation,' he says in summary. 'Stop the boat immediately and have something you can throw 40 feet and snag the guy. Once you have got him attached to a line, then you can put it on a winch and drag him in. You'll save yourself a lot of consternation that way. You've simply got to prepare, to think about it ahead of time — as much as you want to believe it's not going to

happen. Your blood pressure really goes up when you lose a guy out there in the high seas.'

USRU's Safety-at-Sea Committee chairman John Bonds added these points:

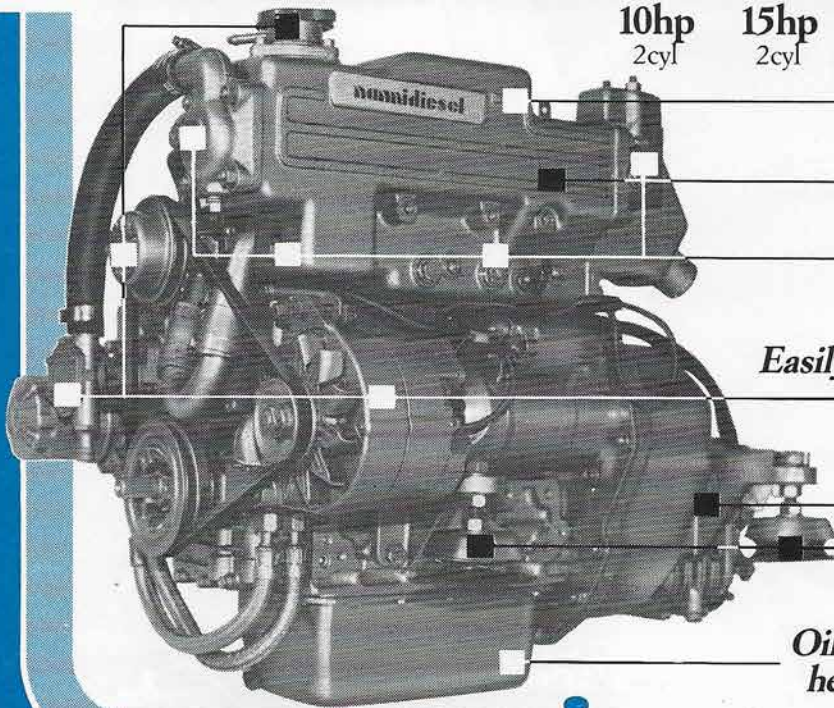
- The Quick Stop manoeuvre must be practised — particularly with a spinnaker up — and every watch section should be briefed on the procedure to be employed as they take the watch. The spinnaker halyard should always be flaked for easy running.
- Wearing harnesses and clipping on in surfing conditions is perhaps the best preventative measure.
- Several rescue devices designed for throwing into the wind are available. Survival Technologies markets 'Seaid', a throwable compact canister that automatically inflates into a horseshoe lifering when it hits the water. Sterns Mfg. markets 'Man Overboard' a throwable pouch that inflates into a circular lifering on contact. Omega Corp offers a throwable pouch containing 60 foot of buoyant polypropylene braided line called a 'Rescue Throw Rope'.

For a report on a recently developed man overboard techniques for fully crewed and shorthanded boats, send \$2 to USYRU, Man Overboard Report, Box 209, Newport, RI 02840, USA.

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AWESOME! That's the only description for *New Zealand*, Michael Fay's massive megayacht built to challenge the San Diego Yacht Club in the 27th Match for the America's Cup, set down – somewhat optimistically – for September, 1988, on the waters off San Diego.

The 38-metre sloop with its wings and stubby bowsprit, its mast towering 43m above the deck – the equivalent of a 15-storey building – and sailed by a crew of 40, certainly made America's Cup history as she swept across Auckland's Hauraki Gulf on her first official sail.

But as New Zealanders celebrated the launching of their second Challenger for the America's Cup in a festival of sail that was more akin to a religious revival meeting than a traditional yacht launching, an air of uncertainty still hung over the Match.

The Americans, led by Commodore Doug Alford of San Diego Yacht Club and John Marshall, head of the design team of Sail America, the Cup Defence arm of the club, were adamant they would defend the Cup with a 22-metre catamaran, despite forthright criticism that to match a catamaran against a monohull was an abuse of the traditions of the America's Cup, and would be a total mis-match.

While *New Zealand* is scheduled to be shipped to California in May, it is almost certain that before she leaves Michael Fay and the Mercury Bay Boating Club will initiate an action before the New York Supreme Court to have a multihull yacht declared an illegal Cup contestant.

The Americans, in Auckland for the ceremony to see the yacht sail, are confident that without any mutual consent over the type or class of yacht for a Cup Match, the Defender has the right to choose whatever type of yacht it wants to Defend the Cup, including a multihull, provided the load waterline does not exceed 90-feet. However, should the court rule against a multihull, San Diego Yacht Club will then seek a deferment of the Match to enable it to build a monohull capable of matching New Zealand's K-boat.

Michael Fay, the merchant banker who led New Zealand's first-ever challenge for the America's Cup in Fremantle in 1986-87, has made it clear that racing his huge sloop, no matter how fast it may be, against a catamaran, is not on. It would be a mis-match, not a match, he claims, an abuse of the traditions of the America's Cup.

In an emotive speech at the naming of *New Zealand* at Auckland's historic Princes Pier on Sunday, March 27, Fay declared: "This boat deserves a match. This boat deserves a fair and even match. This boat deserves an America's

Kiwi's Cup Dream...





AWESOME Challenger

By Peter Campbell

Cup Match." And 75,000 Kiwis cheered wildly as they packed the waterfront.

The commodore of his Challenging club, Mercury Bay Boating Club, Doug Morcom, a New Zealand sheep farmer, was even more pointed in his speech. Looking directly at his rival Commodore from San Diego, he said: "It's not on. If you want a multihull trophy, go out and buy one. But leave the traditions of the America's Cup alone."

And while both parties to the 27th Match for the America's Cup were in Auckland, at the naming ceremony, on boats together following *New Zealand* on her first official sail, and at other social functions, there was apparently no move for discussions towards a possible compromise. Court action looked certain.

So that was the state of play at the end of March 1988 – just 21 weeks to the scheduled first race of the America's Cup on September 3. Michael Fay had his supermaxi, his K-boat, in the water and sailing. John Marshall, Dennis Conner and Sail America were still building their two catamarans for a July launching, catamarans that will be 22-metre versions of 7.6m C-class cats with their rotating solid wing masts, the slotted aircraft-type foils originally the concept of Australian designer Lindsay Cunningham.

Marshall, an Olympic medallist, president of North Sails, America's Cup sailor and in 1987 design coordinator of the *Stars & Stripes* syndicate, claims that over the windward/leeward course planned for San Diego in September the outcome will be far from a mis-match. "It will be a fair and remarkably interesting match," he told me after watching *New Zealand* sail. Both yachts would have certain advantages and disadvantages.

Defending Sail America's decision to defend the Cup against the already controversial New Zealand challenge, Marshall said that San Diego had "neither the time nor the money" to build a monohull defender. In any case, San

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AWESOME Challenger

continued...

Diego Yacht Club and Sail America felt it was justified in building the fastest possible boat to defend the Cup won in the 12-metre Match in Fremantle by *Stars & Stripes*.

Marshall claimed a match meant one boat against another, not that both boats had to be of a similar type.

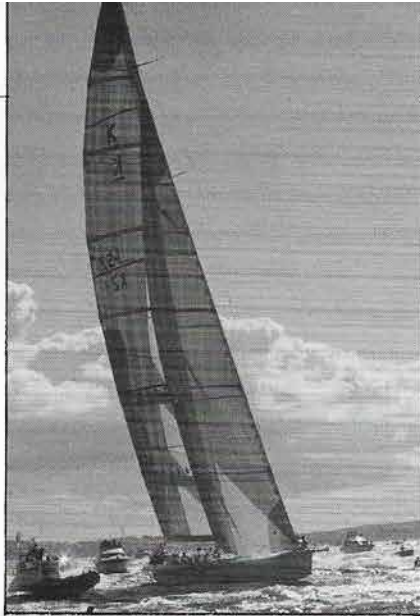
But back to the wonderboat of 1988 – *New Zealand*, the largest racing yacht built to challenge for the America's Cup in 50 years. Certainly in the light wind ranges forecast for September off San Diego it will be the fastest monohull afloat. How fast it will be against a catamaran – if they ever meet – is debatable.

Both concepts for the America's Cup must be linked to developments on a theme – the Bruce Farr-designed *New Zealand* has to be seen as a 127ft version of an 18-footer, the Sail America concept, a 25-metre development of a 7.6m C-class catamaran.

As everyone knows, if a fresh nor'easter on Sydney Harbour, Australia's fastest 18-footers have been no match for the *Yellow Book*, Australia's current top C-class catamaran, nor for *Victoria 150*, the Lindsay Cunningham design which regained the Little America's Cup from the *Patient Lady* syndicate on Long Island Sound in 1984.

But there should not be fresh seabreezes off San Diego in September and in the light winds range for which Bruce Farr has obviously designed *New Zealand*, a catamaran could be vulnerable. *New Zealand* should be as fast upwind, a more tactical boat, and downwind in light airs the American Defender would have the drag of two hulls. However, it would be on reaches that huge concept of a C-class catamaran would achieve the hull-lifting speeds that would outpace the monohull sloop.

Such an America's Cup Match would be a remarkable event, a rare test of optimum boatspeeds achieved by the world's top yacht designers. But in the traditions of the America's Cup it would be a mis-match which could quickly lose public interest as an on-the-water spectacle. The answer may be resolved in Court, but hopefully some compromise may still be reached between the New Zealanders and the Americans to defer the Match. This would allow Sail America to create a yacht of comparable dimensions and performance as *New Zealand* but still a test of international design and boat-building techniques.



One thing does seem certain. The days of the traditional 12-metre match-racing for the America's Cup are over. There will either be an ongoing concept of mega-yachts of the dimensions of *New Zealand* or there will be a consensus of syndicates and designers from major yachting nations that will see a new class of yacht replace the lead-mines built within the constraints of the International 12-metre rule.

New Zealand is a fascinating boat, awesome to watch as she picks up speed in windward, at least 25 of the crew packing the windward wing as human ballast. In 10 knots of breeze on her first official sail after the naming ceremony she accelerated to more than 15 knots. In lighter breezes she is capable of a boatspeed double that of the wind.

Without the constraints of any rule, Bruce Farr has designed a remarkable craft, 90ft on the waterline, 127ft in overall length including the stubby bowsprit, 14ft on the waterline beam and 26ft maximum beam with wings protruding about four feet on either gunwale from the mast to where the transom begins to slope away. The bow is like that of an 18-footer with the bowsprit multi-stayed to take the massive loads.

Simplicity is the keynote of the deck layout. There are two cockpits, the aft for the helmsman, tactician and navigator, a coffee grinder pen just astern of them where four men will grind in the massive mainsail. Amidships is the trimming cockpit with two cross-linked coffee grinders for the headsails.

Below decks, however, is a bank of four cross-linked coffee grinders and the winches for hoisting the sails, five in all.

Looking down on the yacht, *New Zealand's* bow assumes a needle-like shape with a single trough down the centre.

The rig is massive – and the pictures here are only of the No. 2 rig. Her first mast is conventional, towering 150 feet or 43m above the deck, supported by

four swept-back spreaders that in themselves reach 20ft out from the mast. At the masttop there is a diamond system, also quite conventional although it does look like crossed swords.

New Zealand has surprised most people by having a masthead rig, a change from the traditional Bruce Farr rigs, but obviously designed to gain the greatest boatspeed in light airs. Like modern 18-footers she will use a gennaker or asymmetrical spinnaker rather than a conventional spinnaker.

The only details of the yacht that have been kept secret so far are its keel. The nominated depth of the keel was 21ft and it looks every bit of this. It is a sloped-aft fin, with a bulb-like appendage at the bottom.

Certainly the rig we saw in *New Zealand* was only a training rig. At least four more massive masts are being built, including one that will be a variation on the wing-sail combination.

Built of carbon fibre over a core of honeycomb the hull was made one shell over a wooden plug by Marten Marine of Auckland who also built *New Zealand's* first challenge for the America's Cup, *KZ 7*, the plastic fantastic "Kiwi Magic". Designer Farr has based the K-boat concept of his remarkable European Lake boats, light and strong ultralight displacement 45-footers with a semi-planing hull narrow on the waterline for low wetted surface, with wings to use the human ballast of the crew.

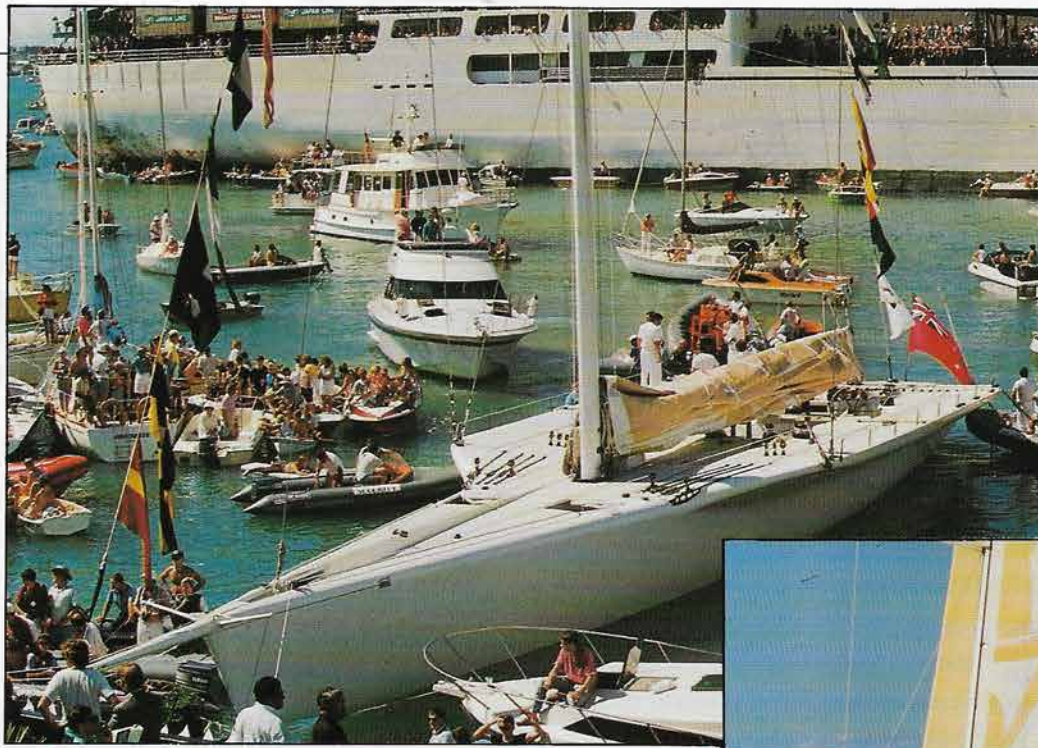
While Bruce Farr was cagey about giving away too many dimensions, particularly all-up weight, he said that *New Zealand*, the K-boat, of 127ft overall length weighed about the same as a 12-metre of 70ft LOA.

Farr also gave some interesting comparison between the performance of a 12-metre against his K-boat. On a windward beat the hullspeed of a 12-metre would be 8.4 knots – the K-boat could be expected to reach 16 knots. On a reach when a 12-metre would reach 11 knots, the K-boat would accelerate to 25 knots, with the same relative speeds on a run, in which the K-boat would tack downwind like an 18-footer.

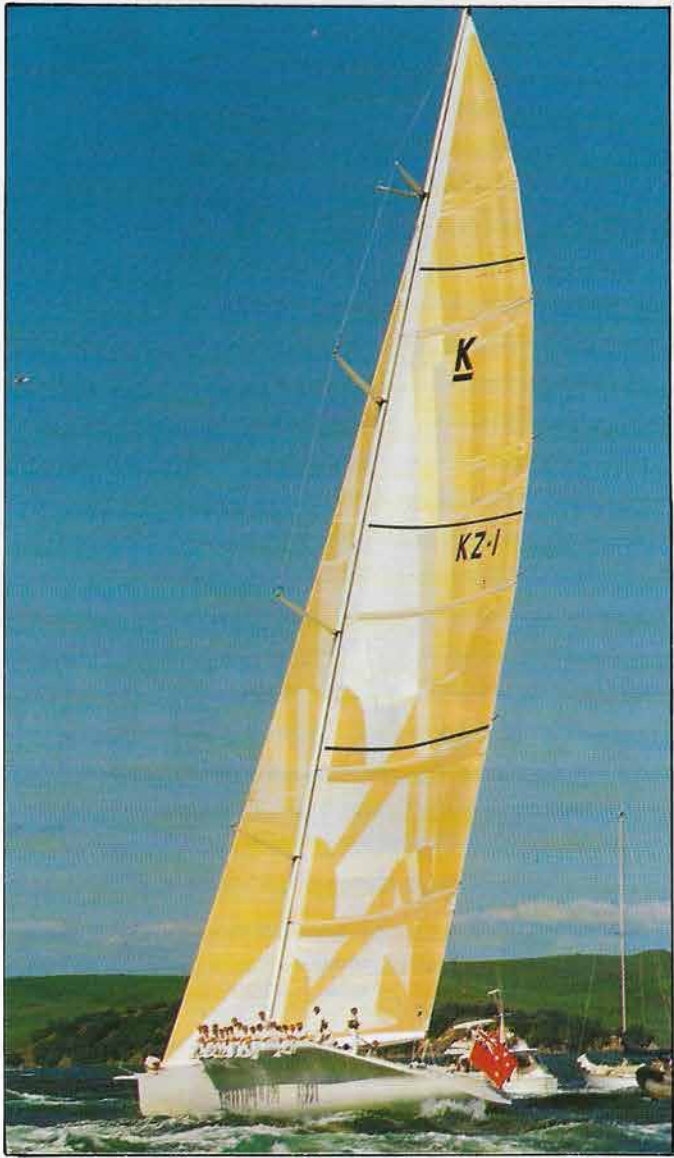
Sail area of an average 12-metre of recent vintage is about 2,400 sq ft, *New Zealand* will carry from 5,000 to 15,000 sq ft of sail.

And the cost of Michael Fay's Challenge for the America's Cup. The Kiwi syndicate budget for building the K-boat and a five to six months campaign in San Diego has been set at between \$US7 and 10 million. The New Zealand syndicates original estimate of a 12-metre campaign for the America's Cup in San Diego in 1990-91 was \$US45 million. That's a saving of 80 percent in a Challenge for the America's Cup.

It could be good value if Michael Fay finally does get a crack at the Auld Mug.



NEW ZEALAND'S massive challenger for the America's Cup, NEW ZEALAND shows its paces on the Gulf of Akarana following its spectacular launching in Auckland. More than 75,000 people crowded Auckland's wharves and at least 2,000 yachts and pleasure boats followed the megayacht out to sea. NEW ZEALAND is around 36.5 metres LOA, her mast towering 43 metres above the deck, and on this day her crew totalled 40 or so, with up to 25 packing the weather rail. (Pictures by Peter Campbell).



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WINDWARD PASSAGE II, Rob Muir's new maxi yacht, can only be described as the ultimate ocean racing yacht. The 80-footer, designed by German Frers, was unveiled at Newcastle - her home port - on Sunday, May 1, a multi-million dollar example of the absolute latest in design, construction and equipment.

A product of spaceage technology adapted so skillfully to boat-building, *Windward Passage II* is in total contrast to the original *Windward Passage*, the famous yacht that Muir still owns and which took him so quickly into big boat league of ocean racing. The first *Windward Passage* was built of wood, 20 years ago, on a beach in the Bahamas. The new *Windward Passage II* was created in an oven in a factory in Sydney, built of carbon fibre, Nomex and Kevlar.

Rob Muir has spared nothing to make *Windward Passage II* a great example of what Australia can produce, to build a yacht that will be a world-beater overseas and in her home waters. After sailing trials she will be shipped to Hawaii for the Kenwood Cup in August, which this year is also part of the International A Class World Championship for maxi yachts, and will then go on to San Francisco for the Big Boat Series.

Muir will bring *Windward Passage II* back to Australia for the Bicentennial AWA Sydney-Hobart Race in December, with the objective of not only taking line honours but also winning on corrected time, a victory that eluded him with the old "Passage."

Windward Passage II is 80ft LOA, has a beam of 24ft 6in with a hull that weighs about half the weight of any existing maxi, yet is stronger and stiffer. The hull is the largest single pre-preg composite structure in the world, the previous largest being the doors of the space shuttle.

The hull is also the first monocoque structure in the world to be built from carbon fibre, Nomex and Kevlar. Builder John McConaghy of Sydney, recognised as a world leader in advanced composite construction, used the Isle of Wight-based SP Systems pre-preg material and methods, an integrated approach involving structure engineering expertise, the use of optimised exotic materials, and a good working relationship between designer and builder.

The remarkable weight saving in *Windward Passage II*, yet great strength and stiffness has apparently been achieved by stiffer panels located in stress areas such as the slamming area, lighter bow and stern sections; overall longitudinal stiffness for rig control; better overall rigidity of the hull-and-deck assembly; low maintenance cost of the entire structure; and retention of hull and deck shape after loading.

WINDWARD PASSAGE II

The Ultimate Ocean Racer

By Peter Campbell

According to SP Systems, the feasibility study included considerable time being spent with designer Frers identifying the critical loads acting on the structure, such as fore-and-aft loads, transverse rigging loads, sail control loads, keel and crew weight righting moment, slamming wave pressure and rudder loadings. The structural analysis of these loadings was achieved using a combination of computer-aided finite element analysis and extensive hand calculations.

The result is an outstanding maxi yacht, with vast potential to achieve great success for Muir and Australia in this Bicentennial Year. White-hulled, the new *Windward Passage* features the traditional whale emblem on her transom as did the original "Passage". Below the water, the hull is like a huge dinghy, a huge yacht that Muir calls his "surf ski."

But unlike the original *Windward Passage*, the new maxi is an out-and-out racing boat with everything possible done to save weight and reduce windage. The deck has been built almost flat to decrease the material content. Below decks a minimum of paint has been used and the smallest possible stove has been installed for cooking. The crew of 27 will sleep on lightweight sailcloth bunks.

The most obvious advance in yacht design technology is the massive rig of *Windward Passage II*. The mast towers 120ft above the deck was designed by Duncan van Woerdan, who coordinated the building of the yacht with Graeme "Frizzle" Freeman. Built by Whale Spars, the mast features the use of flutes, or ribs, running vertically on the front section of the mast, enabling *Windward Passage II* to have the smallest and lightest mast section ever seen on a maxi yacht.

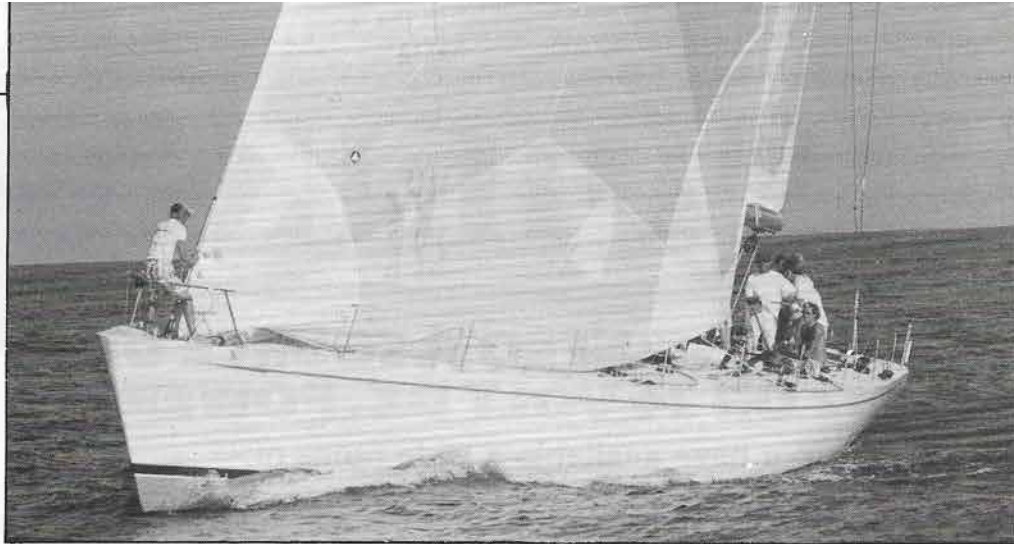
The boom is also a unique, lightweight section, featuring triangulated rigging to take the stress of the huge mainsail. Sails for Muir's maxi have been made by North, Fraser and Sobstad lofts in Sydney and the top men from all three lofts will be aboard the maxi in Hawaii, including North's Grant Simmer and Bob Fraser from Fraser Sails.

Because of the size of the rig, the Lewmar coffee grinder winch system enable 12 men to be used to power a single winch drum.

The hull of *Windward Passage II* is white, painted with Awlgrip, with the fine work by Sydney's Geoff Tyers.

Carrying the most sophisticated navigation equipment, the 80-footer has both Brookes and Gatehouse and Okam instrumentation.

Windward Passage II will have her first encounter with international maxi yacht rivals in the Kenwood Cup series in



Hawaii, starting July 30. Hawaiian officials expect at least a dozen maxi yachts, including *Windward Passage II*, and two other Australian maxis, Bernard Lewis' *Sovereign*, double winner of the last Hobart Race, and Syd Fischer's *Ragamuffin*. Among the top US maxis competing will be Jim Kilroy's *Kialoa*, to be helmed by Dennis Conner, and *El Moro* which will be steered by his former America's Cup rival, Australian Iain Murray. Murray's starting helmsman at Fremantle, Peter Gilmour, will be at the helm of *Sovereign* in Hawaii.

After the Kenwood Cup and maxi races in Hawaii, *Windward Passage II* will go on to San Francisco for the Big Boat Series before returning to Australia to the Bicentennial Sydney-Hobart classic.

The original *Windward Passage*, the grand old lady of world maxi yacht racing fleet, has undergone a complete refit in New Zealand and will act as Muir's "mother ship" for the new yacht.

Windward Passage II is a showpiece for Australian ingenuity and technology and has been built for maximum exposure to the American, European and Japanese markets. The yacht can truly be described as the calling card for Australia's most advanced boat-building consortium.

The mould from which the hull of *Windward Passage II* was created is being used as a specially named tavern to be built within the new Quay 1 entertainment complex near the port of Newcastle.



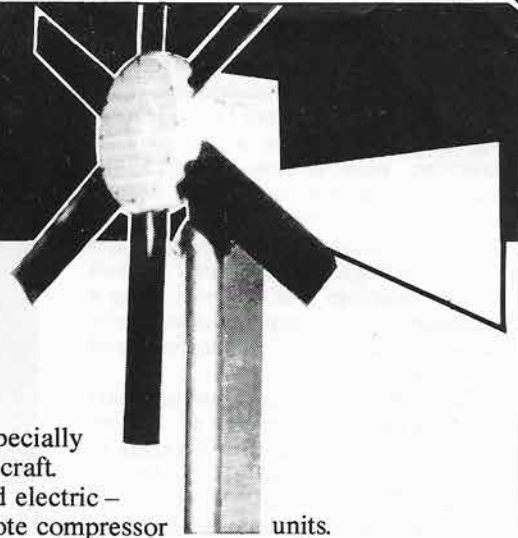
ABOVE
CONTEMPLATIVE yachting coach Mike Fletcher studies the deck layout aboard *WINDWARD PASSAGE II*. Simplicity is the keynote.

TOP
MOVING swiftly to windward in an 8 knot breeze off Sydney Heads, the 80-footer leaves a minimum of wake. After sections have a distinct 12-metre look but below the waterline she has light displacement dinghy-like hull.

LEFT
MAST features vertical flutes on the leading edge, enabling Whale Spars to produce the smallest section mast ever for a yacht of this size. It towers 120 feet above the deck.

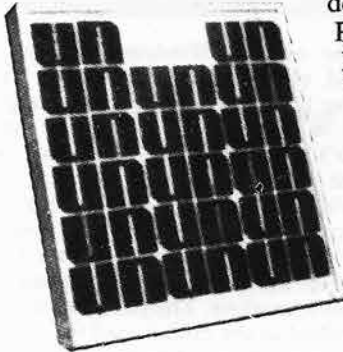


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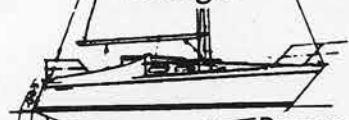
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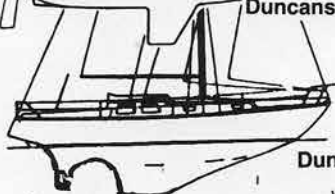
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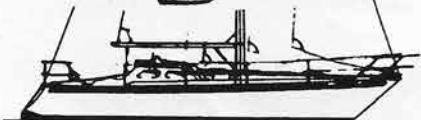
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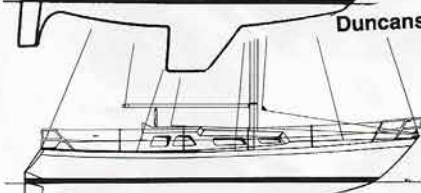
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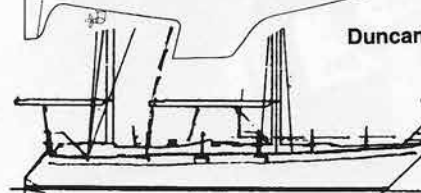
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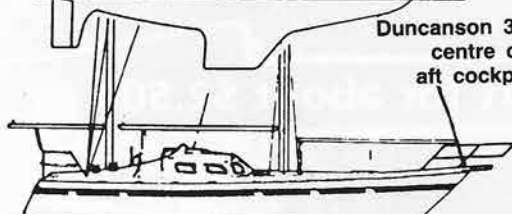
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“Clay’s Cockpit” Creates **SUPER SAILS**

By David Hooley

THE sun-tanned hand caressing the computer keyboard, had the three-dimensional image of a spinnaker on the screen dancing to every command.

It was easy to imagine the same hands working a sheet tending a giant spinnaker aboard the maxi yacht *Sovereign*.

To a sailor who has never understood the complexities of designing and building a set of sails, it was a real eye-opener to be in the North Sails loft at Mona Vale.

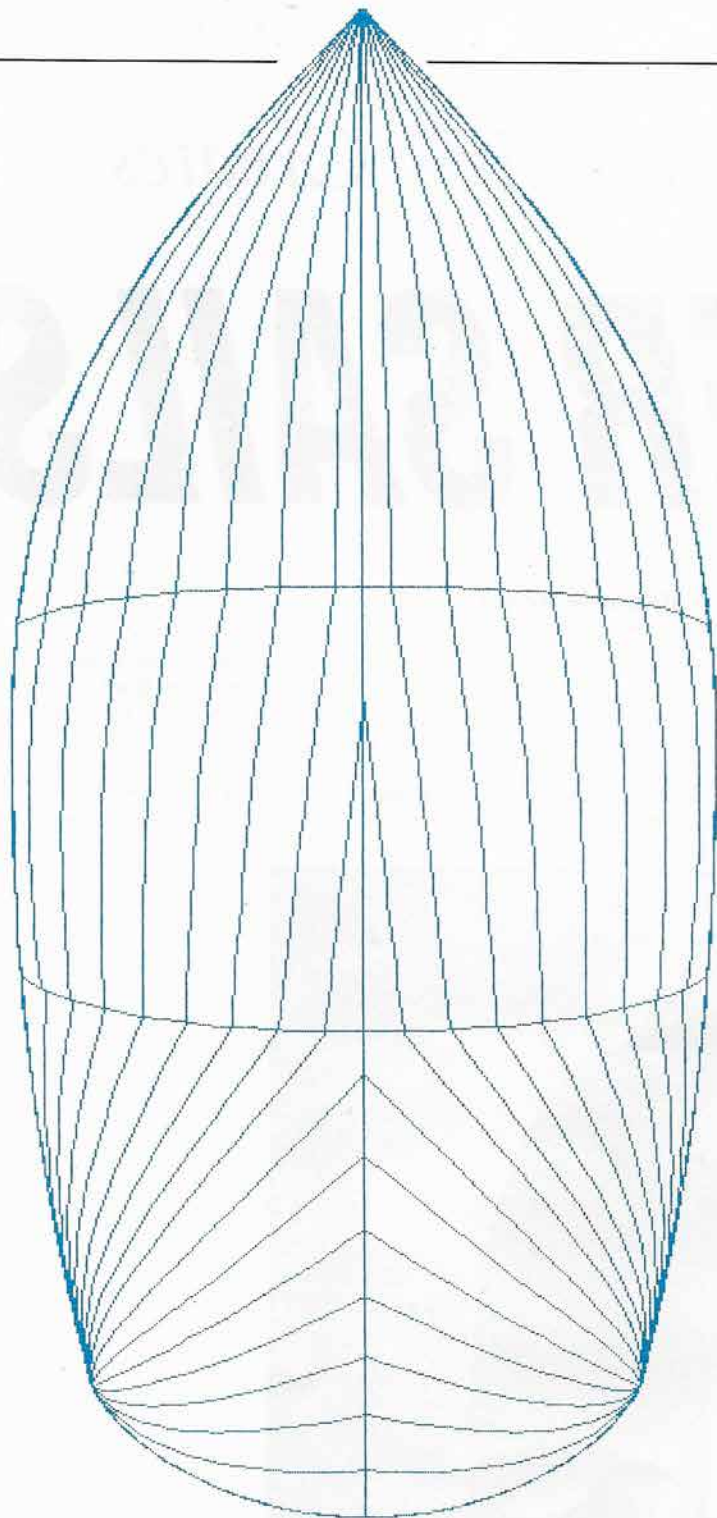
I was more used to seeing sail patterns etched on the cutting room floor of the local loft.

Controlling the puppet show on the video screen in front of me was Bruce Clay, head sail designer and in charge of production at Norths.

He looked completely at ease as he put the latest creation through a “panel” program before it finally went into production.



NORTH SAILS use this picture of British One Tonner PANDA to illustrate their “True Radial” spinnaker set to perfection for reach down The Solent in England. Designed by North’s computer moulding process, the spinnaker has no horizontal panels, the result being a sail that is fast for both reaching and running and, according to the sailmakers, easier to trim.



COMPUTER print-out of a "True Radial" spinnaker designed using North Sails' computer moulding process, giving the sailmakers precise control over shaping and cutting of the individually designed panels.

Alongside him, on another portable computer, there was a working sail plan for a One-Tonner undergoing a "flow" program.

It was easy to see that sailmaking was not longer just an art, but a highly developed science with computer software telling us more about wind pressure and load on sails than we ever knew.

The highly sophisticated workshop was "Clay's Cockpit", skipper of one of

the major sail lofts in the world.

"Norths put a lot of time, effort and personnel into the last America's Cup campaign in Perth, and yachting is reaping the benefits," said Clay.

"We used the time well in researching and developing software and trying to analyse the load and distribution of load to determine the right panel layout for 12-metres.

"We also spent the time updating our

"flow" and "membrane" programs which helped us to determine the exact panel layouts.

"But more than anything else, construction of the sail was the most important thing learnt.

"Major design breakthroughs occurred in 1983 but now that we all had radial cut sails we all sat back and played with shapes.

"We played and played, but soon realised that it was one thing to get the shape we wanted — controlling it over a certain wind range proved to be a different matter.

"Panel layout and construction was the only way to hold shape, or change it. We've got the design of shape nailed down reasonably well now. But trying to get a sail to do exactly what you want it to do is like playing a puppet with strings.

"Where as before a sail got fuller when the wind blew, we can now stop it. This is done by shifting rig and tensions," he said.

The "control" is achieved by the complex art of combining mylar and kevlar usage in jib and mainsail. The combination is determined by running the sail plan through a "flow" programme.

This highly complex program actually tests the rig under simulated conditions. It determines lift and drag on the rig configuration under a range of wind speeds, boat angle and boat speed.

Although not all sails are put through this test (because of cost) there are notable exceptions, especially in America when money is no object.

A recent example loads the rig and sail design for the New Zealand K-boat where Tom Schnackenberg, pioneer of panel design for *Australia II* in 1983, ran a program.

The next step sees each sail then undergo a "membrane" program. Here the sail is loaded so that it stretches similar to working conditions. A colour screen then shows, on a grid pattern, where the pressure differentials are.

The sail is then constructed using the different strengths of mylar/kevlar cloth to obtain maximum performance.

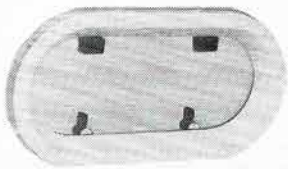
The distinctive "S" cut genoas carried on the 12-metres and now on IOR boats is a good example. The "S" cut or "stretch" cut was a major development in panel layout.

By running anels off the luff, where there was less load, tension could be increased on the halyard without destroying the shape of the sail or having the back of sail "round up".

As the halyard tension was increased, the luff stretched and took up on the 'spike' near the foot of the sail.

The next step, once a rig proves satisfactory, is to move into the "panel" programme. Here the details of the sail

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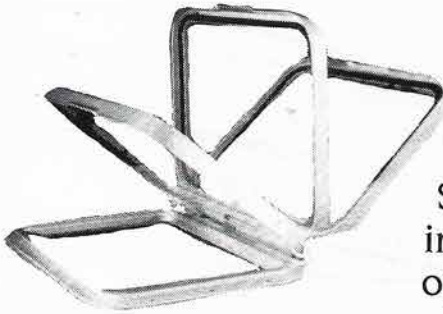
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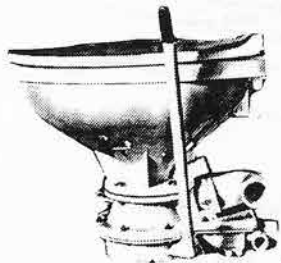
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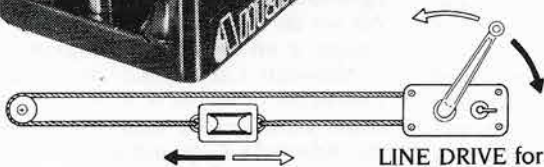
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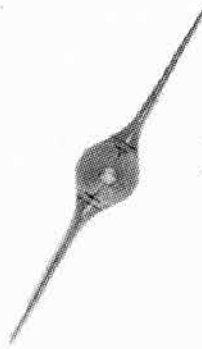
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SUPER SAILS

continued...

are fed into the computer — for our example a radial spinnaker for a Holland 41.

Vital statistics such as luff and leech measurements created a three-dimensional mould of the sail.

Once again the sail is subjected to a series of steps, all designed to give optimum speed. Being computer designed, it is very smooth — gone are the hard spots where vertical panels meet horizontal panels.

Since the spinnaker has been moulded by computer, every panel finishes up oriented radially.

This lines up inherent strength of the cloth with tension coming out of the corners of the sail. The result is a very sensible process for making spinnakers.

Panel widths are kept to a minimum to optimise the cut from the cloth to be used and also to give greater control. Then, once Clay is happy with the numbers, the sail is ready for cutting.

This too is done automatically by a "prepare" program. The computer measures the distances down all the radial line's on the sail. It then calculates the optimum cut to maximise the use of cloth and then each panel is numbered.

This information is then fed into an automatic cutter which is located on a 20-metre long table on the loft floor.

Each time a different cloth or colour is to be used, another "prepare" program is run.

A set of sails for a one-tonner, such as *Joint Venture* for example, would comprise of:

Main: ZIG-ZAG Kevlar from mid-leech to head (33%); 4.5oz Knit Kevlar for clew (33%); 3.5oz Scrim Kevlar for luff and foot (33%).

Jib: 5oz Kevlar for leech (50%); 4.5oz Kevlar stepped to middle (25%); 3.5oz Kevlar luff (15%); 5.5oz Myler for foot (10%).

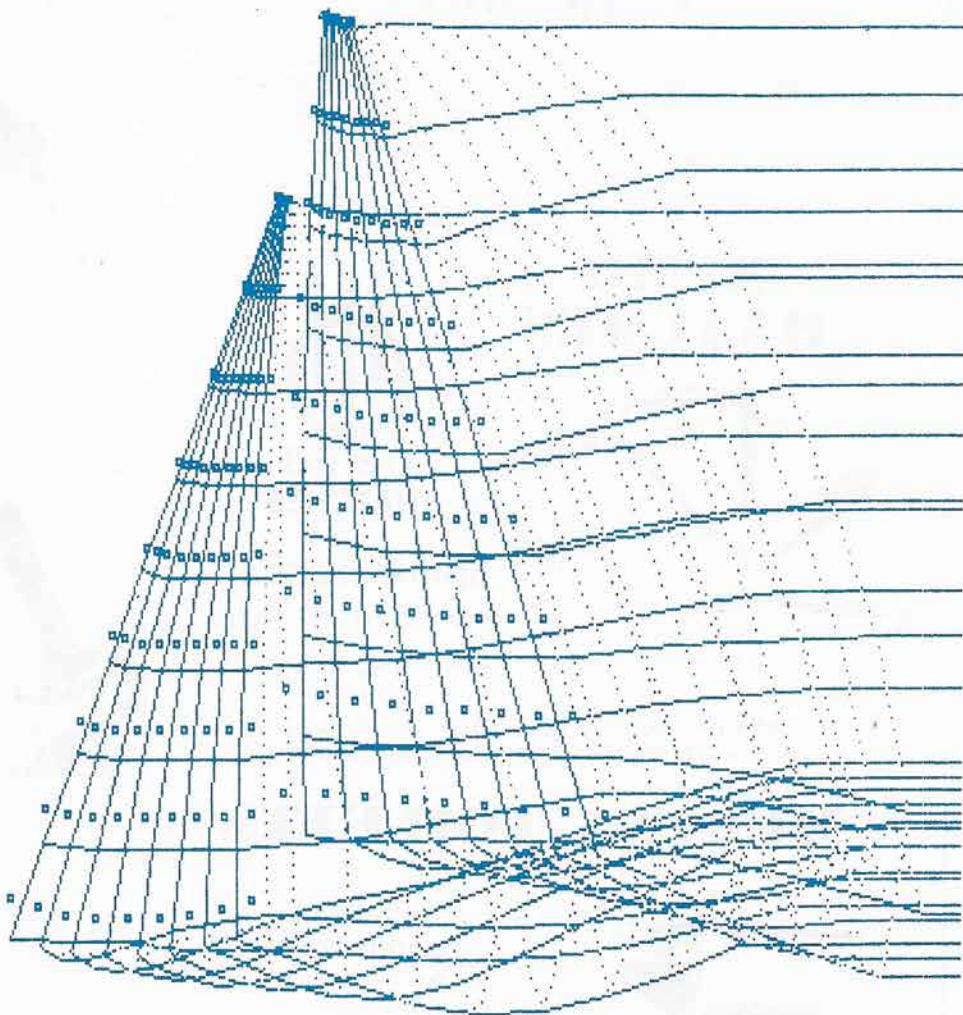
Spinnaker: 102 Norlam (myler) or for a reaching spinnaker 1.4oz on leech (20%) and 1.0oz rest (80%).

Basic costs for these items would be No.3 Jib \$4,000 while No. 1 jib \$3,000 and main \$5,000 to \$5,500 for Offshore Work.

The high price of the jib can be accounted for by the cost of Kevlar and high labour content in building.

Norths, as well as making more than 75 per cent of the sails used in the last America's Cup campaign, also provided Key personnel for the Australian defence.

Designer Rob Hook worked permanently on the *Kookaburra* wardrobe



NORTH SALES computer print-out assessing the flow for lift and drag of sails being designed for the One Tonner, JOINT VENTURE.

while Grant Simmer was an integral part of the *Australia IV* camp.

"Grant is one of three key members of the 20-strong team at the loft," said Clay. "He is most important in the design part as he has a very good eye for sailing, which is very important."

"It is all very good people giving you feed-back, but when it boils down to it, there's not a lot of people that can give you good feed-back."

Simmer, navigator aboard *Australia II* in 1983 and then aboard *Australia III* and *IV* for the last campaign, is one of Australia's finest sailors.

After the Cup campaign he sailed aboard *Madeline's Daughter* with Peter Kurts during the Admiral's cup and recently sailed with David Forbes in *Great News* in the Hamilton Race Week.

"The two other key personnel are Peter Artill and Michael Coxon, who concentrate on one-design classes such as Etchells and 18ft skiffs.

"It's hard, personnel wise, to have enough people if you get five new boats launched. You have trouble spreading them around."

Although the loft is geared for the top of the range of IOR and down to cruising, they are able to cover all designs.

"If someone came in wanting a new sail for a trailer-sailor, of which there are a million designs, we could accommodate them," said Clay.

"If we haven't actually got the design for that particular boat then we'll use what we call a "consensus" design.

"We have a library of designs from light to heavy sails suited to these craft. All we do is pick the suitable one and update it on the design programme."

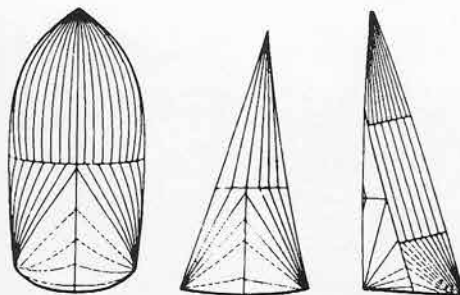
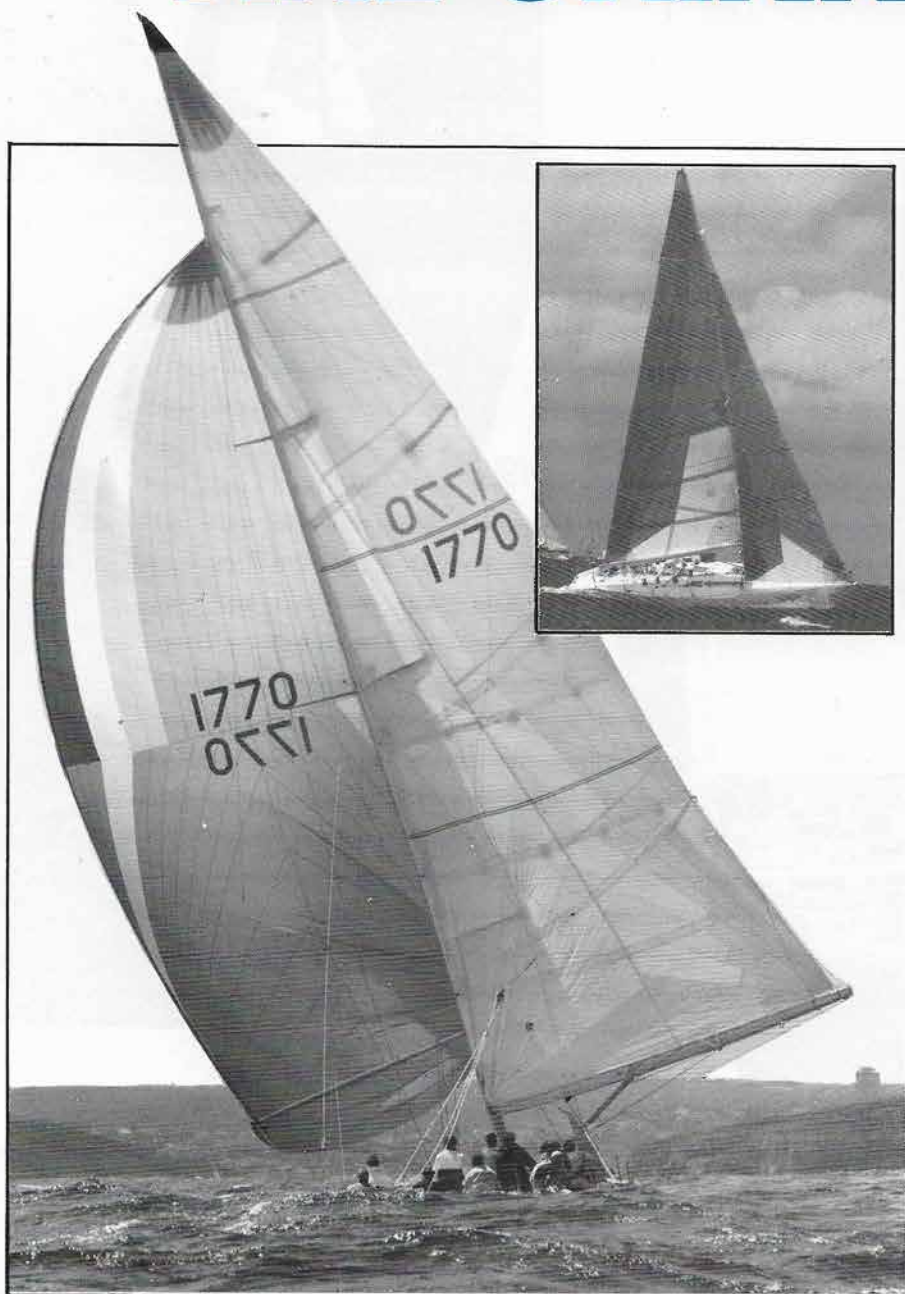
Although Clay spends most of his time in the office, he is an accomplished sailor. He has sailed with Peter Kurts in the Admiral's Cup and leaves soon to join *Sovereign* for the Kenwood Cup Series in Hawaii.

Then it's back to the cockpit at the North Sail loft, working the strings on his favourite puppets.

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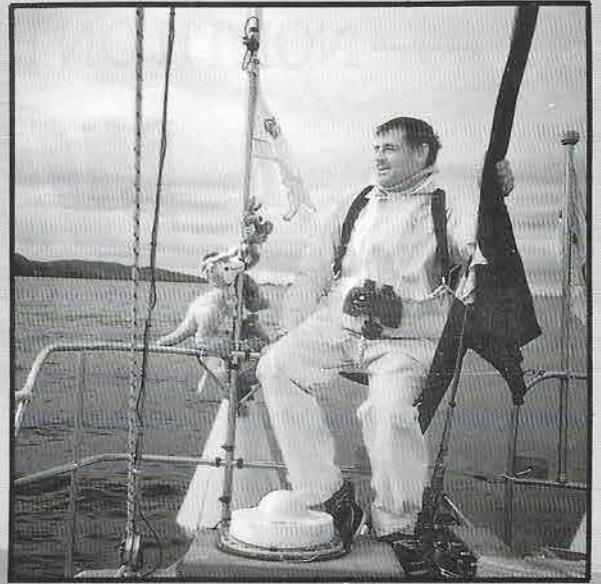
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Jon Sanders



*Reluctant
Hero Home
From The Sea*



AFTER 658 days at sea battling hurricane-force winds, towering seas — and even occasional boredom — lone sailor extraordinaire Jon Sanders had only one immediate plan — to go sailing on Perth's Swan River.

And that is exactly what he did. Three days after his homecoming to one of the most tumultuous receptions an Australian hero could wish for, Sanders was winning a Wednesday afternoon race out of Royal Perth Yacht Club.

Sailing millionaire merchant banker Laurie Connell's Adams 30 "Rant and Rave," he took handicap honours and missed line honours by only 90 seconds — and the race wasn't rigged.

Jonathan William Sanders' lone, non-stop triple circumnavigation of the world unprovisioned — the last five months without radio contact — shattered 13 records for single-handed sailing.

It also stamped the 48-year-old former shearing contractor as the finest navigator/sailor the world has known. Yes, we've heard of Slocum, Chicester, Blyth et al.

Sanders, who looked remarkably fit and sounded surprisingly articulate after 22 months in "solitary," says he is "cured" of sailing around the world alone and without stopping at the romantic ports of the world.

"I wouldn't mind sailing around the world again," he said over breakfast of Weetbix, toast and marmalade the morning after his triumphant arrival home. "But next time I'd like to take my crew and stop at all of the nice tourist spots."

The self-effacing loner of the sea confessed that he was "overwhelmed and humbled" when he saw 400 sea craft of all descriptions and sizes plying Gage Roads off Fremantle to welcome him home — an estimated 120,000 cheered him from the harbour moles.

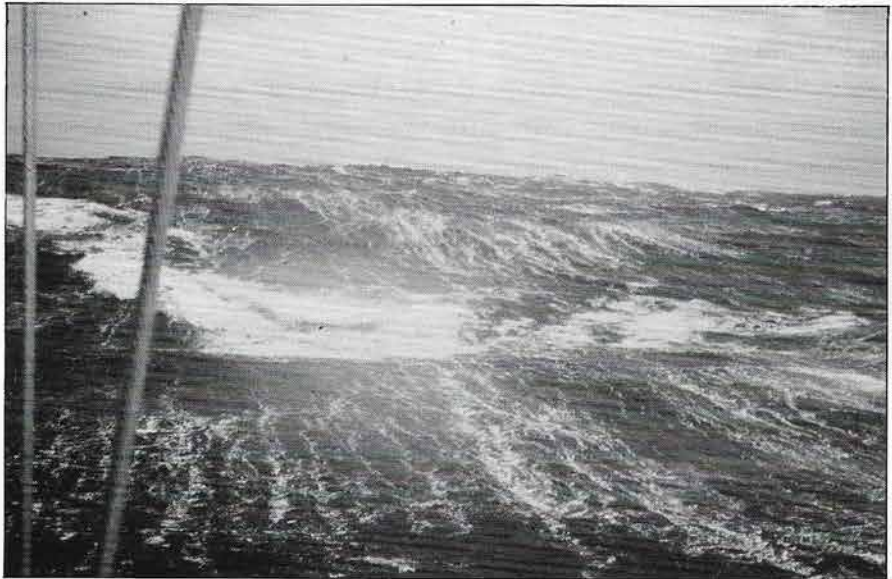
"Ordinary people like me don't expect to get this sort of treatment," he said as he drank his second cup of milky coffee.

"It's a new experience for me...rock stars might be used to it, but ordinary people aren't".

Is Jon Sanders "ordinary" — "I hope so," he responded.

The lean, sunburnished circumnavigator recalled being told by his late mother, Dorothy Sanders (who wrote 23 romantic novels as Lucy Walker) "Son, who wants to be ordinary...why don't you be original and different?"

Sanders dared to be different. In 1981-82, he circumnavigated the world alone and nonstop in his S&S34 Peric Banou, a 14-month odyssey in which he reprovisioned only twice. He got an OBE for that excursion.



CONTRAST in condition for Jon Sanders in PARRY ENDEAVOUR during the remarkable voyage, photographed by Sanders. Above, huge seas in the South Atlantic. Below, becalmed north of the Equator on the second rounding of the world.



That would have satisfied any "ordinary" career sailor, but the tall, rangy, raven-haired Perth Sailor looked for another challenge.

Before he sailed out of Fremantle on the stormy Sunday afternoon of May 25, 1986, he was often asked why he was doing it. "Because nobody's done it before," he would say.

Or, if he felt in capricious mood, he would offer: "Because they say it can't be done."

Now, 22 months and nearly 80,000 nautical miles later, Jon Sanders sat back after breakfast at his favourite aunt, Sheila Kenworthy's riverfront home and reflected on some of the "hairy" moments of the incredible voyage.

He had got little sleep on his first night ashore for nearly two years. "I woke about midnight with dreadful pains in my thighs," he said.

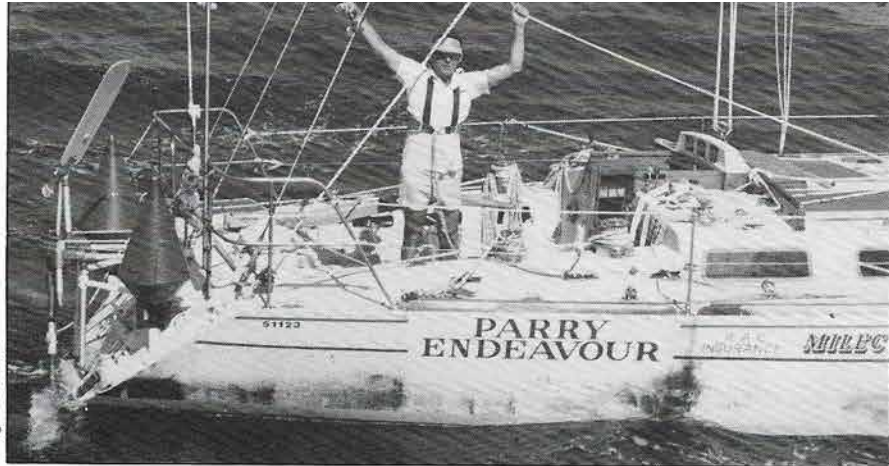
"I reckon it was all the walking around the club premises and jumping on and off boats all yesterday afternoon — the pain of getting back my shore legs.

"But on board *Parry Endeavour* (his 14.5m. Phil Curran-designed sloop) I always woke at midnight, and I wrote most of my log then...so it might have been a timeclock in my brain that woke me."

The worst single moment of his epic voyage was when he collided with an Asian squid trawler north of the Falklands on May 4 soon after rounding Cape Horn for the second time (fourth in total).

An extract from one of the five impeccably-kept log books now resting on Aunt Sheila's dining table: "1705. Squid boats ahead, will tack soon.

"1735. Eight squid boats in region,



JON SANDERS arriving off Fremantle after completing his first circumnavigation in January 1987 . . . a wave, an exchange of letters, off again to sea.

well spread out. Wind rising. Put second reef in mainsail."

He recalled how he set a course on his self-steering to take him behind the nearest squid boat, which was well illuminated, and go below for a couple of hours' sleep.

He was not to know that a sudden wind change would allow the self-steering to take him into peril.

At 2035 he had settled down enough to log: "Awful! Collided with foreign squid boat about 4000 tons. Broke starboard forestay (port appears to be okay), smashed pulpit. Yacht seems okay, no holes.

"Lucky the rigging is so strong. Most upsetting."

Twenty minutes later after another foray up on deck in choppy seas: "Yacht appears okay. Balance of broken forestay swinging around from top of mast. Will recover in smoother waters. Pulpit a tangled mess."

At first light the lone sailor rigged another forestay and, ignoring the mangled pulpit, sailed blithely northwards.

The first hiccup on his lone odyssey erupted on his first day at sea when he logged in consternation: "Food not on board — dried peas, beans, sweet corn, carrots, instant potato, butter, margarine, cooking oil or sugar." He underlined the last four items.

"Rather disappointing, but I can't do anything about it."

He later found all of the vegetables except the instant potatoes. "But I had to make the whole voyage without butter, margarine and cooking oil — and I had to give up sugar, which hurt for a while." (He shovelled two teaspoonsful into his coffee as we spoke).

Sanders left Fremantle with a cold, but it was the last he got on the 22-month voyage. "I was away from all the diseases you lot carry," he grinned.

He did suffer from pleurodynia, a sort of fibrositis of the ribcage muscles, caused by damp conditions in his cabin for months on end in the Southern Ocean and South Atlantic.

His fourth logbook graphically records the worst storm he encountered in his five solo circumnavigations of the earth — off Cape Horn for the last time.

At noon last November 19 on his 545th day at sea, Sanders wrote in his log: "Those were the roughest conditions this voyage I've managed to take a celestial sighting of the sun (his satellite navigation had long since packed up). Normally I wouldn't have bothered but I'm now closing Tierra del Fuego."

Ominous words, indeed.

Fri. Nov. 20 2250: "Major knock-down. Broke wind vane. Sent everything across the cabin, plus water down the (air) vent. Some things stowed at lower level found higher 'lodgings.'"

A few minutes after midnight he logged: "I think I'd better change my tactics. This yacht is getting knocked over too often."

0310: "Sea brake out and storm jib hoisted. The most huge (sic) wave I've ever seen broke over the yacht and wet me. Obviously the fjords of Tierra del Fuego cause tidal currents and make the seas break. It is all very frightening... I do wish it would let up."

0540: "This awful gale keeps on keeping on."

0700: Terrible storm — 60 knots or more. Sea brake got caught around self steering so cast it free. Brought yacht 50 to 70 degrees into wind with storm jib — it goes too fast and heels too far with storm jib, but it would be too dangerous to unfurl mainsail at the moment. Hove-to with storm reef in mainsail is the best thing in these conditions. This is a beastly gale which won't stop."

0900: "Nasty gale continuing. The yacht just fell off the worst wave for the whole voyage with a loud crash and bang."

1200: "This gale is absolutely terrible. Wind 80 knots. Rather difficult keeping track of where I am in the muck. This region (100 miles south of Cape Horn) is not famous for being kind to seafarers."

1305: "Wind at hurricane strength."

1425: "This is the worst gale. I should now be riding under a fully reefed mainsail instead of storm jib."

1530: "This is the most dreadful gale. The yacht crashes off waves which must be 100 feet or more high."

1640: "Another knockdown. This is all so worrying."

1650: "A wave just put the yacht about. Wind hurricane strength."

1740: "I'm going to attempt to drop the storm jib and hoist the fully reefed main ... it's a bother. I think it safer to hove-to with the main."

1905: "Did it! Oh heck and this yacht got knocked down in a super super squall — 70 to 80 knots. It took over an hour to free the halyard and prevent the top batten getting behind the lower side stay. Done in an awful hurricane..."

The force 10 gale persisted for 24 more hours till it gradually abated. At 0840 the following day he logged: "Yacht rolls in huge sea, beginning to tidy up the cabin and change dry."

0910: "Gosh, a wave just crashed over the yacht."

On November 23 when the worst of his ordeal was over, he wrote in his logbook: "I cannot see the land, but I can smell it, a lovely sweet smell. This is something one can always smell after being at sea a long time.

"The smell is always as sweet as that of a young lady's fair hair — a little different, but just as nice."

There were touches of melancholy in the log. On Wednesday, June 4 at 2010 he logged: "Colin (his brother) came on radio to say Dad passed away today. Poor old fellow, about the best Dad there ever could be."

On December 17 last year, his mother died at the age of 80, but because Sanders' long-range radios had been knocked out by condensation in the cabin rounding Cape Horn, he could not be told of her death till four days before his voyage ended.

He told me by radio as we wallowed alongside *Parry Endeavour* 190 miles south-west of Cape Leeuwin in the RAN patrol boat *HMAS Geraldton*: "I had been worrying about her. It's very sad. I lived at home with my parents between all of my voyages, and they were my greatest supporters...they even helped financially. I think they got a lot of fun out of my wanderings."

Back home after being encapsulated in a cocoon named *Parry Endeavour* for nearly two years he wondered about the changes on the west coast.

"Everything's different," he told an admiring crowd of 50,000 on North Wharf. Speaking of WA's new Premier Peter Dowding, he observed, "He seems a damn good bloke. But what happened to the old one?"

A groundswell of public opinion pronounced that Jon Sanders, OBE, should be knighted. Said the reluctant hero as he finished breakfast: "I haven't given it any thought, because I knew the Government had stopped them — they're out of season."

What the best dressed girls were wearing this summer



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She also won the Cabbage Tree Island Race and took out her division in the Sydney-Mooloolaba Race.

And to cap the season she won the CYCA Blue Water Championship for 1987-88, with top overall points on both IOR Mk IIIA and Illingworth Australian.

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SIDEWINDER

Design by Reichel/Pugh,
San Diego

RANDY Short's 45-footer *Sidewinder* from San Francisco and the St. Francis Yacht Club, was the winner of the Nyria Trophy, presented to the top scoring inshore yacht of the 1987 Champagne Mumm Admiral's Cup. *Sidewinder* topped the world class fleet of 42 by a winning margin of 12 points.

Owner, Randy Short, credits this superb performance to, 'Great starts, excellent boat speed and perfect crew work'. He also states that '*Sidewinder* is without a doubt the best all-round performing yacht in the fleet'.

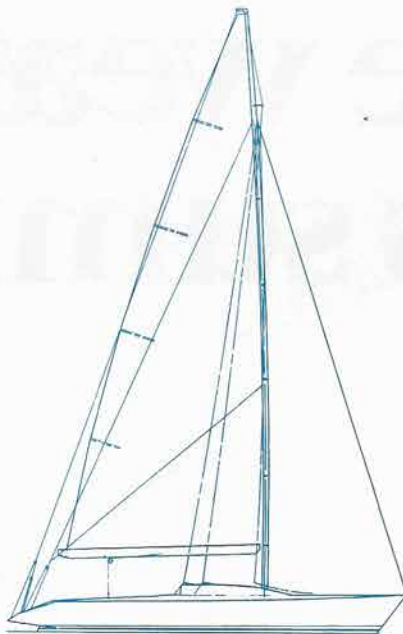
Sidewinder is part of a development program that began two years ago during Short's first Champagne Mumm Admiral's Cup. *Sidewinder* was specifically developed by Reichel/Pugh Yacht Designs to compete in the 1987 Champagne Mumm Admiral's Cup with the intention of being top scoring individual yacht. *Sidewinder's* low displacement length ratio, original "porkchop" keel profile, smooth powerful lines and large fractional rigged sail plan gave the yacht great potential in the wide variety of conditions encountered off the south coast of England.

Short brought to his Admiral's Cup effort the talents of Jim Pugh and John Bertrand. Pugh, of the San Diego based Reichel/Pugh Yacht Designs Inc., sails on board *Sidewinder* as tactician. This year's win in the inshore series brought Pugh's tally to three times that he has been on the top inshore yacht.

Sidewinder's Helmsman, Californian John Bertrand, was competing in only his second Champagne Mumm Admiral's Cup. Bertrand, winner of the Finn silver medal in the 1984 Olympic games and more recently tactician and alternate helmsman for the *America II* 12-metre, is in charge of the development and racing performance of *Sidewinder*.

The other key members contributing to *Sidewinder's* inshore victory include

Jim Marshall of Ockam instruments, Phil Garland of Hall rigging, Erle Williams of KZ 7-Curt Oetking, Townsend Morey III, Anson Stookey, and Carl Winter of *America II*, Jay Brown of *Stars & Stripes* and Dennis Gruidl from San Francisco.



Builders Comments:

The structure of *Sidewinder* is a development of that used in *Quintessence* using once again help from S.P. Systems. The laminate uses the same principal elements using high strength skins of carbon fibre either side of a low density, small cell, Nomex Honeycomb core. Once again woven Kevlar was used to add bulk and increase impact resistance to the skins.

The internal structure was designed strong because the size of the boat coupled with some very hard competitive sailing will see this boat stressed to

the max. As in *Quintessence*, a carbon fibre rudder was used that weighed only 48 lbs. The rudder shafts are made at high pressure and temperature using Carbon fibre pre-preg.

Weight was of prime importance during construction and many details of the building resulted once again in a boat of superior strength and stiffness with a finished all up hull and deck weight of 2,680 lbs.

The Farr Phase 4

by David Binks

THE Farr Phase 4, designed by Bruce Farr, currently the world's leading yacht designer, has been built by David Binks using very advanced techniques. These techniques have not only ensured that the craft is of a quality far above that previously achieved in the production yacht field in Australia, but it also achieves this at an extremely competitive price.

A major breakthrough in the yacht's construction is the triple skinned vacuum bonded hull. This system provides the inside of the yacht with a surface which is smooth and glossy like the outside. As the inside surface is a moulded surface like the outside, which incorporates all stringers, frames, furniture bases, engine beds etc., it means the inside of every yacht is absolutely identical.

This feature enables joinery of a superb quality to be built by craftsmen in a modern cabinet making shop with the knowledge that every piece will fit exactly without adjustment. Apart from its construction innovations, the yacht bristles with a host of new but sensible features, features which will appeal to the yachtsman and his wife.

There are many features however which will be spotted more readily by the professional, the man who spends his time maintaining yachts. He will

Sidewinder

L.O.A. = 44.21'	L. = 37.71'	B.MAX = 14.08'
B = 13.37'	B.W.L. = 11.26'	D.L.F. = 1.0063
D = 4.49'	D.S.P.L. = 17,970 lbs.	R.M.C. = 1771 ft/lbs.
C.G.F. = 9741	E.P.F. = 9646	S.H.R. = 15.78
I = 52.83'	J = 15.36'	P = 58.65'
E = 21.58'		
LAUNCH DATE:	December 1986	
OWNER:	Randy Short	
HOME PORT:	San Francisco	
BUILDER:	Espirit Racing Yachts, San Diego	
SPARS:	Sparcraft	
WINCHES:	Barient	
ELECTRONICS:	B & G	
ENGINE:	Westerbeke 52	

Sidewinder will represent the U.S.A. in the 1987 AWA Southern Cross Cup in Sydney.

appreciate the way everything in the boat is designed for easy maintenance and will notice the fact that only top quality equipment is fitted everywhere. Some of the more noticeable features which become apparent on looking over the yachts are these:

1. The skilful way in which Bruce Farr has been able to produce three private double cabins all with a huge amount of living space and somehow still have room for two large toilets with showers.
2. The combination of superb joinery work along with expensive upholstery fabrics, even down to details such as the gold plated taps, provide an interior which is breathtaking in its luxury.
3. The ventilation is more than generous with five opening ports in each cabin side as well as three cabin top hatches, four vents and 2 aft cabin hatches. Each private cabin has its own ventilation hatch and ports in the side of the hull to provide light and a view when sitting in the bunk.
4. Above deck one of the most noticeable features is the attractively rounded stern with an opening gate which allows one to walk straight from the cockpit to the large stern swim platform and folding down swim ladder. Out of sight behind this platform in its own automa-



tic opening compartment is a life raft. The whole stern section is protected from dinghies bumping while coming along side by a curved stainless steel protection rail which also doubles as a grab rail.

5. The spacious cockpit has neatly recessed fittings and large storage lockers

including one which is self draining and houses two gas bottles. The main sheet traveller, a nuisance in most cockpits, has been removed and taken forward of the companionway hatch.

6. Obvious by its absence is the normal clutter on the cabin top. All control lines from the mast are led under a flush self draining hood. The hand rails are also recessed flush into this hood as is the cabin ventilation hatch providing a spacious smooth area for lying around or sunbaking.

7. Another unique feature forward is a wide built-in bow sprit containing at its aft end, a powerful anchor winch. This bow sprit with twin rollers at its foremost point makes for simple anchoring, getting the anchor well clear of the yacht when lowering and raising and allowing it to merely be hauled up and remain permanently stowed on the sprit.

The yacht has many other features such as the winged keel, the superb instrumentation, the roller furler headsail and many more which an inspection will reveal fully.

It is also sufficient to say that apart from this, the yacht has superb sailing qualities, stability, ease of handling and particularly speed, which only Bruce Farr could achieve.

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Captain Cook found a sub-tropical paradise when he sailed through and named the Whitsunday Islands off the Far North Coast of Queensland more than two centuries ago. Controlled development of this magnificent waterway over the past two decades has made the islands one of Australia's finest centres for holidaymakers and yachtsmen, writes an enthusiast Ian Grant.

EVERY Australian has a favourite way of spending those special holiday moments.

Some feel it is trendy to travel overseas, totally believing that those far distant horizons are the only places which possess the exotic beauty beyond anything available in Australia.

Certainly places like the Swiss Alps, The Aegean Sea Greek Isles, The Bahamas and numerous others have their special attractions, but as many internationals have now discovered, Australia has many vastly different locations to attract even the most discerning holidaymaker.

The magnificent natural beauty of The Great Barrier Reef is high on the priority list of American, Japanese and European tourists and as a result this has contributed to tourism become Australia's fastest growing industry in recent years.

There are many attractions in the wonderland of The Great Barrier Reef where millionaires and blue collar workers alike can enjoy the hunt for the big game fish in Far North Queensland, to scuba diving, soaking up the sun on a deserted island beach, catching a coral trout from some tropical outcrop, or simply cruising the many island groups in fair winds and almost year-round sunshine.

Island resorts, from Lizard in the

distant north to Lady Elliott in the extreme southern tip of the Barrier Reef, cater for all walks of life with their individual attractions and at affordable prices.

The potential for developing our most unspoilt resource is unlimited, and despite the mega-million developments over this vast wonderland the surrounding areas still maintain a pristine beauty perhaps unparalleled on our universe.

This marine phenomenon encompasses 230,000 square kilometres of reef, coral cay and lagoon, and is home to a vast population of fish and bird life on numerous attractive island groups.

Among the best known is the Whitsunday and Cumberland Island Group, within easy cruising distance of Shute Harbour and Airlie Beach — the gateway to the ultimate cruising waters in Australia, and one of the world's best.

Building this reputation and exposing it worldwide has taken time, but recent activity indicates the marine charter industry is on a steady course to success.

This tropical paradise on the Coral Sea has to be seen to be believed, with each of the 74 islands which make up the

group having its own individual character and magic.

Most of the islands are deserted, offering a haven for boats and people seeking a temporary refuge from the hassles of city life.

Whatever your choice may be — a stay on an island resort, a day trip on the deck of Australia's original America's Cup Challenger, Gretel, or the opportunity to rough it camping on an island — are there for the asking.

Summing up all the enchantment, excitement and romance that a sun-drenched holiday may mean, consider making plans to explore the Whitsundays at your own pace aboard a charter yacht or cruiser.

You don't have to be a seasoned ocean sailing salt to take command of any of the vast range of charter yachts or motor cruisers, as the expert advice and the constant radio checks with the respective charter bases means that help is only a radio call away.

Charter yachting holidays was first introduced in the Whitsundays when Bernie of The Barrier Reef, Bernie Katchor and his wife Yvonne sailed into the area in their steel ketch *Nari* in 1974, primarily to seek help for Yvonne who was pregnant.

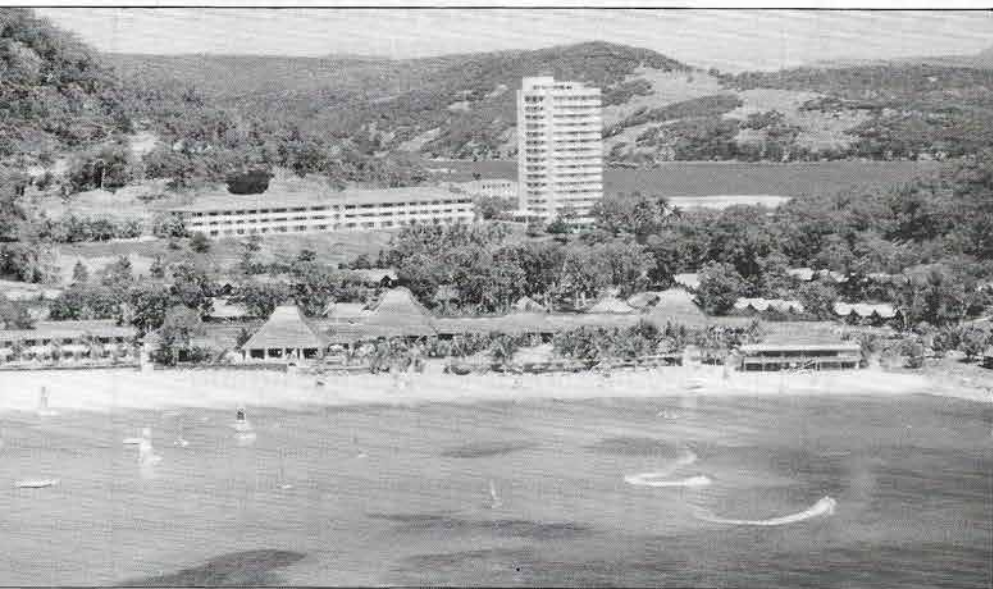
That chance landfall opened the initial path to what is now one of Australia's leading tourist attractions.

Whitsunday Rent A Yacht, Hamilton Island Charters, Queensland Yacht Charters and Australian Bareboat Charters and others have the reputation of offering the ultimate in service, comfort and advice to totally enjoy a Whitsunday holiday adventure.

Cruising is now regarded as almost an all-the-year-round holiday activity in the Whitsunday Islands, with the exception of the late summer cyclone season, but twice a year there are two major events which attract yachting and would-be sailors from all parts of Australia and overseas — the XXXX Ansett Hamilton Island Race Week just after Easter and the Whitsunday Village Fun Race in September.

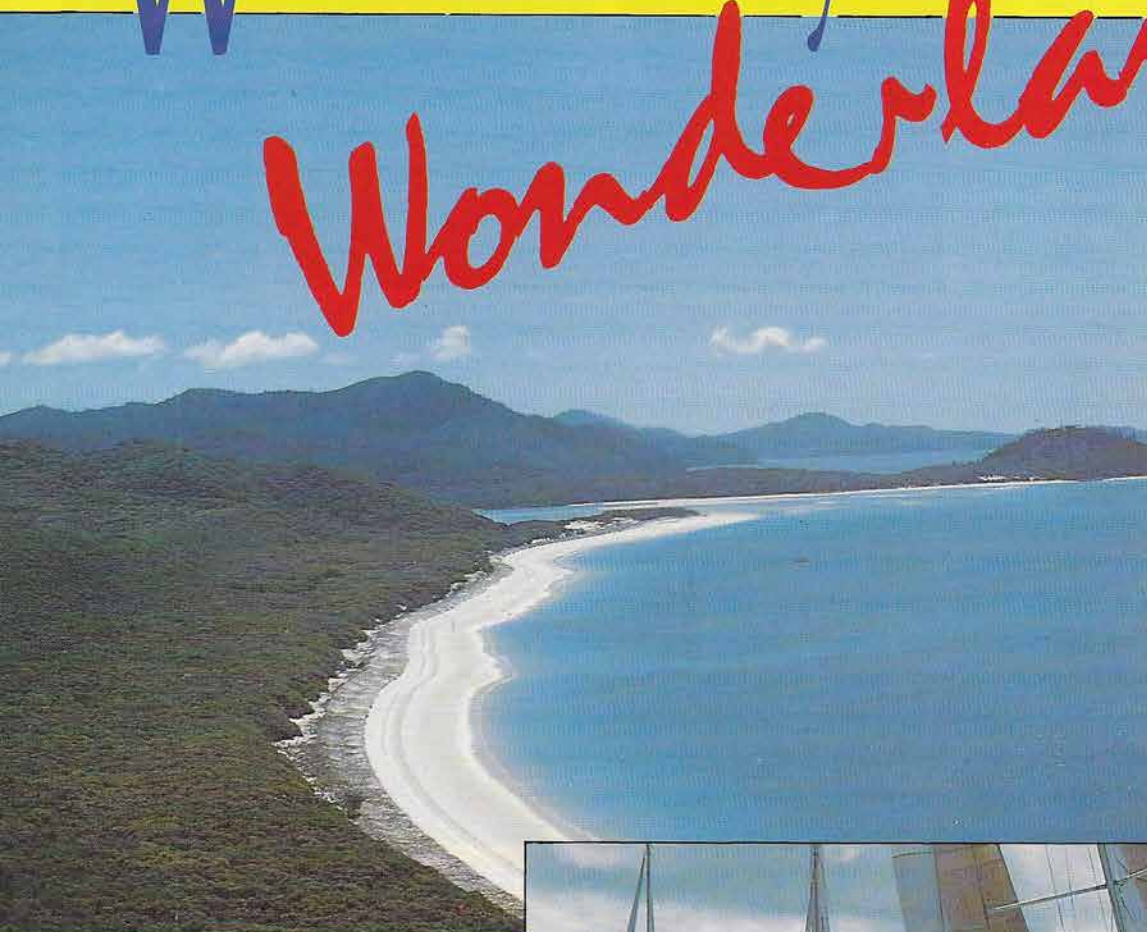
The Fun Race sees a huge influx into Airlie Beach — roughnecks from distant exploration sites and cowboys from outback Queensland cattle stations

HAMILTON ISLAND Resort in the Whitsunday Island Group of Far North Queensland . . . host once again for the XXXX Ansett Hamilton Island Race Week.



Whitsunday

Wonderland



MAGNIFICENT Whitehaven Beach underlines the natural beauty of the Whitsunday Island Group off the Far North Coast of Queensland. Each year it loses its solitude for a day when the crews contesting the annual XXXX Ansett Hamilton Island Race Week hold their "Beach Party". (Pictures by Ian Grant).

mingling with thousands of tourists and yachtsmen and women.

Tourist industry identity Bob Porter created The Fun Race in 1976 when he challenged another lugger owner with his famed lugger, Dahlia, to a match race for a bottle of Bundaberg rum.

Last September more than 300 yachts from overseas and distant Australian ports raced for what is described as Australia's most worthless trophy — a mounted empty bottles of Bundy, the survivor of that momentous lugger match race in '76.

They come and race for some fun in the sun, with the Miss Figurehead contest almost as big as the race itself.

Ladies of the sea, with shiny, oil-based tans and little else covering their healthy figures, offer a unique touch of class to the world's largest floating party.

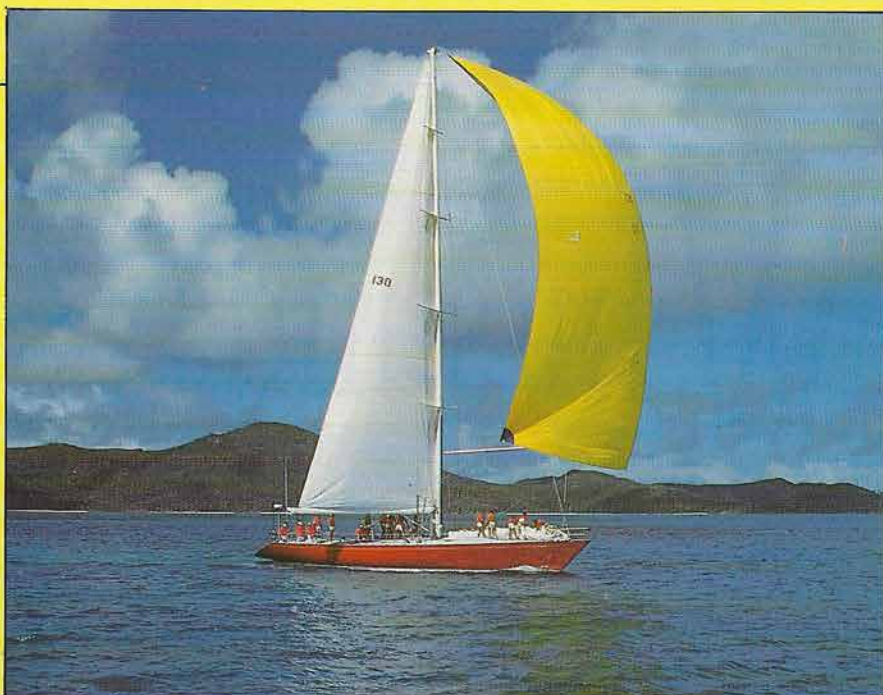


Whitsunday Wonderland

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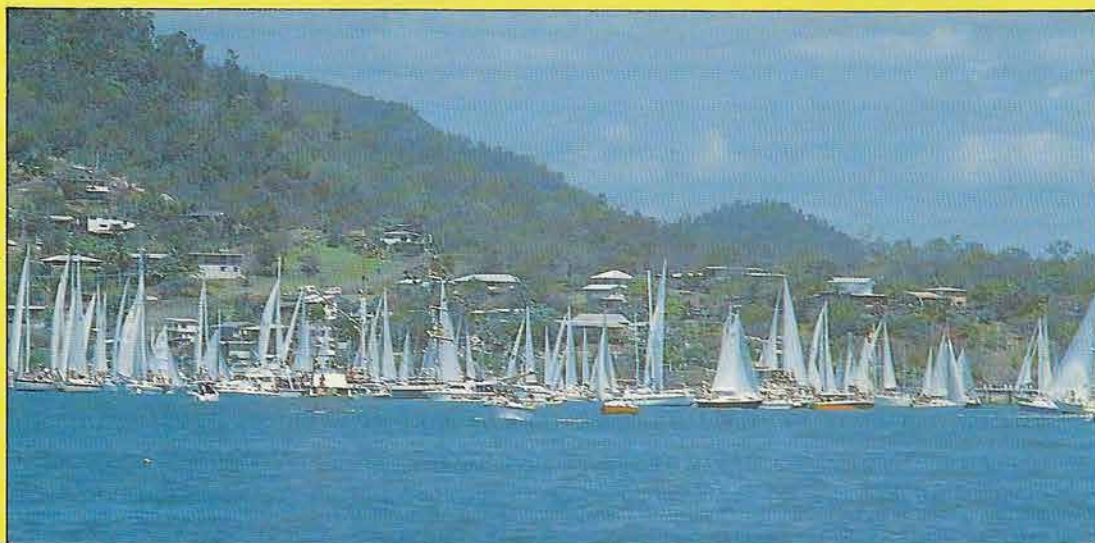
On the more serious side of sailing, Keith Williams' Hamilton Island in April each year hosts Australia's most popular offshore regatta, the XXXX/Ansett Hamilton Island Race Week.

Many of Australia's best ocean racing yachts including Sydney-Hobart race winners *Indian Pacific*, *Sagacious* and *Ex-Tension* have all contested Race Week. Bob Bell gave it international status when he brought his Bermuda Maxi *Condor*, to Hamilton Island three years ago.



TOP RIGHT, the mighty maxi, *SOVEREIGN*, went to Hamilton Island Race week in 1987, one of the major yachting events of the year in the Whitsundays.

But it still doesn't rival for numbers, nor enthusiasm, the Great Whitsundays Fun Race, famous for its topless figureheads. BOTTOM RIGHT, sponsor's tent keeps the stabbies cool for the crowd at the Whitehaven Beach Party.



Many celebrities, including the internationally famed Dire Straits lead singer Mark Knopfler have sailed in the Race Week regatta. Knopfler was at the helm of the maxi, *Windward Passage*, for a short time during the 1986 Daydream Island — South Mole Island race.

Hamilton Island Race Week has proved an ideal way for intensely competitive offshore sailors to unwind. They have the opportunity to race hard on the water then return to Hamilton Harbour to enjoy the comfort of the Barefoot Bar in Front Street.

All of these facilities on Hamilton and other resorts are available to yachtspeople cruising the Whitsundays.

However, the real highlight of Race Week is the Whitehaven Beach Party on the pure white silica sands of Whitsunday Island, the largest island in the Group.

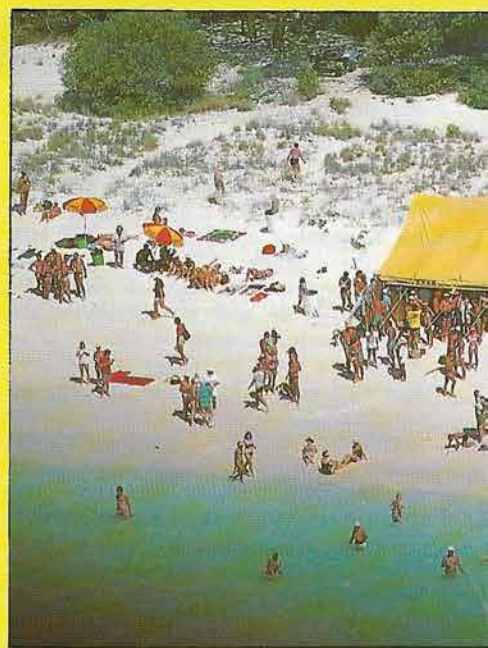
Some sailors who have raced this series in past years make an annual pilgrimage to Hamilton, flying in on

Ansett jets just to soak up a day of fun in the sun. They feel their year of boating is incomplete without attending the beach party.

The scene turns a desolate beach into a population explosion for one day when yachts and motor cruisers converge on Whitehaven Beach unloading people, beach brollies, barbeques and shade tents while a barge ferries a 20 tonne "chillie bin" of frosted XXXX and other drinks to satisfy the thirst of the active party people.

Australian wicket captain Allan Border will remember his only batting experience on the tricky Whitehaven wicket. Border, who has made centuries on most of the world's best known cricket ovals, was bowled for a duck by barebreasted yachting Susie Bickle — a question of being bowled over by a maiden!

Whitehaven's Beach Party — and the yachting of Race Week — is only one of



the joys to experience in the Whitsundays.

Fishing, particularly light gear game angling, has gained in popularity in recent years with the cruising sailors consistently hooking up fresh mackerel as they cruise from one anchorage to the next.

Crayfish abound in the rock ledges. Scuba divers who are proficient enjoy the rewards from diving in these bountiful waters or the crays can be purchased fresh from the professionals who work the area to supply the resorts.

The many tourist attractions in the Whitsunday Group, both on and offshore, and more particularly at the resorts, are continually being upgraded to answer increased tourist demand.

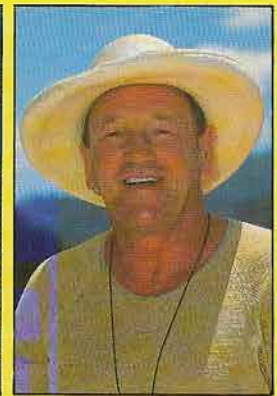
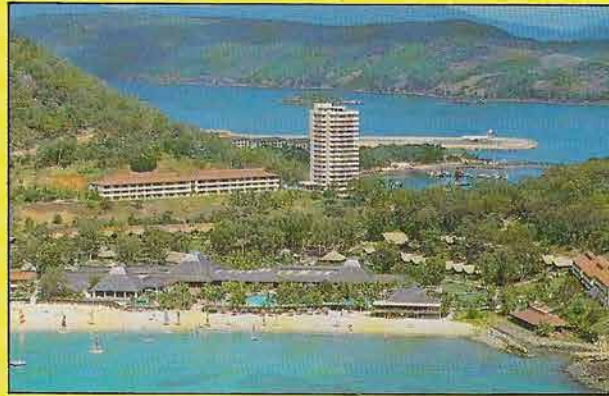
Naturally some people elect to avoid the crowds and cruise to some secluded bay or inlet for a restful vacation on their own. Places like Nara Inlet, Cid Harbour, Whitehaven Beach, Turtle and Chance Bays are the places to visit to really soak up the atmosphere which only a holiday on the waters or the resorts in the Whitsundays can produce.

There are numerous plans to suit all holiday budgets so when you are setting up the schedule for your next break consider the Wonders of the Whitsundays.

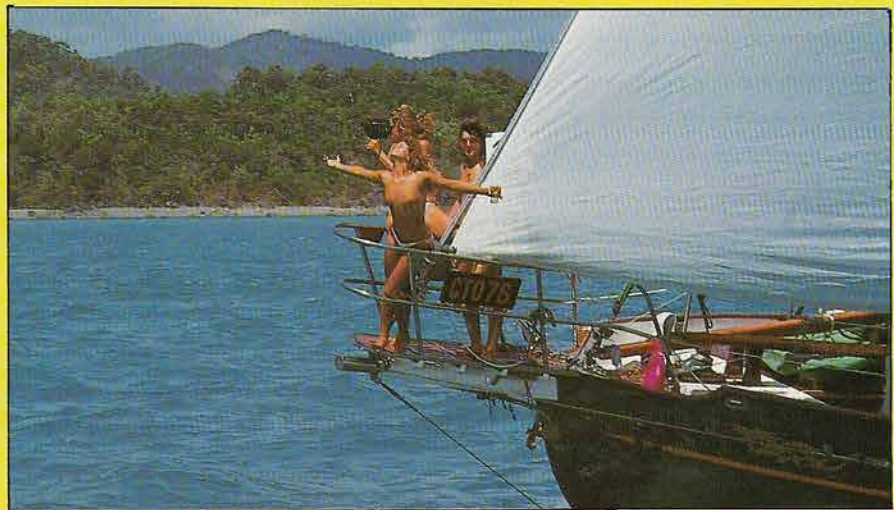
Jet into Hamilton or Proserpine, catch a train or ride on a coach, or maybe drive yourself — all are catered for in the numerous packages on offer.

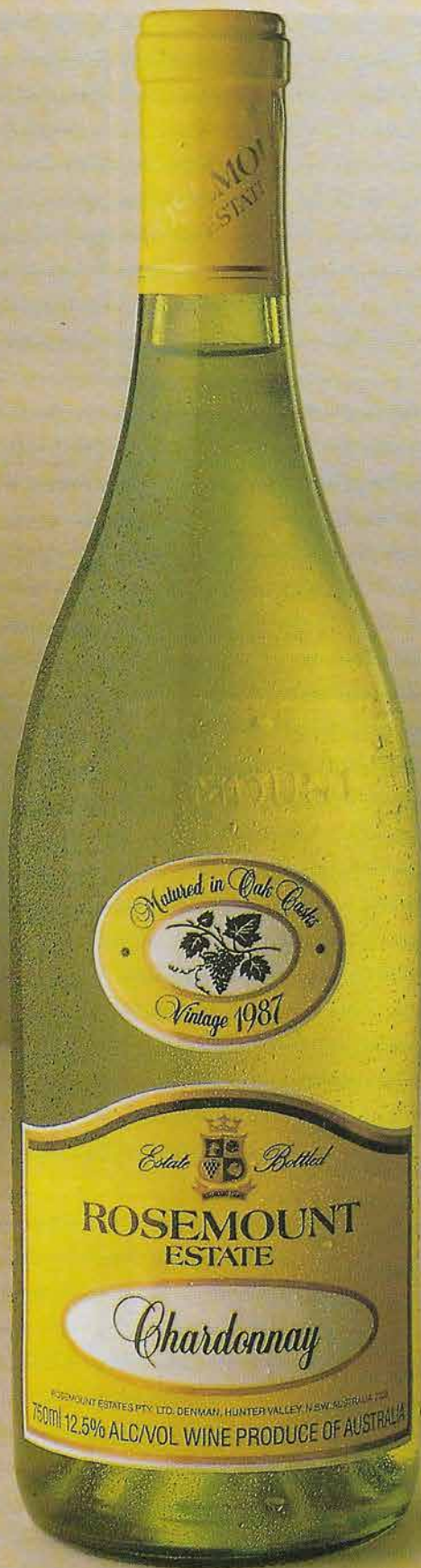
Should you drive North lock up security at \$7 a day is available for your car at Shute Harbour.

Be confident that if you wish to become a layabout and are desperately searching to give the maddening crowd a wide berth in search of serenity, discover the Whitsundays before the rest of the world.



ABOVE, Hamilton Island Resort and the man who made it a success, Keith Williams. LEFT, Williams' new luxury craft, ACHILLES 2. BELOW, the big boats race during Hamilton Island Race Week, and the topless figureheads grace the bows of boats competing in the Whitsunday Fun Race. (All pics by Ian Grant).





It's always
been a gem.



Now it's
a diamond.

Spiriting The Whitsundays



The Ultimate Cruising Holiday

By Brad Whiting

“WELCOME ABOARD”. The words were spoken by a tall young man suntanned to the darkest brown and dressed in crisp white shorts and shirts with gold stripes on his epaulettes. His white teeth flashed in the sunlight making us feel we had just disembarked in some fabulous, foreign spot. In fact, we were only two and a quarter hours by Ansett jet from Sydney.

Here, with the weather warm and balmy, we had just been met by the

captain and a stewardess off the fabulous luxury cruise catamaran ‘*Southern Spirit*’. Hardly waiting for us to catch our breath, they collected our luggage and drove us the 500 metres to the harbour at Hamilton Island where all the different yachts and cruisers were congregating for the coming summer high season in the Whitsundays.

In the short two years since last at Hamilton, we were both surprised at the growth which had taken place. The palms were taller, the resort had a more

settled in look and most of the roads were surfaced. More building was still taking place yet it seemed that Hamilton had ‘come of age’...having that relaxed look which wasn’t spoilt by building works and the hectic work of tradesmen. The Harbour too, looked more complete with the completion of more buildings around the foreshore.

Hardly had we had time to respond to our welcome on board when french champagne was handed out and the captain was enquiring if we were ready ▶

Spiriting The Whitsundays

continued...

to depart. Throwing our bags into our cabin, we had a quick look around to discover that we were in a stateroom on the main deck and that it contained a queen sized bed, reading lamps and indirect soft-glowing lighting, air conditioning, full wardrobe and an ensuite.

Over the next six days, we were feted with exotic food, fine wines including some little known brands from Victoria and Western Australia which were remarkably good, and the cruise of a lifetime in Australia's Whitsunday Islands region which borders on to some of the best parts of one of the world's natural wonders, the Great Barrier Reef.

But, in many respects, the "Southern Spirit" is also a great wonder! Designed by Lock Crowther of Sydney, and built by Southern Ocean Yachts of Kincumber near Gosford, NSW, she was launched in 1986 before sailing to Hamilton Island to take up station there as Australia's most exotic cruise vessel.

Nearly one hundred feet in length, and with a beam of forty one feet, she is ketch rigged. Her construction is of balsa-cored glass and carbon fibre. Her displacement is 90 tonnes yet she draws only five feet six inches. Under power, she can cruise at 14 knots though 9 knots seemed more common. Brendan Wes-

Two Onan 32 KVA generators look after the yacht along with two banks of 12 batteries. Hot water is provided by an Epson waste-heat system.

Her magnificently set up Bridge houses a JMC SatNav SN-83 Mk 11, Platismo Barometers and clocks, Skanti HF-SSB radio system, Sperry MCS 2B Satellite Communicator. The weatherfax is a Furuno FX 240 model and wind instruments are Brookes and Gatehouse. She also carries an RFD 25 man liferaft, and a runabout by Haines Hunter (14 ft 10a) powered by a Mariner 90 hp outboard. All the deck hatches were Lewmar. *Southern Spirit* is under MSB Survey and in class with DNV (Det Norske Veritas).

The running blocks were all Ronstan made in Australia, and the catamaran carries two sailboards and a carib-Dory as well. So, with all this equipment, and with the boat fully air-conditioned to handle the hot tropical climate, what is she doing in the Whitsundays? The *Spirit* is one of the newest, luxury cruise vessels to operate in the Reef area. She works out of Hamilton Island, cruising the islands and goes out each trip to the Reef where she can stay for one or two days at a time. She normally operates on weekly schedule but can be chartered for longer periods upon request. Her seven person crew consists of a Captain, Engineer, First Officer, Medical Officer, chef as well as three lovely damsels who fill in as hostesses. There's a lot of work for the seven crew to do, as they work to pamper the lucky guests on board for

24 hours a day. All meals and drinks are included in the fare.

Because of her size and her stability, the *Spirit* is fast, stable and comfortable. She offers enormous amounts of room, below and on deck. Beautifully built, she is a credit to Australian workmanship and would compare well against foreign-made craft. Her interior is nothing short of absolute luxury, decorated in soft pinks and creams. It is hard to realise, as one dines in the saloon, that you are aboard a floating hotel...more like a top international restaurant! She can accommodate up to 12 persons and is fitted out with two master staterooms and four double bedded luxury cabins. All cabins are equipped with ensuite facilities and are all air-conditioned. Bathrooms have 240 volt power and are fitted with hair dryers, showers, toilets and basins. The saloon area on the main deck includes a huge dining area as well as a lounge area which seats up to 14 people. Adjacent is a TV video and hi-fi system. Latest videos are brought on board each cruise. A well appointed bar stocking every conceivable wine, and liqueur is self serviced when the crew aren't mixing your favourite cocktail. A small library adjoins the lounge.

Departing Hamilton Island on a Sunday afternoon, we cruised the short journey up to Hook Island and dropped anchor in one of the inlets adjoining Nara Inlet, a favourite spot for cruising yachties. There, we 'dressed' for dinner in casual manner and then met the eight other guests; four from Los Angeles, two from Bournemouth in England and two from Sydney. Dinner was served in the main cabin with the Chef putting before us a meal which would have been better seen at the Savoy! Even sorbet was served between courses. This was topped off with fine porcelain china and the best of crystal. The fully equipped galley seemed never to tire from trotting out exotic meals, meals and meals, day after day.

Even breakfast, with banana and strawberry muffins, heaps of scrambled



MAIN swimming pool at Hayman Island... still one of the great resorts of the Wonderful Whitsundays.

Cruise aboard SOUTHERN SPIRIT included visits to most of the islands in the Group — these are at the south-eastern end of the Whitsundays.

terhout, who met us as we climbed on board, has his Master's ticket, Class 5 and told us that the *Spirit* is powered by twin turbo-charged M.A.N. diesels of 300 hp each. Her sails are by North and comprise a mainsail, mizzen sail, two foresails for the cutter rig and a huge 5,400 sq. ft. spinnaker!

Spirit is fitted with 28 inch diameter propellers which have variable pitch connected to Finnoy gearboxes. Her equipment includes an Aquapore desalinator, made in Sydney which produces some 3,500 litres of water each day.



eggs and wholemeal toast and home made jams was an experience.

Maybe it was the heat; stepping into a warm climate after Sydney's cooler weather, but somehow we felt a little 'woozie' the first day and night and we 'crashed' into bed early on the first night. But, up early the next day, awakened by the hum of the diesels, we motored out of the bay and turned northwards setting course for the Reef. Four hours later, we were moored off Black Reef after a sparkling cruise accompanied by dolphins and flying fish. Here in glorious weather, the hot sun tempered by a cooling sou'easterly breeze, we put the Haines Hunter overboard. Donning scuba or snorkelling gear, we were relayed out to various parts of the nearby reef, accompanied by experienced crewmembers and we dropped into the sea to swim over, around, alongside and even under the Reef.

Though some of us had been to the Reef before, the wonders of the soft pastel hues and green and brown, pink and blue of the coral again delighted us as the thousands of brightly coloured tropical fish swam around us within arms reach. We spent two days here and reluctantly departed to sail back at an average of nine knots to overnight off a sandy beach on Whitsunday Island.

Our evenings were spent fishing, trying to catch a bigger one than the rest as we dangled lines and tried to make a 'world record'. Small fry were tossed back and we seemed to be able to easily add fresh fish to the breakfast menu each day. Because Hayman Island was nearby, we were able to gain an invitation to go ashore and were met by the Manager who must be the only person in the Whitsundays dressed in a suit. What a remarkable resort Hayman has become in a short two years of rebuilding. Beautifully positioned at the northern end of the Whitsundays, Hayman is a gem in the tourist crown and is aiming to attract the upper echelon of the trade.

The landscaping alone is said to have cost over \$7 million. The exotic tropical plants surround a magnificent resort complex boasting a huge swimming pool, luxurious private bedrooms and apartments all lavishly finished in marble. A number of restaurants serve cuisines of international standard with fare in French, Italian, Japanese and Australian. The hand woven chinese carpet in the French restaurant was said to have cost \$380,000. The interior of the main areas is first class and in one room alone, the walls are all lined in oaken timber and have fireplace fittings right out of an English castle. Well designed walkways are bordered in hand cut sandstone and slate with greek urns and doors from old Burmese temples placed in position. Golden carp in their



SOUTHERN SPIRIT . . . magnificent catamaran for cruising the Coral Sea and the Barrier Reef . . . the ultimate experience.

hundreds swarm in one pool near the indoor-outdoor open air lounges.

From Hayman, we motored south to Cid Harbour and water skied there using the 'Spirit's' runabout. The following day, we went ashore and walked through the island forests to an adjoining beach strewn with shells and coral where the crew had set up a luncheon to celebrate the coming Christmas season. By now, we were thoroughly relaxed and enjoying every moment as we came to see new sights and lovely sunsets.

On Whitehaven Beach, that remarkable three mile long silicate sand beach on Whitsunday Island, we breakfasted the next day before setting up our own Australia versus the Rest of the World cricket match. With our American friends permitted to pitch the ball rather than bowl, the Aussies and the Brits just managed to retain our honour with a two run lead.

Everywhere we cruised, we saw yachts from all over: Melbourne, Ade-

laide, Launceston, Sydney, Port Stephens, Bowen, Townsville, Darwin, Perth...making us realise that this truly is a great natural cruising and holiday area. We sailed down the passage, passing Hamilton main beach, rounding past Dent Island with Leen and Bill Wallace still there and Leen celebrating her 84th year Birthday recently and still at Coral Art. Then into Hamilton Harbour, watched by shore-based holiday makers as we moored alongside the wharf.

"A week on the *Spirit* and a week at Hayman would be the ultimate" said one of the Americans. But we think a week on the *Spirit* is the ultimate. Like another friend said to us before we left..."It's not a five star cruise, it's a seven star cruise" and how right he was!

Rates:

Master Stateroom \$A 6,300
Double Cabin 5,460

Rates are for two persons and include all food and beverages.

Maximum number of guests is 12. Private charter available upon request. Contact Southern Spirit Offices, Pymble Grove, 33 Ryde Road, Pymble 2073. Ph (02) 498-5622.

FREMANTLE Sailing Club's innovative race to Bali in 1988 has not only received excellent support from yacht owners around Australia and overseas. It has also attracted a major ongoing sponsorship from Western Australia's Challenge Bank.

The Challenge Bank has agreed to a six-year sponsorship for what is now called the Challenge Bank Classic, with Fremantle Sailing Club planning as an event in May every two years, extending beyond the initial concept of yachts starting in individual fleets from Fremantle, Dampier and Darwin in Australia, and from Jakarta in Indonesia and from Singapore.

The concept has received Indonesian Government support at the highest level, with President Soeharto being briefed on this year's inaugural event — unique in that it will be the first ocean yacht race in the world with fleets starting from three different countries.

With entries totalling 48, this year's inaugural Challenge Bank Classic is certain of being a success, but race officials are already looking as far ahead as 1990 in organising a major international regatta at Bali to coincide with the passage races from up to five countries, including Japan and Hong Kong as well as Australia, Indonesia and Singapore.

The 1988 Challenge Bank Bali Classic will get under way when the Fremantle

Bound For Bali

By Peter Campbell

fleet of 23 yachts sets sail on May 21. This fleet will be divided into a racing fleet which will sail a course of 1620 nautical miles to Bali via Port Hedland and two cruising fleets. The faster cruising boats will sail 1540 n miles via Dampier while the slower boats will head directly for Dampier, a distance of 1450 n miles.

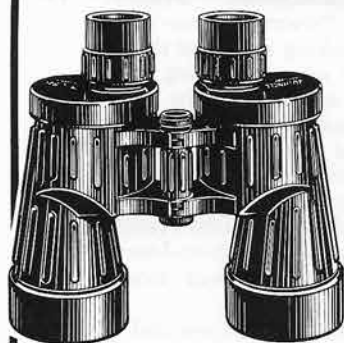
Yachts coming from Singapore will set sail from the Changi Yacht Club on May 22, having about 980 n miles to sail

while 10 boats will leave Dampier and 13 from Darwin on May 26, having 940 n miles and 700 n miles respectively to cover to sail across the Timor Sea to Bali. The departure date from Jakarta had not been finalised when this was written.

Racing committee chairman Ian Gilton expects all yachts to reach Bali's Benoa Harbour on June 1 and 2. A gala regatta in Bali on June 6 will give yachtsmen a chance to meet and compete with sailors from other countries and also to entertain their hosts in Bali aboard their yachts.



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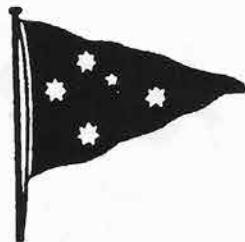
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OFFSHORE MAGAZINE'S
**1988 OCEAN RACER OF THE YEAR
AWARDS**

FOR EXCELLENCE IN OCEAN RACING

OCEAN RACER OF THE YEAR

The skipper, navigator or crewman who, in the opinion of the judges, has been outstanding in Australian and/or International ocean racing in the past 12 months

OCEAN RACING CREWMAN OF THE YEAR

Same as the above but the award not open to Skippers or Navigators

OCEAN RACING ROOKIE OF THE YEAR

The 1987/88 season must be his/her first season in ocean racing

OCEAN RACING VETERAN OF THE YEAR

Must be over 55, have at least 15 years of ocean racing behind him AND have competed in the 1987/88 season. Open to all.

- *Nominee must be a member of an AYF affiliated yacht club and the letter of nomination co-signed by a Flag Officer, Club Captain or Secretary.*
- *Nominations close 21st August 1988 and should be forwarded to*

General Manager
Cruising Yacht Club of Australia
New Beach Road,
Rushcutters Bay
NSW 2027

Presentation of awards will take place on the
25th August 1988

IT is generally believed that the doctrine of KISS — Keep It Simple Stupid — when applied to ocean racers, had its origins in the Madison Avenue, New York offices of Sparkman & Stephens. Closer to its beginnings even was the practical approach of Roa Stephens whose belief that complexity causes problems persists to this day. It is therefore somewhat paradoxical that the International Offshore Rule, that vast tome of complexity, had much of its formative structure applied from those same offices.

Is it because of those complexities that the Rule, with the sole exception of Italy, is on a worldwide wane today? Could it be, perhaps, that the rule is not yet complex enough and fails to tackle the real problems — those of the high cost producing factors — with sufficient zeal? Might there be a case for an immediate reworking of the IOR before all competition under it dies or does there have to be another rule?

An informal discussion involving three yacht designers recently observed the decline in the IOR during the past ten years. In 1978 racing under the IOR was at an extremely healthy level, as was evidenced by the numbers who took part in the Level Rating Championships and the club races which were held throughout the world. Now there is hardly the need for limiting entries in the world championships and racing at club level is almost non-existent.

The causes of the decline are all too evident to pinpoint. High initial costs and low re-sale are bad enough on their own, but they have been aggravated by rule changes which led to rapid obsolescence and the complexity which made measurement and rating a costly

Across The Wind

By Bob Fisher



and time consuming business. To try to cure these disadvantages now might prove counter-productive although I am aware that Tony Castro has already submitted a paper to the Offshore Racing Council with some suggestions as to how to modify the rule without penalising existing boats but almost making massive checks to prevent the huge spending which now seems essential to give a boat a chance of winning.

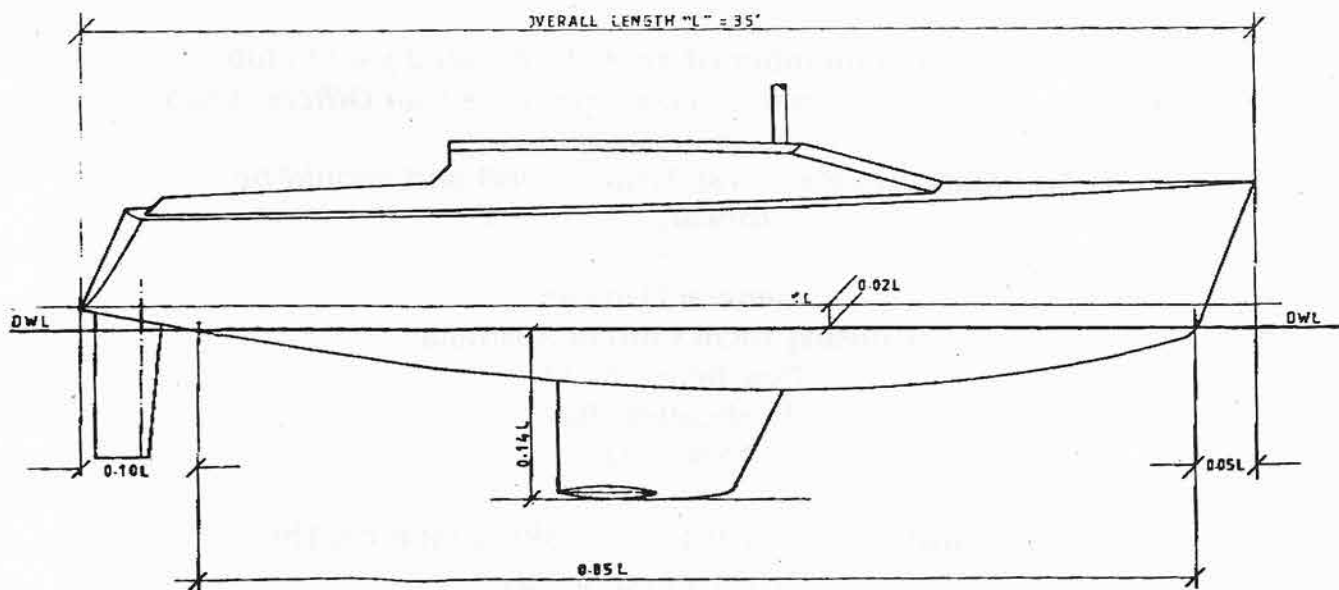
The alternative is a new rule, one which would be effective in controlling boats' shapes and their costs. Castro is among the first to admit that simplicity provides the effective answer to most problems. "The two line equation is the best," he says, but immediately adds that it will probably need 77 pages of explanation to make the equation work properly.

From that informal discussion Warwick Collins, of the tandem keel, has produced a discussion paper on the formation of a new International Level Rule, one which would aim to create a number of classes to a single set of primary rules and the sizes of the classes

would fairly closely match the overall length of the Ton Cup classes currently in existence. Naturally enough for a rule which sets out to rate at five foot intervals, based only on the overall length of the boats, the measurements in Warwick Collins' paper are in the imperial units of feet and pounds! It is a rule in the best 'restricted class' traditions, and many of the classes built to rules of that nature have had long and healthy lives — the International 14 dinghy, which celebrates 60 years of continuous competition this year, for one.

David Hollom, whose innovative design work produced the British 12-metre *Crusader 2*, believes that the Metre Rule has stood the test of time because of the limits which it imposes on the scantlings of yachts. Whether this is the reason, it is the scantling regulations, or rather the lack of them, which have been the undoing of the IOR. It is easy, with hindsight, to see that exotic materials have made yachts costly and had there been some strict minimum scantlings in the IOR, there would have been no need for these expensive materials to be used.

SCHEMATIC EXAMPLE OF A 35' I.L.R. YACHT.



Yachtsmen the world over want to race without the constrictions of handicap, the universal growth of one-designs is evidence enough of that, and the proposed ILR could provide them with an acceptable means of achieving their aims. As yet, there are no firm scantling rules, except that there are minimum displacements and ballast is limited to a minimum of 45% of the displacement. Investigating that arbitrary figure further reveals that fairly sturdy construction in grp would be possible and that boats built of wood would not be disadvantaged — it should even allow competitive amateur constructed yachts, as long as a maximum ballast of, say, 55% were envisaged.

Every measurement in the ILR is related to length overall and while the rule remains under discussion there are some contentious points. Collins, as befits a man who holds the patent for the tandem keel, seeks to encourage low draft keel development and seeks to limit the draft to 14% of loa — a 30 footer (the half ton equivalent) would draw only 4.2 feet. A suggestion has already been made that 17% of loa would give a better draft coefficient — 5.1ft for a 30 footer.

The basic rules are as follows:

1. Max beam = 30% loa
2. Max draft = 14% loa

3. Max lwl = 85% loa, with a mandatory 5% loa bow overhang
4. Max sail area = 55% loa squared
5. No hollows, longitudinal or transverse, below a measurement line, which is 2% loa above lwl
6. Minimum displacement/waterline length ratio of 150%
7. Minimum ballast = 45% displacement.

Aesthetics are preserved in the waterline and overhang rules while the moderate maximum beam would reduce the effect of the crew on the righting moment. Boats built to these rules would be easily handled and should be relatively more stable at increasing angles of heel than their IOR counterparts particularly when there is no IOR penalty envisaged.

Ed Dubois, who was present at that informal discussion held in the Chequers Inn at Lymington, welcomes the idea of this rule. "It will allow us to do what we were doing in the 50s and 60s," he said, thinking of the greater freedom to experiment that the IOR offered then before the successful parameters became so delineated as they are now. Rob Humphreys, who wasn't there but has since read Collins' paper, agrees. "New rules are a good thing — there is a mysticism about them for a long time." Castro had reservations; "I'm worried

that the rules may be too naive," adding that because the rule was new was no guarantee that it would have no problems.

Where this rule could score is that it will fit into other handicapping methods while still in its infancy. Boats would be able to race, when measured, in IMS fleets and, in Europe and Australia, with the rapidly growing CHS classes. However, the ultimate aim would remain to provide level competition in boats, inshore and offshore, of a cruiser/racer configuration that would remain able to hold their own for a number of years.

The lines of communication are becoming established and Collins plans another informal discussion shortly. From that more formal plans should evolve if its sponsors believe that the rule has a place in international yachting. One would imagine that it stands a chance to fill the void which the IOR has created in its wake or at least provide a workable alternative for some time into the future.

Table of suggested dimensions:

LOA	LWL	Beam	Draft	Dspl
Max	Max	Max	Max	Min
20	17.00	6.0	2.8	1651
25	21.25	7.5	3.5	3224
30	25.50	9.0	4.2	5579
35	29.75	10.5	4.9	8847
40	34.00	12.0	5.6	13205
45	38.25	13.5	6.3	18802

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Tasmania Holds Sayonara Cup

THE Royal Yacht Club of Tasmania has successfully defended the Sayonara Cup on the Derwent, with *Maj Britt* sailed by Stephen Boyes, Leigh Behrens and Laurence Brown winning 4-2.

Maj Britt won the first two races, but Royal Sydney Yacht *Rawhiti*, sailed by Ted Albert, Peter Murray and David Dias, then evened the series 2-2.

In the sixth and deciding heat Boyes won the start narrowly, being to windward crossed *Rawhiti* on the third tack.

Wilson Wins Marley Point Derby

KEN Wilson won line honors, for the third consecutive time in the Caltex Marley Point Race with a race record elapsed time of 5 hrs 46 min.

In following westerly winds gusting to 50 knots Wilson, sailing the Noelex 30 *Hard Rock Cafe*, was trailing Bob Kay's Spider 28 *Mischief* past the end of Raymond Island with Alan Shield's *Slipstream* close behind in third place.

The hard beat up Lake King saw both Noelex's slip through *Mischief* to take first and second places over the line.

The start of the race was postponed from the usual Saturday night start until 7am. Sunday morning due to the heavy westerly winds that were prevailing.

In these conditions many of the 651 entries decided discretion was the better part of valour and did not attempt to start. Many of those who did start were to regret their decision.

Seven of the competing yachts, including race leader *Rapid Transit*, sank in the survival conditions and over 20 yachts were reported to have lost their masts. The conditions were not for the novices and even the most experienced sailors and well prepared yachts experienced uncomfortable moments.

Wilson's victory was aided by his very experienced crew which included ex-World Quarter Ton Champion David Birkhill and well known International Yachtsman and head of North Sails' Melbourne Loft Ross Lloyd.

- The handicap positions were in:
- Div 1: Aquarius (Bonito 22)
 - Div 2: Dorethee 2 (Cavalier 28)
 - Div 3: Barnstormer (Noelex 25)
 - Div 4: Jaqueline (Matilda)
 - Div 5: Lowanna (Boomerang 20)
 - Div 6: Ouah 3 (TS 16)
 - Div 7: Riptide (Seawind 24)



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Racing Red

Good Radio Calling

By Derek Barnard 2PC Penta Comstat

GOOD radio calling and operating procedures save valuable air time and minimise interference to other stations. Good procedures, like good manners, are generally rewarded with a like response and will often make the difference between whether or not you get the weather forecast, radphone call or even a satisfactory radio check.

Making a call on radio can probably best be compared to trying to locate someone else in a crowd. It is therefore necessary to attract the attention of the person you wish to contact. In a crowd you may need to shout. On radio you need to attract the other stations attention, and while shouting does not generally improve radio communications, it is

certainly necessary in most instances to speak loudly and clearly.

This can best be accomplished by holding the microphone close to the mouth and the use of a higher than normal voice with a constant pitch — don't let the voice level drop on important syllables or at the end of the call. Best results will usually be obtained by holding the microphone at an angle rather than directly in front of the mouth but close enough so that you can scratch your nose with your thumb. If you can't scratch your nose you are not close enough!

Call the station by name and/or call-sign then state who is calling by giving your vessels name and/or callsign. Don't expect everyone in the radio crowd to wait with bated breath by giving your identification first and then announcing who you are calling.

General Calls

Calls to any station should be made clearly and deliberately in a manner that will attract attention to your call. The name or call sign of both the station being called and your own should be repeated a maximum of three times (to suit the conditions). Unnecessarily long calls in good communication conditions are just as annoying and time consuming as calls which are too quick in poor conditions. Calls which are spoken too quickly usually result in wasted time rather than time saving as was probably intended, due to the need for repeats.

Calling Coast Stations

When calling a coast station, there are generally additional considerations that will further improve your operating procedure.



Derek and Jeanine Barnard are Australia's best known wedded voices on the wavelengths, manning 2PC Penta Comstat seven days a week, up to 16 hours a day — and more at times.





PENTA COMSTAT radio room operated by Derek and Jeanine Barnard is fitted out with the very latest equipment for marine radio communications.

It is generally good practice to nominate the frequency you are calling on, particularly if you are not a regular caller and the operator is not familiar with your vessel. Naming your calling frequency is not normally necessary when calling on a routine schedule when the operator is standing by for calls on that particular frequency. But at any other time you could be calling on any of several frequencies and the operator may not always be sure, at your first call, which one you are using. This even applies to "on demand" radphone or seaphone channels when the operator will often be listening to several simultaneously.

It is also good practice to state the reason for your call — for example, urgency or distress, a radio check, position report, telegram or radphone. The operator can then respond either with a reply to your question or a direction to proceed with the message, or to change frequency. This is particularly important when calling on a distress frequency. Remember that the distress frequencies are used mainly for calling.

Don't expect the operator to know why you are calling, and unless you sound as though you are in trouble you may not receive an immediate reply, or you may be asked to stand by. The reply will generally be to "go ahead", but it is not appreciated if you then proceed with a lengthy message of the type that should have been conducted on a working frequency.

If you are requested to change to a working frequency, *always acknowledge*. A short "romeo" or "going up" will do. Unless you respond to the request the operator will not be sure if you have changed frequencies, or even heard the request.

Radphones

When calling an OTC Coast Station for a radphone call it is always advisable to call on the radphone channel if the service is available "on demand". This service is generally operated by a different operator from the one on the distress and calling frequencies. If you do not receive an answer on the radphone channel, or if the service is not available on demand, it is good practice to use the appropriate calling and distress frequency — 4125 kHz for 4 MHz radphone.

The ship transmit frequencies for working and for radphone channels — 4134.3, 4072.3, 4075.3 kHz are all close to kHz in frequency and performance. If you are being received well on 4125 kHz you should be "commercial" for radphone, while calling on 2182 or 6215.5 kHz will not provide this information. The coast station operator will generally refer to the radphone channel by its international channel number, e.g. channel 404-4072.3 ship transmit and 4366.7 ship receive. You will save a considerable amount of air time and receive better service if you remember and refer to the radphone frequencies by the proper channel numbers.

When To Call

The time to call another station will depend a great deal upon the frequencies available and the reason for the call. In an emergency situation any frequency should be used to call anyone able to assist. For general communication the call should be made to suit the frequency and distance or location, and preferable when it is known that the station being called is most likely to hear the call. There is not much point in calling

another station on 27 MHz or VHF if you are not within reliable range.

Even those vessels on MH/HF SSB must select the frequency most suitable for the time of day and distance involved — 2 MHz is suitable only for distance up to about 50-100 miles during the day, but can be used for much greater distances at night.

6 MHz and higher frequencies will provide reliable communication over 500 miles or more during the day, but are not generally suitable for use at night except over very long distances.

The most useful frequency band in this country is 4 MHz, and 4125 kHz is the most used of the three distress and calling frequencies for small vessels.

If you are having difficulty contacting the coast station you are calling, wait until you hear the station working another vessel, then as soon as the operator finishes give another call. If you cannot hear the coast station operator very well, there is even less chance of them hearing you. Most coast stations will be using several times your transmitter power into very efficient antennas.

You may have to use a higher or lower frequency, or wait until the time of day increases the propagation of the available frequencies, or shift your location. Vessels calling from anchorages, even at some islands, will often find that the land will attenuate the signal sufficiently to greatly decrease the transmitted signal.

If you can hear the station that you are calling, especially if that station is communicating with other vessels without any real difficulty, and you still don't get a reply, then it is time to accept the fact that you have a problem, and it is time to have the problem rectified.

Good Radio Calling *continued...*

When not to call

When calling on a distress and calling frequency avoid the silence periods unless you require assistance. Silence periods are observed for three minutes, immediately after the hour and after the half hour, on 2182, 4125 and 6215.5 kHz, and on VHF channel 16.

Don't call during regular small ship schedules (that is when weather and navigation warnings or traffic lists are being broadcast), unless you are on one of the working frequencies and the operator has invited calls from vessels on that frequency. If you are calling on one frequency while the operator is transmitting or even receiving on another, the chances are your call will not be heard, and if it is heard you will probably not be answered unless you sound as though you have a problem. *Make sure you know the scheduled times of the station with which you wish to communicate.*

Learn to listen

Switching the radio on, or changing channels and then making a call immediately without listening for a while first may interfere with distress traffic of which you are not aware, or the oper-

ator of the station you are calling may have just asked another vessel to change to a working frequency and be busy with that call.

Listen on the frequency you are going to use for a few minutes. If your radio is fitted with a squelch or mute, turn it back to the point at which you hear sound from the speaker, and adjust the volume control to a comfortable level of sound. With VHF, set the squelch so that the noise just disappears. Leave the controls set in those positions and you will be sure of hearing the reply. Many vessels do get an answer to their call *but they don't hear the reply*. When under power, if the engine causes interference to your receiver, slow down or stop the engine. If you have electrics such as autopilot or satnav that interfere with your reception, switch them off or make allowances for them. Don't blame the other station for your own hearing problems.

Don't be impatient

Many radio operators seem to feel that the only radio frequency used is the one they are using at that particular time. There are three systems used in this country, each system having several frequencies used by small vessels. Even those vessels with all three systems sometimes seem to find it difficult to appreciate that the operator of the station being called may be busy on

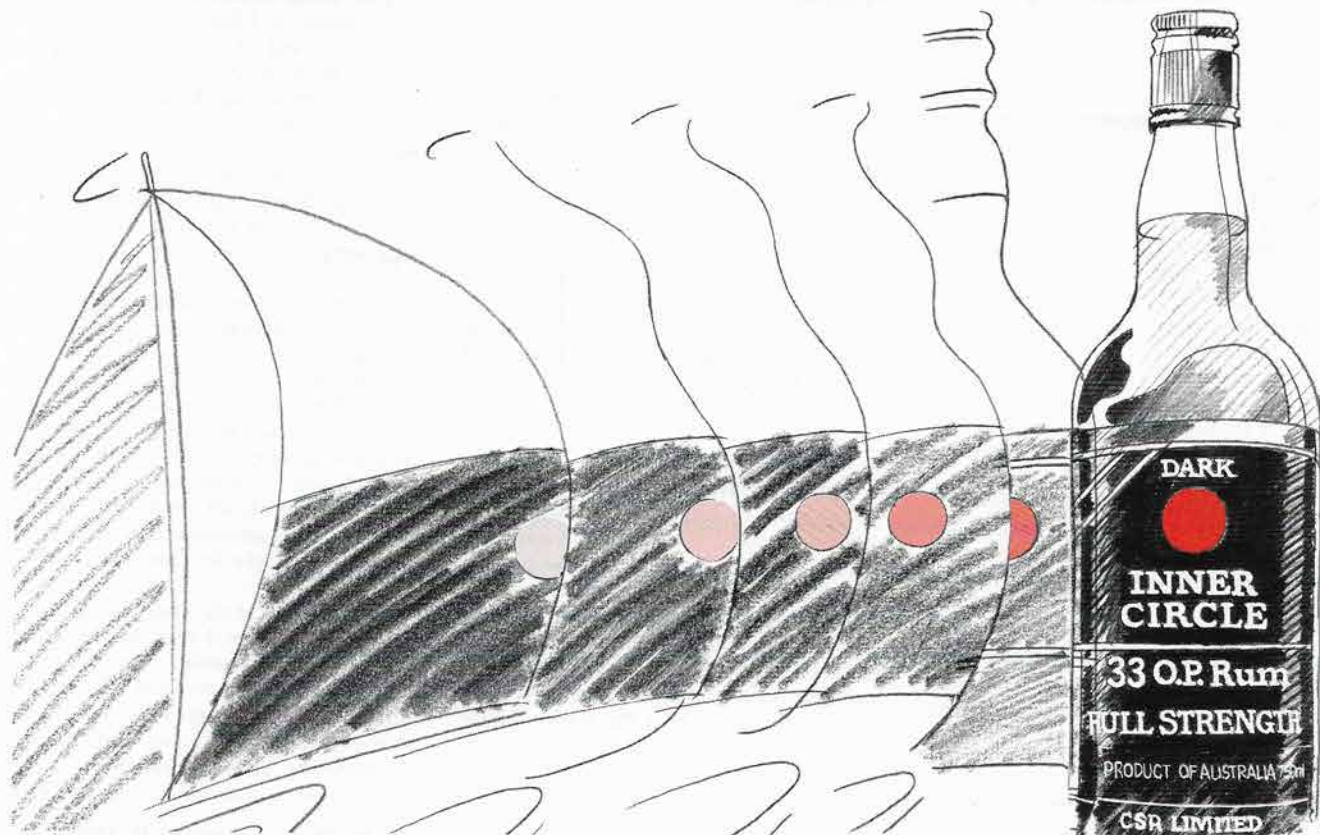
another of many different frequencies. If your call does not get an immediate reply, wait a few minutes and call again. Never switch off or change channels too quickly, because the operator may have heard your call and respond as soon as possible — only to find you no longer there.

Distress and urgency

It is good practice to monitor the distress frequencies when you are at sea. If it is not possible to leave the radio on or not possible to receive while travelling, at least have the radio tuned to the appropriate distress frequency and ready to be used by anyone on board in an emergency.

If you are in distress or have an urgency situation the call should not be addressed to any one particular station unless you have reliable contact with that station. Do not assume because you do not receive any response that your call has not been heard. Transmit all the details so that any station which hears you call can pass the information good practice to monitor the distress frequencies when you are at sea. If it is not possible to leave the radio on or not possible to receive while travelling, at least have the radio tuned to the appropriate distress frequency and ready. They can also save lives. Used regularly they become a habit, and one day the life saved may be your own. □

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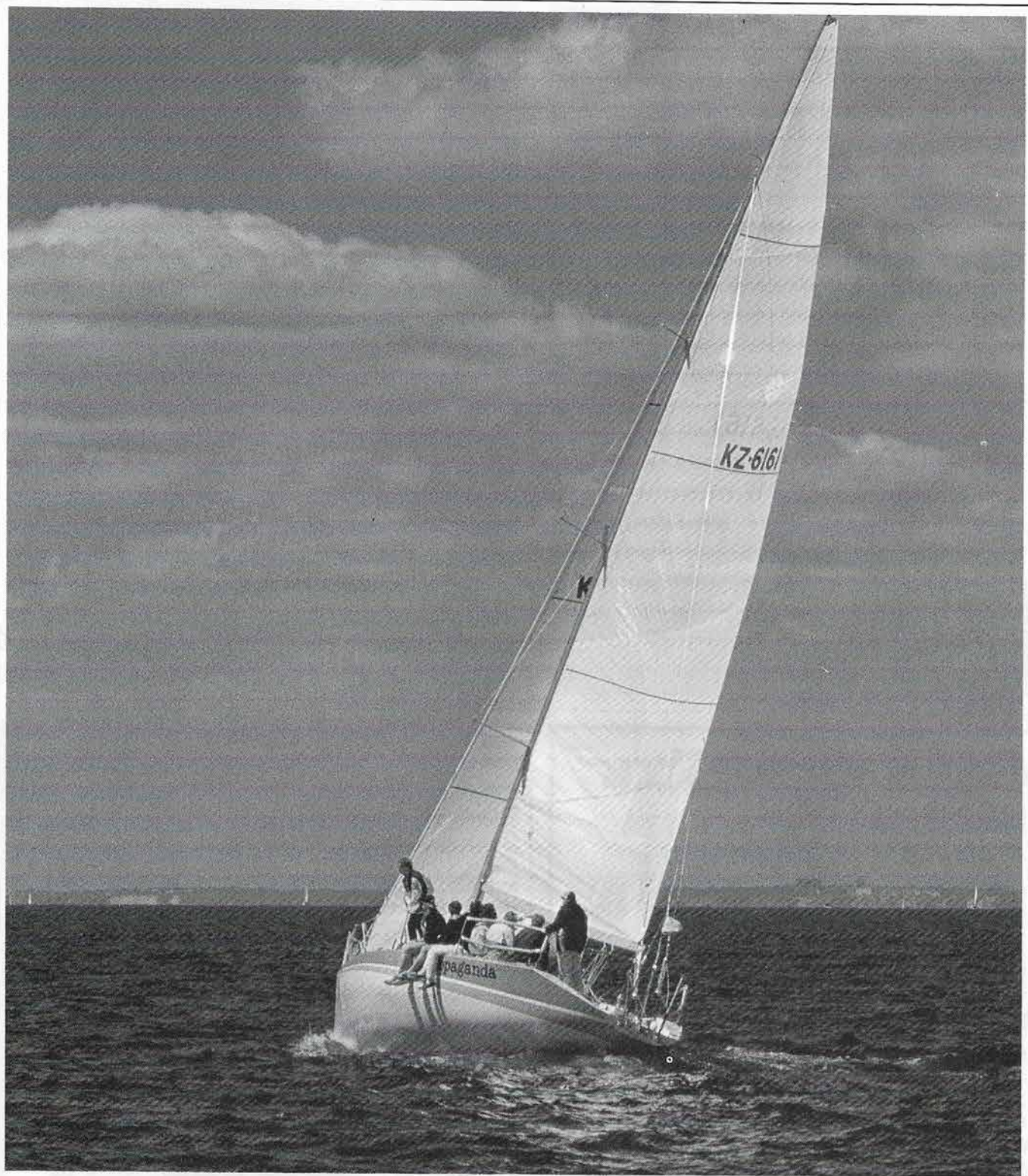
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RS 30

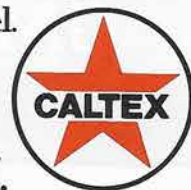


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The Cruising Yacht Club of Australia has now conducted the start of the AWA Sydney-Hobart Yacht Race for the second consecutive year with their radical "Two Line" Start.

Gordon Marshall, as Race Director, recounts the development of this innovative starting practice and reports on the results of the questionnaire held after this year's start.

The AWA Sydney/Hobart Two Line Start



THE 1985 Race to Hobart was significant in that it was our largest fleet ever, with 178 yachts on the start line. It was inevitable that gross overcrowding would occur with the start line across Sydney Harbour only half a mile in length, which meant that there was only 17 feet allotted to each yacht, if they all started abreast.

The resultant collisions and protests eventuated in the now famous third party protest with *Drake's Prayer* being penalised 20% of the fleet's total by the International Jury and being relegated from first to 37th place because of a fend-off with *Ragamuffin* at the start. (*Ragamuffin* failed to lodge a protest for the incident which presumably her skipper treated as "minor" and part of the "nip and tuck" of such a crowded start, but *Sagacious* as an observer of the incident, put in a protest.

The jury found the situation which led to the "fend" to have been avoidable and applied the alternative penalty to *Drake's Prayer*. The issue was further complicated by the IYRU Rule which required that after the application of a percentage penalty, placings shall not be adjusted, thus we had no first placing, and two yachts on 37th place).

It therefore became obvious to me as Race Director and as Chairman of the Club's Sailing Committee, together with all of the Committee's members, that the race fleet size had reached the

FLEET packs the weather end of the front line for start of the 1987 AWA Sydney-Hobart. CYCA survey found major percentage of yachtsmen favoured continuation of two-line start for future Hobart Races.

proportion that required some urgent special changes to the sailing instructions as they then existed. A number of obvious alternatives such as staggered starting times, shifting to a line outside Sydney Heads, etc. etc. were contemplated, but they all failed to meet our requirements one way or another.

Time passed without any acceptable solution and at a subsequent Sailing Committee meeting I felt that the right climate had been reached wherein we might be collectively receptive to something quite radical and innovative. I then introduced the "Two Line Start" concept, which, naturally enough, was initially somewhat breathtaking to the Committee. My judgement was right and the Committee did not declare the proposition to be outrageous but instead, suggested that I put together a small committee to thrash out the details and report back.

I chose two well known yachtsmen, both with many Sydney-Hobarts under their belts and with extensive International racing experience (though neither were members of the Sailing Committee). We met on several occasions but the best I could get from them was the need for a minimum 800 yards line separation, notwithstanding that such a

distance would seriously narrow the options of turning marks at the heads and, in fact, a computer-calculated time correction was seen as the only way of compensating for the extra distance sailed from the rear line. Advice was sought from Professor Newman of MIT, the recognised US expert on "Time on Distance" sailing since this adjustment bore a direct relation to their normal type of race result calculation.

All of this was reported back to the next Sailing Committee without much enthusiasm and I pleaded for an opportunity to demonstrate the ultra conservatism of my Committee's findings.

I arranged for Peter Shipway, David Kellett, Peter Kurts, Philip Thompson, and myself to spend the next Saturday morning on *Drake's Prayer* doing timed dummy runs over twin start lines separated by 500 yards. This proved so successful that they accepted the proposition that the lines could be even closer, and we settled on 400 yards as practicable.

In the meantime, a conversation with Alan Payne on the subject, spawned the idea of two turning marks at the heads instead of the highly theoretical. "Time on Distance" correction previously mooted, and so we moved one step closer to our solution.

(The two turning mark system was ultimately shown to need some fine mathematical adjustment in those cases where the yachts were "on the wind" whilst sailing to the seamark since one or other of these marks would be to "leeward" and thus the yachts turning it would be disadvantaged. However, the mathematics of this fine tuning were completed and Joe Diamond an Ex-Commodore and mathematical whiz kid was kind enough to check my mathematical logic).

The success of the first use of this system was proven at the next start, in 1986, and the accompanying aerial photo demonstrates how well everything worked. There was general acclaim from competitors about the use of the Two Line start, together with the package of rule changes which accompanied its introduction. The first of these changes was the option of the use of a 720° turn between the Turning Marks at

the Heads and the Seamark in those cases where a competitor transgressed within the harbour. Secondly, an anti "underarm bowling" rule was incorporated whereby a third party protest within the harbour, if upheld, would cause only a ten minute penalty to be applied. The philosophy of these two rules was in acknowledgement of the fact that Sydney Harbour was bound to be congested with fleets of the size now contemplated, notwithstanding solving the starting line problems.

So far, after two trials, no "observing" protests have been recorded, though on both occasions the 720° turn has been used by a number of yachts, and its effectiveness has been acclaimed.

After this year's start, a conversation between Peter Shipway, who had sailed down on *Madeline's Daughter* (top yacht of the SCC fleet) and myself, concluded that we should circulate an extensive questionnaire to all starters . . . "to satisfy ourselves that the two line system is working to the satisfaction of the contestants".

Initially, we had contemplated polling only the rear line starters, since we felt that if there were to be any complaints,

DIAGRAM of the course up Sydney Harbour, around the turning marks at Sydney Heads, thence to the sea-mark, before heading south to Hobart, showing the two lines and the two marks at the Heads.

they would come from this line, but we finally decided to send the same questionnaire to the front liners as well, though each would be treated and analysed separately.

A full copy of the questionnaire is printed herein, and the introduction should be read since it explains the difference between the 1986 and 1987 starts.

The response to the questionnaire by the rear line starters was very good, with an 80% reply total at the time of this writing.

We could therefore safely treat the answers we received as accurately indicating the feelings of the whole.

Question 1 was very fundamental, should we continue with the Two-Line concept or abandon it?

The answers indicated — 94% to continue, 6% abandon.

Question 2 sought advice as to whether the separation distance should remain as is, be increased, or be reduced, and by how much if any.

The answers indicated — 60% remain as is, 36% be increased, 4% be reduced.

A mathematical summing of distances with no change, increasing, or reducing, showed that a mean increase of 40 yards was indicated.

Question 3 queried whether the present selection method of those yachts

allocated to each line (by rating) continue or be changed.

The answers indicated — 96% to continue, 4% to change.

Question 4 sought an opinion as to the significance of the prominence or otherwise of the Starting Vessels on each end of the lines. (This year we used larger vessels on the rear line than we had on the previous year).

The answers indicated — 80% felt that prominence was significant, 20% not significant.

Question 5 pursued our interest in vessels further. Were this year's vessels prominent enough?

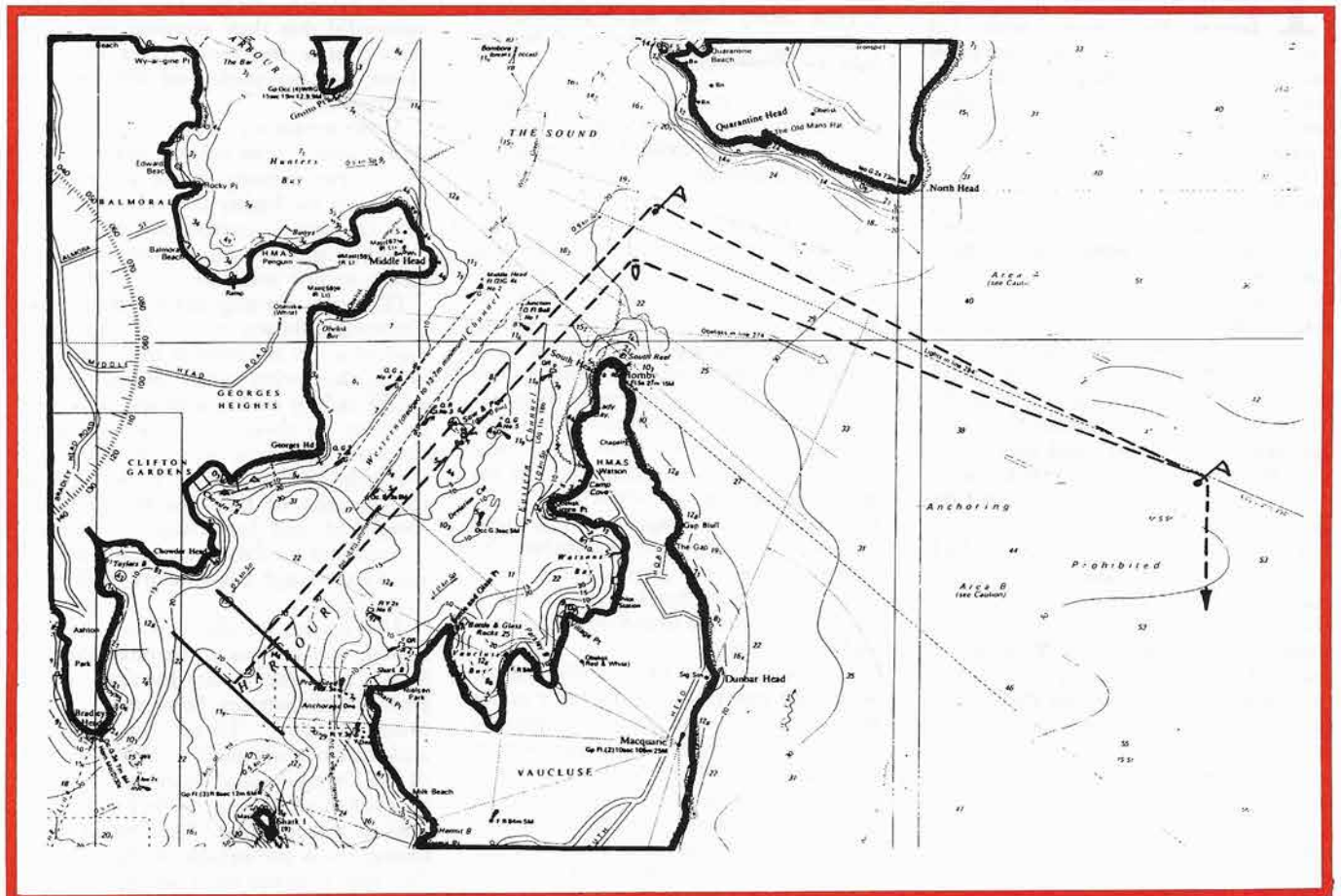
The answers indicated — 60% thought they were prominent enough, 40% insufficiently prominent.

Question 6 sought the feelings of the competitors on our particular use of the "Round the Ends" Rule (read the question fully for an explanation of the special variation which we use).

The answers indicated — 94% were in favour of our use of a special "Round the End" Rule, 6% felt it served no purpose.

Question 7 pursued this issue further in relation to the need or otherwise to be more explanatory of this rule at the pre-race briefing.

The answers indicated — 88% want more explanation, 12% would leave it





AERIAL photo of the start of the 1986 AWA Sydney-Hobart race, one second after the starting gun. Note the smoke to leeward of HMAS FREMANTLE, anchored off Shark Point, near Neilsen Park.

to the Protest Committee to penalise breaches.

Question 8 sought approval or otherwise of our philosophy of arranging for slightly smaller numbers on the Front Line as compared to the Rear Line.

The answers indicated — 82% in favour of our philosophy, 18% disagreed.

Question 9 raised the issue of whether there should or shouldn't be a limit on fleet size and if so, what limit.

The answers indicated — 92% no limit, 8% there should be a limit (the mean of the limits amongst the 8% was 185 and two thirds of those that suggested a limit felt that first come, first served, would be a satisfactory method of implementation).

The questionnaire provided for "other comments", and approximately half of the respondees took advantage of this facility. Some were critical, some complimentary, and some were constructive.

A fair cross section is quoted:

"Increase separation distance to 400m otherwise a vast improvement on the previous one Line Starts".

"Move to three Line Starts for fleets over 200".

"Put the serious IOR yachts on the Front Line regardless of rating and the 'Clunkers' on the back".

"The more gap between the lines the less the air on the Rear Line is disturbed by choppers, ferries, etc, following the Maxis. P.S. Thanks for the Two Lines much better than one".

"The Last start was the best I have experienced. We did spend some time wondering if we had broken the start, but that does us no harm, particularly for next time".

"No comments except thanks for a job well done".

"I am very pleased you sent out a questionnaire to Skippers. I intended writing to you myself as I wasn't happy with the Two Start Line, particularly when boats from the Front Line were hanging back on our Line".

The last comment included perhaps answers for those who saw no reason to include a comment:

"Don't take it so damn seriously, it's only a yacht race".

The questionnaire was also sent to those who started on the front line, but was printed on differently coloured paper so that there would be no risk of them becoming mixed up with the rear line responses on return. A note was also included explaining that whilst the questionnaire was primarily intended for rear line starters, front liners were being given the opportunity of answering, where applicable, and that their comments would be appreciated.

Front Line Reponses:

The response rate from the front line was predictably lower than that of those who started on the rear line, but at 52% it certainly gave us a very clear picture of their feelings.

The trend of their answers followed the same pattern as that of the rear line,

with a tendency to be even more definitive.

An abbreviated summary is as follows:

Question 1: 100% to continue with two lines.

Question 2: 84% remain as is, 16% increase.

Question 3: 92% to continue, 8% to change.

Question 4: (Did not apply to front line starters).

Question 5: 81% prominent enough, 19% insufficiently prominent.

Question 6: 86% favoured "Round the Ends", 14% felt it served no purpose.

Question 7: 81% wanted more explanation at the briefing, 19% felt it should be left to the competitors to comprehend.

Question 8: 100% in favour of the numbers chosen for each line.

Question 9: 84% favoured no limit of fleet size, 16% suggested a limit, and the mean of their suggestion was 175.

Conclusions

The Sailing Committee will adjudicate on these results in due course before settling on next year's Sailing Instructions, but it seems that in light of the overwhelming support given by contestants (approximately 97% wish to continue with two lines) it only remains to fine tune the system. The answers to the questionnaire and the comments included in the replies should clearly point the way to further improvements to the concept. □

Spinnaker Ride To Mooloolaba

Sydney yachts dominated results in the 1988 Caltex Sydney-Mooloolaba Race, with **SOVEREIGN** taking line honours and the One Tonner **BEYOND THUNDERDOME** first overall.

by Ian Grant

Emma Press



FORMER Victorian yacht **CHALLENGE II** made her Mooloolaba Race debut under Sydney ownership, but was outpaced by newer boats on the spinnaker run northwards. **HAMMER OF QUEENSLAND** (left), the Brisbane-based maxi-chaser, was also outpaced by newer big boats.

Peter Campbell

THE BATTLE begins on Sydney Harbour, with Max Ryan's **VENTURE 1** accelerating out of the starting box. **VENTURE 1** finished second overall to **BEYOND THUNDERDOME**, with **GREAT NEWS** third — all three yachts now off to Hawaii for the Kenwood Cup.





Ian Grant



Ian Grant



Ian Grant

TOP: Winner of the 1988 Caltex Sydney-Mooloolaba Race was Warren Johns' One Toner, BEYOND THUNDERDOME, giving her owner his first major victory with the Davidson-designed sloop. ABOVE: VANGUARD finished second in Division 1 for joint owners Richard Cawse and Maurice Drent. She is the former Admiral's Cup yacht DRAKE'S PRAYER. LEFT: Line honours winner SOVEREIGN powers to windward in light airs to clear Sydney Heads after the start of the Mooloolaba Race. All three yachts are soon off to Hawaii for the Kenwood Cup.



The Australian Antarctic Division's researchers, and the equipment they depend on, must survive the harshest environment on earth.

Unfortunately, some equipment doesn't survive. And that can put lives at risk.

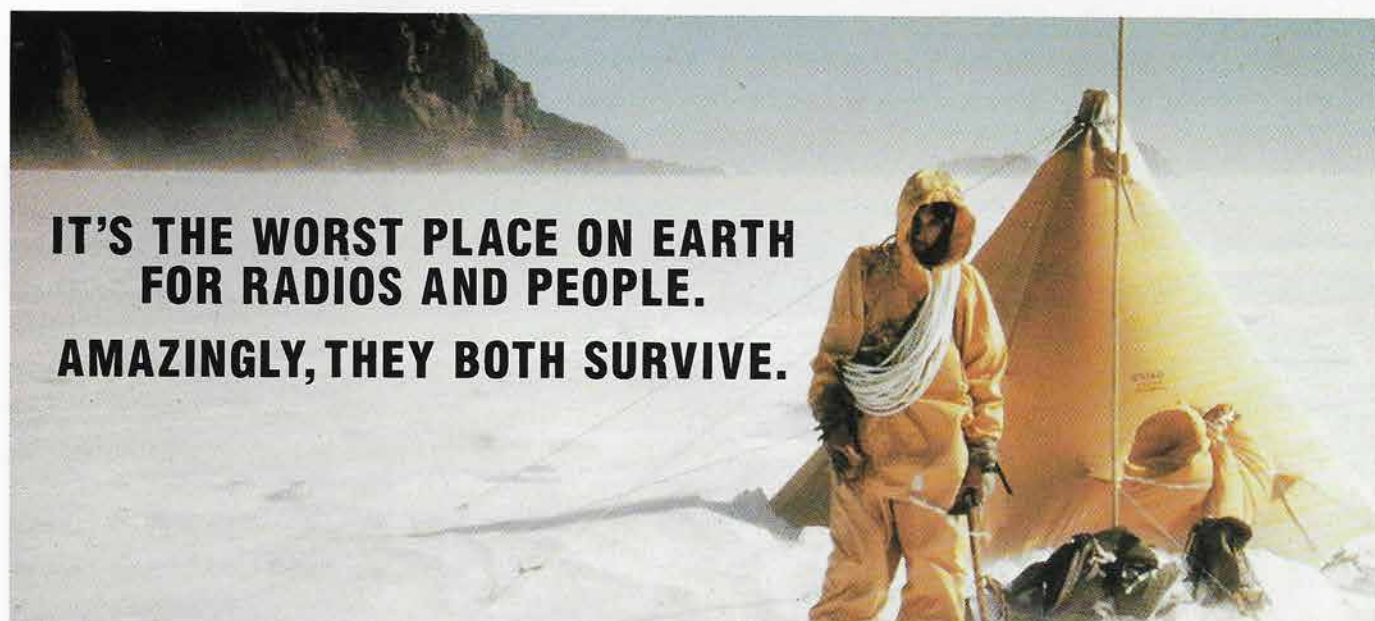
This is one reason why the Division now uses ICOM radio transceivers in some of the most challenging situations you could imagine.

The helicopters and small craft, which must weather out blizzards and buffeting in

durability that leaves even 'military standard' equipment for dead.

In fact the only time an ICOM radio has been left for dead in the Antarctic, it lived through it.

That was when an IC-MI2 was lost on Heard Island, a base that is always abandoned for the winter. Then twelve months later, the tiny transceiver was found again. And even though it had gone through a full year exposed to rain,



The Ball Partnership ICO 0017

sub-zero temperatures, are fitted with IC-M80 VHF radio telephones, complete with built-in loud hailers.


Research parties, which often travel up to 1000 kilometres inland to remote destinations, take an IC-M700 as their only link with base. And even inside the vehicle, the temperature often drops to -60° celsius.

Then the researchers have to go outside. And naturally, they need a radio they can take with them. So for this job, the IC-MI2 hand-helds were chosen, because they combine practical, easy to use functions with quality and

snow, sleet and seaspray, it worked immediately once a fresh battery was attached.

In that instance, ICOM reliability saved the life of a transceiver. But there have also been plenty of times when it has saved the life of its operators.

Of course, you probably won't be sending your radios to the Antarctic. Or maybe all you'll save is money if you choose the most reliable equipment.

Even so, you need a radio you can count on to be at its best when conditions are at their worst. Call ICOM. 

YOU DON'T HAVE TO GO TO THE ANTARCTIC TO SEE THE ICOM RANGE.

VICTORIA:

Melbourne. Anchor Marine. (03) 598 8077.

Rock Bottom Marine. (03) 347 6164.

Bairnsdale. Bairnsdale Communications. (051)

52 4622. Warrnambool. Ansonic Electronics.

(055) 62 9688.

NEW SOUTH WALES:

Sydney. Captain Communications.

(02) 633 3545. Emtronics. (02) 211 0988.

Marine Navaid Systems. (02) 663 2246.

Master Communications. (02) 682 5044.

Raymond Terrace. Alback Communications.

(049) 87 3419. Coffs Harbour. Tuna Longline.

(066) 52 6511. Eden. Twofold Bay Marine.

(064) 96 1711.

SOUTH AUSTRALIA:

Adelaide. Jensen Communications.

(08) 269 4744.

QUEENSLAND:

Brisbane. C.P.N. Diesels. (07) 399 9200.

Delsound. (07) 839 6155.

Olbis Industries. (07) 875 1155. Bundaberg.

Bundaberg Electronics. (071) 72 3288.

Mackay. D. S. Marine. (079) 51 1635.

Cairns. Markwell Chandlery. (070) 51 3777.

Integrated Tech. Services. (070) 51 7232.

Gladstone. Jones Communications.

(079) 72 1116. Biggiera Waters. Micro Logic.

(075) 37 1455. Townsville. Tradewinds Sailing

School. (077) 72 4021.

WESTERN AUSTRALIA:

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Coastal. (09) 335 5875. Geraldton. C&R

Marine Electronics. (099) 21 5321.

TASMANIA:

Launceston. Marcom Watson. (003) 31 2711.

Hobart. Marcom Watson. (002) 34 4500.

NORTHERN TERRITORY:

Darwin. Navcom Electronics. (089) 81 1311.

ICOM HEAD OFFICE:

7 Duke Street, Windsor, Victoria. 3181.

Phone: (03) 529 7582.

ICOM



ICO 0021

RS 32

Spinnaker Ride To Mooloolaba

BEYOND Thunderdome, the latest One Ton design concept from Internationally famed New Zealander Laurie Davidson scored a popular win in the 1988 Caltex Sydney-Mooloolaba race.

Owner Warren Johns has finally deserved his rewards as he has been knocking on the door for a major race win over many years of racing in the "Hot Shot" Sydney IOR fleets.

His latest sloop *Beyond Thunderdome*



Emma Press

RAGER, Mike Clements' fast Elliott 60, heads to sea for the race to Mooloolaba. *RAGER* finished fourth across the line.

was considered unlucky in the last AWA Sydney-Hobart race sailing into a Parking Lot of flat calms at the Iron Pot.

She was just 11 nautical miles from the finish with time on her side when they sat glued to the water as time ran out to upset *Sovereign*.

But this race was quite different as the deep Tasman high pressure system slowly moving east assured the fleet of free sheet sailing southerlies.

There was "Busloads" of breeze with some local squalls registering in excess of 40 knots but generally the wind eased during the day and bent to the land at night to average in the 15-25 range.

These conditions besides presenting a heavy workload on the fore-deck with never ending sailchanges also presented navigators and tacticians with a new test at each headland.

Despite a soft east nor-easter at the start the race soon developed into a One Tonner-Admiral's Cupper class duel particularly when the fleet felt the first new wind from the Sou-East when the leaders reached Barranjoey.

As usual the wind angle and the Southerly set determined a fairly close inshore course with trimmers extended to maintain the best possible boatspeed.

As expected *Sovereign* and the new Super Kel Steinman designed Queens-

land maxi chasers *Innkeeper* (Leigh Outtrim) from Mooloolaba and Arthur Bloore's *Hammer of Queensland* of Brisbane staged an interesting design duel for line honours lead.

Sovereign a strict IOR maxi perhaps reaching ultimate hull and crew performance was totally extended over the 480n/mls to hold off the relatively new *Hammer of Queensland* and the maiden race performer *Innkeeper*.

Innkeeper the baby of the trio at 18m LOA motored from Brisbane to have her rig installed during the week before the race.

"We were desperately short of time just 24 hours before the race, we hung the sails on the spars but couldn't tack. At least we found out the position for

the spreader pads", said her builder master Mooloolaba shipwright Greg Brown.

Sovereign survived this predominately down hill slide in varying wind intensity possibly relieved of pressure when she carried the front of a squall to stretch a narrow lead to a comfortable margin on the second night out.

She completed a solid race performance to take her second Sydney-Mooloolaba line honours in the elapsed time of 52 hours 16min 37 sec over 7 hours outside the record race time of 45hrs.00 min 27 sec set by Tony Fisher's *Floating Footpath* Helsal in 1976.

Innkeeper despite spinnaker pole fitting failure which severely hampered her gybing capacity won the Steinman Big Boat line honours match race when she completed the course in 54 hours 6 minutes, 15 minutes clear of Tall Ships Hobart-Sydney race winner the 20.6m *Hammer of Queensland*.

That performance gave her the right to hold the title as Queensland's fastest mono hull. After round one she has proved how fast she is downhill with a real searching test of windward speed to come in the future.

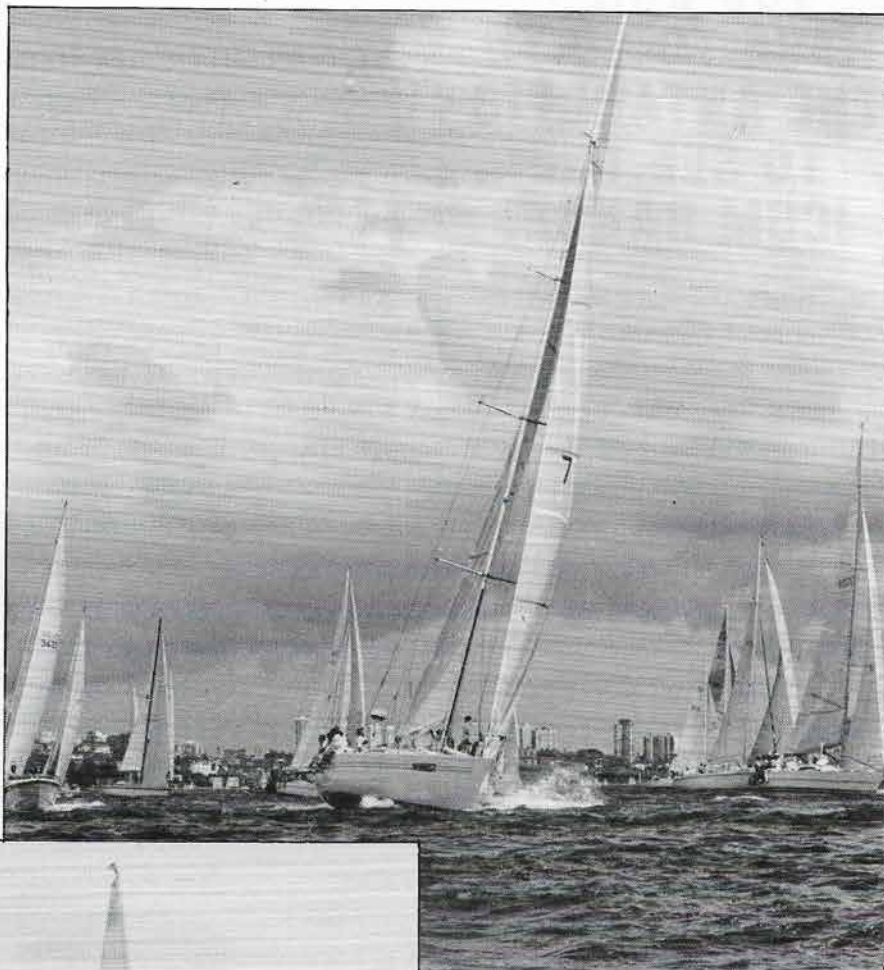
The battle for outright IOR honours proved intense with boat on boat duelling for most of the course.

Spinnaker Ride To Mooloolaba

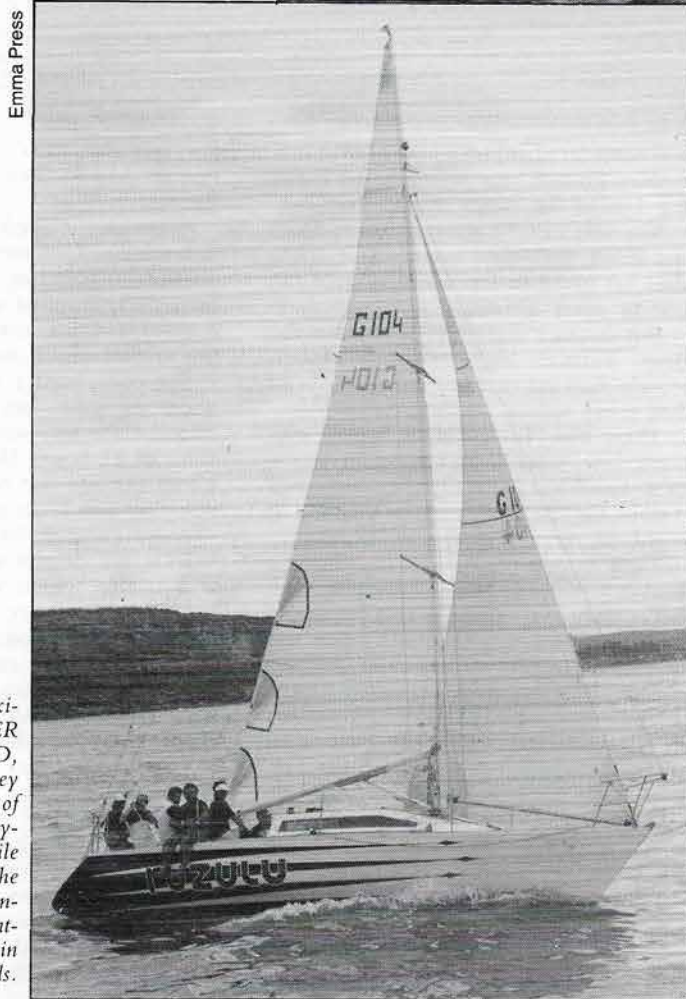
Experienced offshore racing tacticians Peter Kurts (*Madeline's Daughter*) was hard pressed to protect his reputation against Olympic Gold Medallist Dave Forbes (*Great News*) the former *Drakes Prayer Vanguard* (Dick Cawes) and the high performance One Tonners *Beyond Thunderdome*, *Witchcraft 11*, *Zap* (Bob Fowler) and the former Frers Joint Venture *Venture 1* (Max Ryan).

Beyond Thunderdome rating .7983 was pressed hard by principal crew members skipper Johns, sailing master Ron Jacobs, navigator Ian "Bugs" Potter and skilful young helmsman Olympian board sailor Greg Hyde who won this race before on Albert Hoggett's half tonner *Flying Circus*.

On calculated times at race end they simply "blew the opposition off their wake" from Cape Byron north by producing a runaway winning margin of 1hr 8m 26sec over *Venture 1* with *Great News* another 6 min. 23 secs away.



Emma Press



Emma Press

BRISBANE "maxi-chaser", HAMMER OF QUEENSLAND, powers down Sydney Harbour after start of Caltex Sydney-Mooloolaba Race, while at the other end of the size scale, Victorian-owned RUZULU, battles her way to sea in light winds.

Mooloolaba's 15.2m Adams *Animal Farm* owned by Nambour newsagent Tony Patch and sailed by a collection of north coast sailors headed by Greg Gilliam continued on with her major race winning performances.

Since her launching just before last winter *Animal Farm* has won the Club Med Brisbane-Noumea race, taken line honours in the Sydney-Coffs and Coffs-Southport races and won the XXXX Yachting Classic.

Ken Musgrove's 11m Young designed sloop has always performed well in races up the Rhumbline north finishing second ahead of the Holland 44 *Sangaree* (Mark Pryke).

As the Ben Lexcen designed *Apocalypse* (Peter Moore) was heading for the Pt Cartwright finish shortly before midnight on Tuesday her crew were startled by news on the radio that the Davidson designed 37 footer *Middle Harbour Express* was rolling in the shore dump at Kingscliffe.

The little sloop, the former Pan Am Clipper Cup 1980 undefeated D Division champion, now raced jointly by Ray Stone and George Challoner had been knocked down and speared the tip of her mast into the sand. Two crew were washed overboard and 3 sails were lost as she rolled towards the shore.

In the same race last year sister design to *Apocalypse*, *Madam de Farge* owned by Brisbane businessman Andrew Campbell finished her race with a similar incident on the beach off South Stradbroke Island.

Several years ago Peter Kurts also experienced a nerve testing grounding on the beach north of Coffs Harbour.

Others including this year's race winner Warren Johns have hit the bricks at various headlands in previous races.

Johns was forced to withdraw last year when his sloop *Szechwan* was damaged in a brush with the barnacles off Cape Byron.

However, this year he proved beyond doubt that *Beyond Thunderdome* his new boat is race prepared for a major assault on the Kenwood Cup in Hawaii followed by a bid to win the World One Ton Cup in San Francisco.

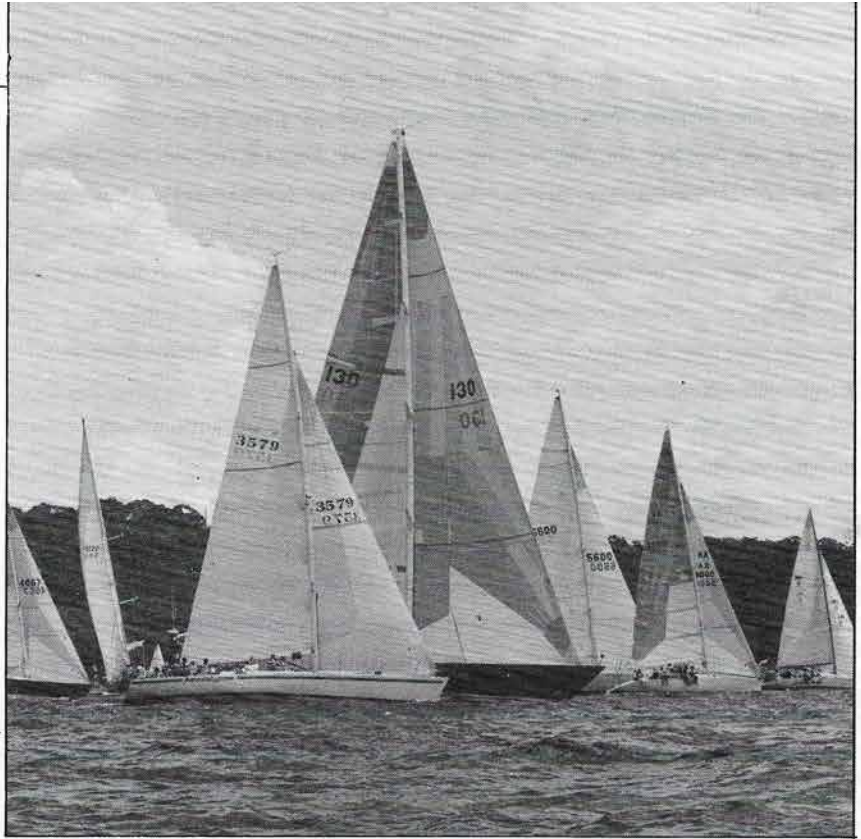
Pots and Prizes 1988

Line Honours: *Sovereign* (Bernard Lewis/Dave Kellett) course time 52hrs 16min 37 sec.

Innkeeper (Leigh Outtrim) 54-06-10, 2, *Hammer of Queensland* (Arthur Bloore) 54-21-12, 3.

IOR Overall: *Beyond Thunderdome* (Warren Johns) 49-54-14, 1, *Venture 1* (Max Ryan) 51-2-40, 2, *Great News* (Dave Forbes) 51-09-03, 3.

Div 1: *Great News* 1, *Madelines Daughter* (Peter Kurts) 51-31-27, 2, *Vanguard* (Dick Cawes) 51-46-05, 3.



Peter Campbell

THE mighty SOVEREIGN powers through the fleet soon after the start of the Mooloolaba Race, going on to take line honours.

Div 2: *Beyond Thunderdome* 1, *Venture 1* 2, *Zap* (Bob Fowler) 52-03-06, 3.

Div 3: *Singapore Girl* (Paul Steigrad) 1, *Scampi Awlgrip* (Ross Perrins) 2, *Ruzulu* (Richard Hudson) 3.

Arbitrary Div: Line Honours *Innkeeper* (Leigh Outtrim) 54-06-10.

Overall Arbitrary: *Animal Farm* (Tony Patch) 1, *The First Eleven* (Ken Musgrove) 2, *Sangaree* (Mark Pryke) 3.



Emma Press

LEFT: Crew of EAST OF THE LIZARD pack the weather rail as she heads to sea.

Emma Press

RIGHT: Owner-skipper John Eyles concentrates on steering, his crew on sail trimming as INDIAN PACIFIC sails in light breeze.



What's New

Cruising Yachts Parts Service

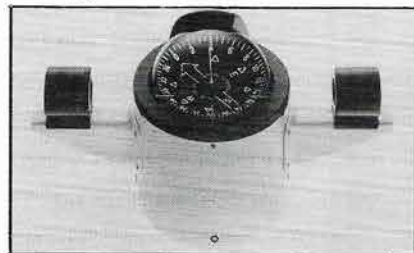
AUSPAC Marine Services have been appointed Australian and Pacific agents for Palmace Services UK. Their prime role will be a local link in an extensive worldwide network of strategically located agents who operate an international rush service for spare parts and replacements.

The service is primarily for cruising and charter vessels, and the service can normally have requested parts within 56 hours of order confirmation to the nearest international airport.

The service has very competitive rates and is available from some of the worlds best cruising grounds, including the Caribbean, Mediterranean, USA, Spain, Portugal and the UK. For service directory and further information contact John Payne, Auspac Marine Services, PO Box 561, Gosford, 2250 NSW or Tel (043) 25-2054.

Silva 150 Ocean Compass

THE Silva 6" offshore pedestal steering compass has the unique patented transparent compass card enabling all lubber lines to be seen right through the card instead of being cut-off halfway as on conventional compasses. Also the main lubber line is curved to reduce parallax errors.



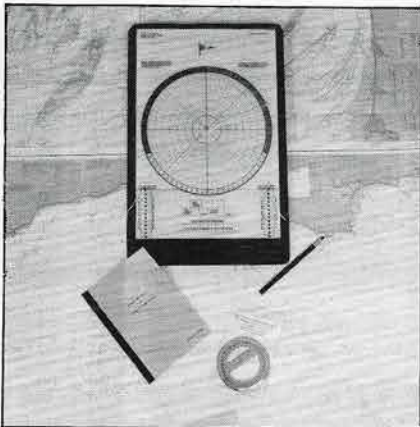
The best feature of the Silva 150 compass is its superior dampening resulting in unmatched steadiness and reliable response. The socket is made of anodized aluminium and is ready for mounting on all standard pedestals fitting most common steering systems. Fitted with compensators for the B and C coefficients and heeling corrector magnets and an exceptional night illumination system. Illustrated is the 150-S version which is fitted with special correctors and D coefficient compensator for steel hull yachts.

Distributed throughout Australia by Macson Trading Company, 44 Alexandra Parade, Clifton Hill, Victoria, 3068. Telephone (03) 489-9766.

Keeping On The Right Track

RADAR is the one electronic navigational aid which requires skill and knowledge for proper use. You can't make a true plot of targets on a small vessel radar.

Simply transferring range and distance onto a chart merely records relative motion between your boat and the target. If the target is travelling straight for the centre of your screen, then a collision course is obvious, however a straight line of dots plotted at regular intervals could indicate a number of situations.



Tide or current may be setting you onto a stationary object such as a buoy or anchored vessel, or depending on target speed and direction you may be in imminent danger of collision or on a shallow converging course, early appraisal allows safe evasive action to be taken.

The Oceanwise Radar Plotter allows the superimposing of your track onto that of the target enabling you to simply step off true speed and course of the approaching vessel, particularly useful where several targets are plotted simultaneously.

Correct use of radar where fitted is covered in the International Collision Regulations and the Oceanwise Plotter allows the full potential of the radar set to be realised as well as educating the user. It was developed for training on super tankers and has evolved over many years as a professional training system for trainee ships officers. Plotters are only \$147 inc. tax and postage from Australian Marine Technology, PO Box 561, Gosford, 2250, NSW. (043) 25-2054.

German Range of Ships' Clocks

MACSON Trading Company are handling two new products just launched on the Australian marine market. One is a high quality German range

of ships' clocks and barometers, made by Stockburger.

The other is a new design apparent wind direction indicator by Lago of France, which is claimed to be more sensitive and stable in gusty conditions than comparable vanes on the market. There are two sizes, one for dinghies and a bigger model for offshore racers. Made from top quality marine materials it is exceptionally robust.

Both Stockburger instruments and Lago wind indicators are distributed throughout Australia by Macson Trading Company, 44 Alexandra Parade, Clifton Hill, Victoria, 3068, Tel. (03) 489-9766, and are available from leading ship chandlers.

Black Jaguar Portable Scanning Receiver

IMARK Pty Ltd have released the Black Jaguar 200 Portable programmable scanning AM/FM receiver which features direct entry of any frequency within the assigned bands. The Black Jaguar 200 operates on HF (26-29.995MHz), VHF low band (60-88MHz), Air Band (115-140MHz), VHF high bands (140-178MHz and 210-260MHz) and UHF (410-520MHz) bands. Any 16 frequencies within these frequency ranges can be entered into memory. These frequencies can be re-programmed at will.

The Black Jaguar 200 is supplied complete with AC adaptor, in-built Nicad Battery, helical rubber antenna, vinyl carry case, earpiece and operators manual. The Black Jaguar 200 is 80mm (W) x 185mm (H) x 37mm (D) and weighs approx 475g.

Further details from importers, Imark Pty Ltd, 167 Roden Street, West Melbourne, Victoria, 3003. Telephone (03) 329-5433. Fax (03) 328-4431.



New Delta-wing for Silva Wind

A radical new delta-wing design has been introduced by Silva Sweden to further enhance the sensitivity of their 4000 Wind Instrument.



Exhaustive wind tunnel tests in Sweden have confirmed that the new steam-lined delta-wing design propeller is far superior to the standard "egg-cup" anemometers on conventional wind instrument mastheads.

The new Silva delta-wing propeller provides three distinct advantages to the competitive sailor:-

1. Better heeling behaviour.

All wind instruments with a conventional anemometer mast top unit show less than true values for wind speed when the boat is heeling. The new Silva delta-wing propeller substantially reduces this error.

2. More consistent readings in gusty winds.

The delta shape design of the propeller prevents "stalling".

3. More stable rotation.

When sailing downwind in a heavy sea, the swaying of the mast top causes a conventional "egg-cup" anemometer unit to give unstable wind speed readings. Silva's new delta-wing propeller, having a more stable rotation under these conditions, provides steadier readings.

The Silva 4000 series wind instruments are available only through chandlers specialising in sailing or your own boat builder. Distributed throughout Australia by Macson Trading Company, 44 Alexandra Pde, Clifton Hill, Melbourne, 3068. Tel (03) 489-9766. Agents in all States.

Super Strobe Marker Light

A high quality light ideal for man-overboard applications, as a life-buoy light and for other uses requiring automatic operation has been released by RFD Safety Marine.

Known as the ACR SM-2, it is a rugged unit built to withstand 150 ft. air drops. It is fully approved to US Coast Guard, SOLAS and DOT specifications

for commercial and military applications and is also ideal for AYF and other pleasure boat applications.

A patented non-corrosive mounting bracket included with the unit, provides easy mounting and instant accessibility in an emergency. When in the water, the SM-2 immediately rights itself and begins to flash, emitting a rain and fog penetrating 360 deg. light with a peak brilliance of 250,000 lumens.

Further information: John Ferris, RFD Safety Marine, 1/7 Kent Road, Mascot, 2020. Phone 667-0208.

Solar Power Means Extra Boating Safety

LEADING yachtsmen have hailed marine solar panels as a major safety breakthrough.

The solar panels use the power of the sun to ensure boat batteries are maintained at full charge. They significantly reduce the risk of boats being stranded off-shore without electrical power or radio communications.

BP Solar Australia division of BP Australia has developed a range of marine solar panels in Australia specifically designed to meet the increasing demands placed on racing and pleasure boat power systems.

According to Des Meehan, manager national sales group for BP Solar Australia, an increasing number of yachtsmen are fitting marine solar panels to ensure battery reliability in long distance ocean racing.

"Several leading yachtsmen have endorsed marine solar panels as essential equipment for upcoming single handed

and two handed ocean races," says Mr Meehan.

"The increasing demands placed on yacht batteries by vital electronic navigation equipment during long periods at sea have made solar panels a logical solution," he said.

Bill Oxley's Sydney-based yacht, *Have Knots*, is being prepared for the next Melbourne-Osaka two-handed race using a single 38 watt BP Solar panel. Oxley successfully trialed the solar panel during the recent Tall Ships race from Hobart to Sydney.

"The Solar panels are an extra safety factor which ensures communication and navigation equipment will have adequate power throughout a long ocean race when they are most needed," says Oxley.

BP Solar Panels are also of major benefit to power boat owners. Relatively short engine running time and heavy demand on batteries from sound systems, radio, navigation aids and fridges means that owners are often confronted with a flat battery when they attempt to start the engine," he said.

"Solar panels overcome the problem by charging the battery throughout periods when the boat is inactive.

There are four models in the BP Solar marine panel range with power outputs from 10 to 38 watts. The panels are fully weatherproof.

Their charging current is self-regulating allowing them to be connected directly to the boat's battery.

The BP Solar panels range in price from \$200 to \$450 and are available from marine and BP Solar dealers throughout Australia. ▽



FINALLY THE SIMPLE SOLUTION TO YOUR FRESH WATER NEEDS.

The Power Survivor™

THE ONLY 12-VOLT WATERMAKER

Water is a necessity, not a luxury. In the past, maintaining a fresh water supply at sea presented a problem. Desalinators took up too much space and power. Not to mention their price tag. And frankly, storing large amounts of water was a luxury.

A fresh solution. Now you can relax with a practical, dependable solution to fresh water. Recovery Engineering has developed the PowerSurvivor, the only 12-volt watermaker, to maintain a secure water supply. At the flip of a switch, PowerSurvivor turns sea, brackish, or contaminated fresh water into drinkable water. No more control panels. No more gauges. Just fresh water.

Low energy. PowerSurvivor is the most compact, most efficient desalinator in the world. Designed to operate off a 12-volt battery, the PowerSurvivor doesn't need a generator or alternator. To desalinate water, the unit draws only 4 amps of current—less than a 50 watt light bulb.

High quality. Recovery Engineering has combined reverse

osmosis and energy recovery technology to make desalination energy affordable. In an hour, PowerSurvivor makes 1.4 gallons of fresh water, removing virtually all sea salts and other contaminants. With an optional salinity monitor, PowerSurvivor will automatically shut off in case of a breakdown. So contaminated water never gets a chance to reach your main water supply.

Cruise without water worries. Forget about running back and forth to adjust for changes in water temperature and salt concentration. PowerSurvivor does it for you. Its energy recovery pump is self-regulating to assure a constant flow of water. So enjoy the sun and put PowerSurvivor to work for you.

Count on PowerSurvivor. From now on, forget your fresh water worries. On land or sea, PowerSurvivor is the easy way to get all the fresh water you'll ever need.

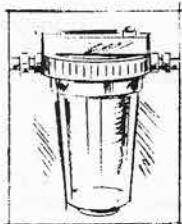
APPLICATIONS

- Sail Boats
- Fishing boats or small motor boats
- Jeep-powered water supply for mobile armies
- Water supply for underdeveloped regions
- Vacation homes

Compact design and low power requirements are ideal for sail and small motor boats.

- weighs less than 22 pounds.
- takes up 1 cubic foot of space.

Pre-treatment module removes debris and suspended solids.



Patented energy recovery technology creates the most efficient desalinator in the world.

- draws only 4 amps from a 12-volt power supply.
- no generator or alternator necessary.

\$3,500
Inc. Tax.

Energy recovery pump, DC motor, high-pressure pump, and reverse osmosis element integrated into one simple watermaker.

- eliminates need for constant adjustments and repairs.
- optional automatic shut off available.

Constructed of high-impact plastics and corrosion-resistant metals to withstand extremes.

SPECIFICATIONS

Dry Weight	21 lbs.	9.5 kg
Rate of Water Purification	1.4 gal/hr	5 liters/hr
Height	7 1/2"	19 cm
Length	27"	69 cm
Width	7 1/2"	19 cm
Pre-treatment Module Dimensions	6" x 6" x 12"	15 x 15 x 30 cm
Maximum Suction Height	10'	300 cm
Feed Temperature Range	33° F to 120° F	1 C to 48.5° C
Chlorine Tolerance	0.2 ppm max	
Minimum Salt Rejection	98%	
Power Requirements	4 amps at 12 volts DC; 50 watts	
Feed Flow Rate	15 gal/hr	57 liters/hr
Duty Cycle Recommended	10 hours per day	
<i>Water Connectors</i>		
Feedwater Inlet	1/4" ID hose	
Brine/Product Dump	1/4" ID hose	
Product Water Outlet	1/4" ID hose	

Nominal performance at Standard Test Conditions:
25 C, 32,000 ppm NaCl in water, pH 4-10
Flow rates in U.S. gallons. Actual performance will vary with operating conditions.
Specifications subject to change without notice.

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ORCA NEWS

ORCA BOARD OF DIRECTORS:

THE Board of Directors of the Ocean Racing Club of Australia for 1988 is:

David Hundt (Chairman), Bob Fraser, Grant Simmer, David Forbes, Ron Elliott, Peter Shipway, Gary Appleby, Chas Jacobsen, Peter Bourke.

ADMIRAL'S CUP 1989:

PREPARATIONS are well under way for next year's Admiral's Cup series. ORCA have appointed Director, Peter Shipway, to head the Admiral's Cup sub-committee. ORCA are in regular contact with the Royal Ocean Racing Club and preliminary negotiations have already taken place for accommodation, air travel and shipping.

Should any member have any thoughts or ideas for anything connected with the Admiral's Cup they are invited to contact the ORCA office as soon as possible.

A number of changes have already been notified by the Royal Ocean Rac-

ing Club for the 1989 series.

Firstly, there will be an additional race making it a six race series. The extra race will be a 27 miler to be held in Christchurch Bay or similar alternative.

Secondly, there will be a split Fastnet Race start. The Admiral's Cup yachts, together with the maxi yachts and Class 1 will start on the Sunday instead of the traditional Saturday start at the end of Cowes Week.

The full Admiral's Cup programme is:-

Sunday 23rd July, 1989 Registration
Thursday 27th July, 1989 Race 1 — Solent Course

Friday 28th July, 1989 Race 2 — Channel Race

Monday 31st July, 1989 Race 3 — Christchurch Bay

Wednesday 2nd August, 1989 Race 4 — Christchurch Bay

Friday 4th August, 1989 Race 5 — Christchurch Bay

Sunday 6th August, 1989 Race 6 — Fastnet — Admiral's Cup start.

Friday 11th August, 1989 Presentation — Plymouth.

The Board of ORCA has already decided on preliminary dates for the Australian selection series in 1989, although no firm decision has been made on the venue. As in 1987, the trials will comprise a four-race warm-up series of four short races followed by the

main selection regatta. The preliminary dates are:

Series A — February 25, 26, 27, 28, 1989 — each race over 27nm; **Series B** — March 11 — 27nm; March 13 — 90nm; March 12-27nm; March 13-90nm; March 15 — spare day; March 16 — 27nm; March 17 — 40nm; March 18 — spare day; March 19-90nm; March 21-27nm.

WORLD CHAMPIONSHIPS — 1988

ONE TON CUP: St. Francis Yacht Club, San Francisco, USA — September 7-15.

THREE-QUARTER TON CUP: Circolo Della Vela, Livorno, Elba, Italy — September 18-October 2.

HALF TON CUP: Poole Harbour Yacht Club, Poole, Dorset, UK — September 5-17.

QUARTER TON CUP: Norddeutscher Regatta Verein, Travemunde, West Germany — August 3-13.

MINI TON CUP: Varbergs Segel Sallskap, Vaberg, Sweden — July 28-August 7.

KENWOOD CUP: Royal Hawaiian Ocean Racing Club Honolulu, Hawaii, USA — July 30-August 13.

ST. FRANCIS BIG BOAT SERIES: St. Francis Yacht Club, San Francisco, California, USA — September 17-25.



Seaphone goes full speed ahead.

OTC's comprehensive Seaphone service now gives you the speed and convenience of automatic dialling from ship to shore. There are no operators to go through, no delays, it's just like using the telephone at home.

What's more, it costs just \$249.00 to have your present Seaphone (VHF) radio upgraded. A small investment to make your ship-to-shore communications first class — and fast.

In addition, Auto-Seaphone gives you immediate access to a new '999' Emergency Hotline enhancing OTC's existing 24 hour a day distress and safety service plus up-to-date weather forecasts and navigation warnings.

Available now in Sydney, Newcastle, Nowra, the Hawkesbury and some 100 kms seawards, Auto-Seaphone will extend soon to Melbourne, Adelaide, Brisbane, Perth, Townsville and other major boating areas in coming months.

To order your Auto-Seaphone microphone, return this coupon. For more details, phone Sydney 287 3000 (other areas 008 251 139 toll-free).

OTC Maritime

Product Manager, OTC Maritime, GPO Box 7000, Sydney, NSW 2000.

Please send me OTC's free Auto-Seaphone brochure.

My cheque for \$249.00 payable to OTC Maritime is enclosed.

Please send me my blue.../black... (tick your choice) Auto-Seaphone microphone today.

Name _____

Type/Model of my VHF marine radio _____

Address _____

Vessel name _____

P/Code _____

Radio Call Sign _____

Phone () _____

Date _____

OTC0192/AB Mojo.MDA

What's New

Lewmar's Computerised Line Management

THE Lewmar research and development team has made another major technical breakthrough in response to the demand for yachts capable of being sailed fully automatically.



Essentially the system comprises a Lewmar Commander microprocessor controlled hydraulic Power Pack linked to a high torque friction drive tractor unit which is coupled with an all new self stowing winch. The microprocessor pack can be interfaced with a Brookes & Gatehouse sailing instrumentation system.

All units are fitted below deck thus giving a completely uncluttered topside. In operation, the loaded line passes through guide sheaves and is power driven by the friction drive module in either direction, and by providing a reduced and constant load for the self-stow drum the risk of jamming is reduced.

The first Line Management System has already been delivered to the Royal Huisman Shipyard in Holland for fitting to the Ron Holland designed 135ft yacht *Archane*, as her main outhaul winch. This system is powered by a Commander 8 Power Pack, versions of which are in use driving deck winches and other equipment on more than 150 boats around the world.

Lewmar Line Management Systems recently supplied range from a unit rated at 28,600lbs working load for a 165ft boat building in the Middle East, to the 9000lbs working load required by *Archane*.

PLASTIMO ANCHORMAN

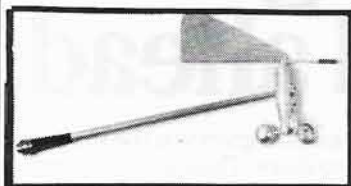
ANCHORMAN from Plastimo is a new concept in manual handling of anchor lines. Its novel design makes hauling the anchor more than 4 times faster and much easier than comparable lever windlasses and its simplicity of operation is ideal for most members of a family crew.

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WHEN ONE SAILS OVER MILES . . .



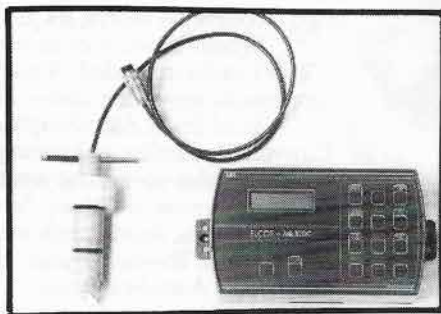
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Sydney-Southport

- Indian Pacific 1st I.O.R. overall

NSW J.O.G. Championships

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- Hammers of Hell 1st division II.

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- Thrifty Car Rentals/Mozzie 1st

ANA Regatta – Melbourne

- I.O.R. HOODS 1st, 2nd, 3rd and 4th
- J.O.G. HOODS 1st

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- HOODS 1st I.O.R.

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Noelex 30' Victorian Championships

Australian Noelex 25' Championships

- HOODS 1st

Finn Australian Titles and Olympic Selections

- HOODS 1st

420 Titles – HOODS 1st

505 Australian and South Pacific Titles

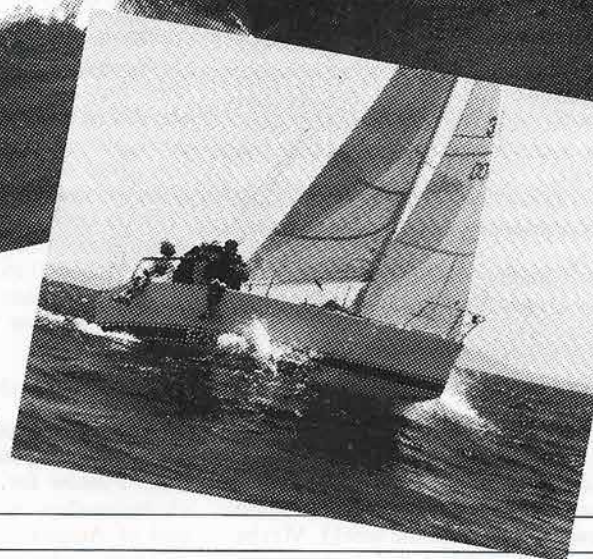
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International Cadets World Championships

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Sydney-Hobart Sovereign 1st Overall



NSW J.O.G. Championships
Its a Lizard 1st division I

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SOUTH AUSTRALIA

By Geoff Kingston

DAVID Urry, skipper/owner of *More War Games* and arguably South Australia's most successful helmsman in recent years, is disillusioned... and one suspects maybe even a little angry.

He seems on the brink of quitting — although he says that is not so. If he did, however, it would leave a gaping hole in the already paltry ranks of credible ocean racers.

Because for the past five years — firstly with *War Games* and more recently with *More War Games* — Urry has been a driving force behind a bid to stimulate the big boat world of SA.

But he now appears to be another victim of the SA apathy towards ocean racing. It is a situation that has existed for many years and Urry, a highly successful businessman turned yachtsman believed he, with the help of a few enthusiasts might have been able to change things.

Now he is not so sure.

His attitude is certainly not one of sour grapes following a disappointing series in the Southern Cross Cup in which *More War Games* finished 21st. Rather his comments are the result of serious soul searching and clear-headed thinking on the state of ocean racing in SA.

His comments are echoed by many experienced SA yachtsmen.

Urry believes, reluctantly, that there is no genuine interest in developing ocean racing in SA.

"It is left to just a few people to put together a race each weekend," he said. "And because of the cost involved now — about \$250,000 — it is a tremendously difficult thing to do for an individual to put together a competitive campaign.

"Take the Southern Cross Cup series. There were 33 boats this time and it was an extremely high quality fleet. But it was virtually broken into three separate competitions.

"There were about 10 very high-tech boats with the very latest gear and sailed by professional and semi-professional crews.

"Then there were about another 10 boats with a relatively high tech. profile with good club-level crews. That was where we fitted in.

"After that there are maybe another 10 boats — older and off-the-pace, but nonetheless sailed very well.

Urry and his crew had realistically aimed to finish in the top 20 — not unreasonable, given the quality of the fleet. They finished 21st despite matching it with some of the hotshots for boat



MORE WAR GAMES in action during the last Southern Cross Cup racing off Sydney... plenty of boatspeed, "but we weren't fleet smart".

speed whenever they had the chance to test themselves.

Urry said, "I think the boat is exceptionally fast and the sails were terrific and I don't believe anyone could be too critical of her from that point of view.

"But there is no doubt; we did lack experience in boat handling in the big fleets. The boat had the speed but we weren't fleet smart — regatta smart. Generally we just weren't up to it. I'm sure the crew would admit that when it came right down to the wire; when things got tough we did not have the mental toughness or the physical toughness to cope. And that was very disappointing for all of us when you consider all the work and the training that went into the series.

"And I don't know how you gain that experience without going to Sydney regularly. There is no competition here. There is a sameness about the scene in Adelaide; everyone will acknowledge that. How you change it is beyond me.

"This was our big effort. We had spent a lot of money and a lot of time. We gave it a helluva shot but failed in our goal.

"And when we get back to Adelaide we get a massive rubbishing for have a go.

"I am totally disillusioned and have lost the impetus to do it all again. I'm just about 100 p.c. certain I won't — not without a new boat because the next time *More War Games* would be four years old.

"And the cost, maybe \$400,000. I can't justify it. I have to start putting a lot more time back into my business.

"It was a great experience and I would not have missed it for the world. Maybe I will get remotivated but I believe changes have to be made. You need three or four people. I don't think we could expect more than that in SA in current, high tech. boats with committed crews battling it out against each other.

"There must also be a blending of private enterprise in the individual campaigns yet the ability to also work together as a team. And the ocean racing scene has got to be made more glamorous; the media has got to be involved; the sport has to be made more worthwhile not only for sponsors but also for individuals."

Fred Neill's On The Move

FRED Neill, SA's itinerant helmsman, was recently on the move again.

Neill, who was at the helm of *Short Circuit* in the Southern Cross Cup series, flew North to Townsville for the national JOG titles as Easter.

Owner/designer Kevin Polchek asked Neill to take charge of the 23-footer *Ansett Zed 7* in the titles. Apart from Neill the boat had an all-Queensland crew. And before departing Adelaide Neill confidently predicted... "We've got a bloody good show."

Neill confirmed Urry's theory on the SA ocean racing scene. "It (the Southern Cross Cup) was disappointing and frustrating.

"We (in *Short Circuit*) and Bob Francis (in *Renegade*) were nowhere near it; we were way off the pace. The boats were too old to be competitive and the crew work also was not good enough when compared to what was happening on some of the best boats in the series.

"It is unfortunate but you have to spend maximum dollars; and I reckon about \$300,000 to \$400,000 is about the mark if you want to be competitive. It has become just so expensive," Neill added.

Kemp Joins Joint Venture

FORT Lincoln's Steve Kemp will be on Ron Elliott's new *Joint Venture* for the world One-Ton championships in San Francisco at the end of August.

Kemp, who was navigator on *Joint Venture* during the successful Southern Cross campaign, is, like Fred Neill, one of SA's most travelled yachtsmen.

During the build-up to the Southern Cross Cup, Kemp was flying to Sydney each weekend for the nine weeks that

News From All Ports

Joint Venture was in the water prior to the series.

As part of the campaign for the One-Ton world championships he was in Melbourne immediately after Easter for six weeks training and final crew selection before the boat was shifted to Sydney for two more weekend trials.

Kemp revealed that Scott McAllister, former crew and manager of the SA America's Cup campaign is expected to join *Joint Venture* as bowman in San Francisco.

"Scott has been working with the Swedes after they bought SA in Fremantle," said Kemp. "He has been living in Sweden and I expect he will join us in the States around August 21." (The championship will be held from August 26 to September 12).

"We will go with virtually the same crew that was on board during the Southern Cross — bar one or two. I think also we will pick up a high class tactician."

Joint Venture, which proved to be a rocket ship in the light to moderate airs during the Southern Cross Cup, has been revamped slightly for the one-ton worlds.

"We have had a couple of new rudders made and a new, deeper keel," said Kemp. "It will be closer to the Farr one-tonners in that regard and we hope it will optimise our performance in the fresher air; especially upwind in the 18 to 20 knot range."

Elliott has decided to forego the Kenwood Cup (in Hawaii) and ship the boat direct to San Francisco.

"The Kenwood Cup is usually a heavy weather affair and there is only about 12 or 16 days between that series and the worlds so we opted to go straight to San Francisco," said Kemp. "But our long-term goal of course is the Admiral's Cup next year."

Kemp was confident of doing well in San Francisco after *Joint Venture* finished seventh overall in the individual points score.

Dictator Heads For Sydney

DICK Fidock will take *Dictator* to Sydney early in August as a prelude to the Jupiters Gold Coast Race.

It will be the first serious outing for the Duncanson 38-footer since she was dismantled during the annual Lincoln Race.

Sailing in 40-45 knot winds *Dictator*, with John Gleeson at the helm, fell off

the back off a huge wave and snapped the checkstay just above the middle spreader of the triple spreader rig.

The crew tried to tack the boat but, according to Gleeson, they had no chance.

"The mast just kept bending and bending to the point where the forestay went slack. The whole thing made a bloody great big bang but I suppose we

were lucky in the sense that no-one was hurt and the mast snapped off beautifully to enable us to latch the top half to the bottom half," said Gleeson.

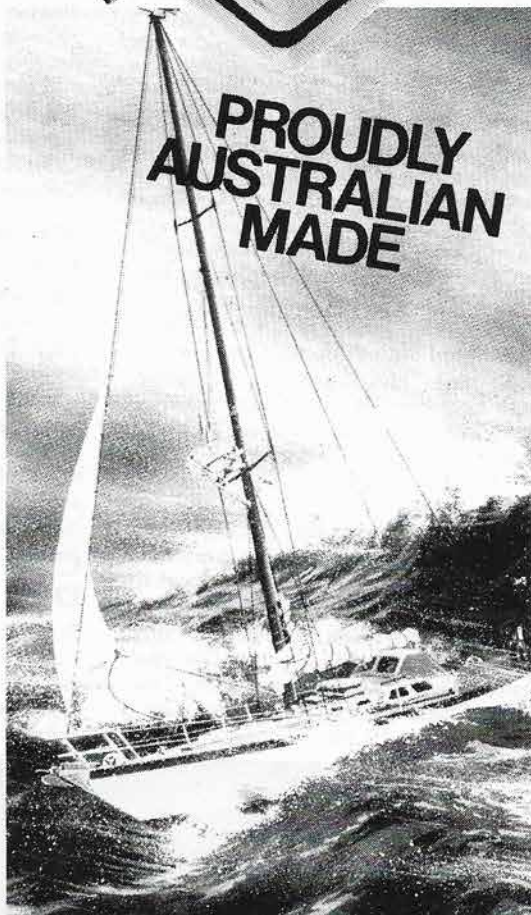
Since the expensive accident (about \$20,000 worth of damage was done) the checkstay system has been changed, a new Peelgrane mast has been stepped, a new, lower profile keel has been fitted and the sections just under the bow have been rounded out to give *Dictator* more buoyancy.

The first test will be the race north from Sydney on August 6.

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News From All Ports

VICTORIA

Sandringham Wins Advertiser

SANDRINGHAM Yacht Club won the Geelong Advertiser Trophy with a very strong performance by its three Southern Cross Cup yachts Lou Abrahams' *Ultimate Challenge*, Chas. Jacobsen's *Once A Jolly Swagman* and Ron Elliot's *Joint Venture*, backed up by Eddie Wall-Smith's *Challenge III*.

With their worst scoring result a seventh place, Sandringham won by a comfortable 17 points from Royal Yacht Club of Victoria with Royal Brighton, a further 30 points ahead, third.

In the first heat, a 90nm Round the Bay Race, Glen Sargent's Davidson One Ton *Blue Max II* led the fleet home from Dubois One Tons *Ultimate Challenge* and *Joint Venture*.

On rating Bill Hales' veteran S&S34 *Red William* won narrowly from *Blue Max II* and *Ultimate Challenge*.

The second heat was sailed in strong breezes and once again the One Tonners dominated. The elapsed time placings were the same as those for corrected time with *Ultimate Challenge* winning from *Once A Jolly Swagman* with *Striproll Geelong*, sailed by Ray Abikhair, third.

The leading individual placings were: *Ultimate Challenge* Lou Abrahams 3.75pts; *Striproll Geelong* Ray Abikhair 7pts; *Once A Jolly Swagman* Chas. Jacobsen 9pts; *Red William* Bill Hales 9.75pts; *Joint Venture* Ron Elliot 10pts; *Chutzpah* Bruce Taylor 13pts; *Once More Dear Friends* David Curry 18pts; *Chris' Choice* Mike Walker 19 pts.

JOG Win to Royal Yacht Club

The Royal Yacht Club's JOG Team of *Lorrel*, *Re-Invention* and *Indian Pacific* won the Victoria Trophy with Sandringham and Royal Brighton's Teams finishing second and third.

The Martini Trophy for individual performance went to Lloyd Fallshaw's Faroux Quarter Tonner *Re-Invention* with Geoff Snell's J24 *Lorrel* second and S80 *Rush*, sailed by Jim Rook and John Middleton third.

Team standings were as follows:

1st Royal Yacht of Victoria	32.75pts
<i>Lorrel</i>	1st 6th
<i>Re-Invention</i>	2nd 3rd
<i>Indian Pacific</i>	17th 4th
2nd Sandringham Yacht Club	43pts
<i>Shambles</i>	9th 9th
<i>Spaghetti Factory</i>	5th 5th
<i>Farr Better</i>	8th 7th
3rd Royal Brighton Yacht Club	53.75pts
<i>Gemmwarri</i>	3rd 10th
<i>Great Expectations</i>	13th 1st
<i>Crystoph</i>	16th 11th

Striproll Industries Trophy Goes to Brighton

The VYC Striproll Industries Trophy was won by the Royal Brighton Yacht Club Team of *Ragarita*, *Freedom*, *Gumblossum* and *Half Time*.

They won comfortably from Royal Geelong's Team of *Helsal II*, *Orient Express*, *Friction* and *Breakaway* with the team of *Poseidon*, *Sagacious Dorado III* and *Dry Land*, representing Sandringham Yacht Club, third.

Club Stalwart wins Dick Lean Trophy

Royal Melbourne Yacht Club stalwart Les Williams celebrated his 70th birthday by winning his club's most popular Open events, the Dick Lean Trophy, in a fleet of 107 finishers.

Les, sailing his veteran Hood 23 *Aquarius*, won narrowly from Eddie Barron's Nantucket 43 *Midnight Magic* and John Brennan's Defiance 30 *Audacious*.

In the IOR Division *Once A Jolly Swagman*, Chas. Jacobsen's Davidson One Tonner won narrowly from *Shenandoah*, Ron White, and Lou Abraham's *Ultimate Challenge*. The margin between first and third was only 20 seconds.

Geoff Snell's J24 *Lorrel* won in JOG from class sister *Double Exposure*, Rob Williams and John Malloy's Kaufman 1/4 Ton *Great Scott*. Again the margins were narrow with only 40 seconds between first and third.

The Divisional Places were as follows: 1st Division:

1. *Midnight Magic* — E. Barron
2. *Pheonix* — D. Curlewis
3. *The Sting* — G. Scherwinski

2nd Division:

1. *Audacious* — J. Brennan
2. *Lorrel* — G. Snell
3. *Half Time* — J. Drake

3rd Division:

1. *Aquarius* — L. Williams
2. *Walt Whitman* — R. Stenbridge
3. *Andromeda* — M. Hosing/C. Gange.

Layton wins Livingston Trophy

Ron Layton, ex-Victorian Southern Cross Cup skipper of *Black Magic*, won Royal Yacht Club of Victoria's Livingston Trophy in his present yacht *Mega Magic*.

Layton won on VYC Handicap by a comfortable margin of nearly 10 mins. from *Mulberry* (P.&K. Miller) with John Drake's *Half Time* third.

The IOR Division was won by Harry Hertzberg and Ken McGorlick with their Half Tonner *Nuzulu*. *Shenandoah*, Ron White's modified S&S 34 took second place ahead of Mike Walker's 3/4 Ton *Chris' Choice*.

Farr Better, a Farr 740 Sport sailed by C. Carlisle won the JOG Trophy. Unhappily it seems the Round the Bay type races are losing popularity with the JOG Fleet and only first prize was awarded due to insufficient starters.

The Combined Divisions Trophy was won by *Thriller* Rob Hogan from Ed Featherston's *Gribble* with *Ghost* sailed by David Scott third.

Shenandoah II cleans up Pt. Phillip pilots

Ron White's modified S&S 34 made a clean sweep of the Hobson's Bay Port Phillip Sea Pilots Trophy in the club's centenary year.

Shenandoah won the IOR, CHS and VYC divisions of the race in against very hot competition.

In the VYC division she beat the Hobson's Bay yachts *Ericka* and *Widgeon*

MORNINGTON yachtsman Ken Donaldson won the strong VYC Division of the 1988 Petersville Regatta on Port Phillip by just one point from CADIBARRA V (Don Jones) with another point to SCAMPI (Mischa Leonard).



Peter Campbell

into the minor places. Second in the IOR division were *Ultimate Challenge* and *A Jolly Swagman* while in CHS *Midnight Magic* and *Fantasea* finished second and third.

On JOG, *Benbow* won from *Great Expectations* and *Gondwana* with VYC Second and Third Division honours going to *Second Lady* and *Benbow*.

Line Honours were won by Sandy Kelso's *Helsal II*.

Once A Jolly Swagman wins Jisuma 100

Sandringham Yacht Club's prestigious Round the Bay Race, the Jisuma 100, was won by Chas Jacobsen in *Once A Jolly Swagman*.

Jacobsen's victory continues his successful run in his new yacht which seems to be improving with every race.

Second on IOR was Rob Sill's consistently well sailed Dubois 40 *Black Magic* with Rob Green and Bruce Edmond's new acquisition, Davidson 36 *King's Cross* third.

The VYC Division was won by Ken Michael's *Mariah* from *Lulagai*, *Gogs Manning* and George Lowell's *Rosanna*.

Inaugural Regatta At Westernport

THE Westernport Marina Regatta, which is to be a regular Australia Day feature on Victoria's yachting calendar, was inaugurated on the holiday weekend by the Ocean Racing Club of Victoria and Westernport Marina.

The regatta consisted of an ocean race from Portsea to Flinders on the Saturday, followed by a Sunday morning race from Flinders to Hastings. The remainder of Sunday was devoted to family fun events at Westernport Marina.

A fleet of 27 of Victoria's leading ocean racing yachts, including three in the Channel Handicap Division, contested the regatta.

The Portsea-Flinders race, on the Saturday, was run in a steady drizzle of rain, with little wind except for one violent squall, gusting up to 50 knots, which lasted only ten minutes or so. It hit the fleet off Cape Schanck, and caused no little confusion and a certain amount of damage. *'Metung'* suffered a broken boom.

However, the light airs resulted in only 13 boats reaching Flinders before cut-off time.

Victory in the CHS Division went to Ron White's *Shenandoah II* from *Savage* (Gino Knezic) and *'Insatiable'* (George Wilson). The winner's time was 5 hrs 9 min 4 sec.

Centurion, skippered by Ian Twentyman, won the VYC Performance Handicap Division, with Mike Sabey's *Sweet & Sour* and *Doris VI* (John Sleight) filling the minor placings.



Peter Campbell

ONE TONNERS lead the fleet towards Portsea in the 1988 Petersville Regatta on Port Phillip. Overall winner was Kel Steinman-designed CHRIS' CHOICE, by just one point from Quarter Tonner, SHAMBLES.

On Sunday, rain continued throughout the morning, but a strong breeze carried the fleet up the North Arm of Western Port Bay in double quick time, and produced some excellent racing. *Shenandoah* repeated Saturday's CHS victory, just breaking two hours for the journey. *Savage* reached the Hastings pile a minute later, with *Insatiable* again taking third placing.

Mike Sabey's *Sweet & Sour* came home winner of the VYC Performance Handicap Division, with Westernport Marina Squadron Commodore Ron Bibby runner-up in *Elixir*. Another Westernport boat, *Gypsy Rose*, skippered by Trevor Huttley, was third.

Yellow Peril From The North

THE claim that the new giant Formula 40 catamaran is the world's fastest sailing craft may prove to be no exaggeration. Australia's first Formula 40, the experimental *O'Dowd Research*, from Sydney, clearly outclassed the opposition in the Nautical News Open 50-miler to take the Port Phillip King of the Bay title.

The *Yellow Peril* as she is generally known, thrashed a huge field of 87 yachts of all types in the big race from Port Melbourne to Portsea, winning by a comfortable margin of 25 minutes.

The boat which arrived from Sydney less than 24 hours before the race, was having her first start, and the crew had trouble setting the mainsail properly. Skipper David Renouf believes the big cat could have cut an hour off the five hours she took for the journey.

Steering a more direct course on the

return run from Portsea the following day, with a strong southerly behind her, she reached Port Melbourne in two hours.

The first of the mono-hulls, the 66-ft Adams ocean racer, *Helsal II*, finished slightly more than an hour after the winner.

The second mono-hull, *Wam*, sailed by Alan and Robert Vickery, did not reach Portsea until 65 minutes after *Helsal*, but theirs was probably the most meritorious performance in a truly gruelling race. *Wam* is a little 14-ft dinghy.

The third mono-hull, an Etchells 22, finished all of 51 minutes later, and 52 of the 87 starters didn't make it to the finish. There were 105 entries, 18 failing to start.

The event proved so popular that the organisers, Baird Publications, will make the Nautical News Open 50-miler an annual event. It will be run on the Saturday after the Australia Day holiday, every year.

The Petersville To Chris' Choice

THE Victorian designed and built sloop *Chris' Choice* won the 1988 Petersville Regatta — by just one point. The victory came from a 16-second corrected time difference in the last of the six-race series sailed on Port Phillip. A second place to the 1987 winner *Shambles* in the last race from Portsea to Blairgowrie gave *Chris' Choice* sufficient points to win the Lady Nelson Perpetual Trophy for the IOR division.

Final points in the IOR Division were: *Chris' Choice* (Mike Walker) 391, *Sham-* ▶

News From All Ports

Victoria continued...

bles (Graeme Walker) 390, *Blue Max II* (Glen Sargent) 385, *Ronstan Ultimate Challenge* (Lou Abrahams) 383, *Once a Jolly Swagman* (Chas Jacobsen) 383.

Chris' Choice is a 10.5 metre, hi-tech sloop designed by Melbourne's Kell Steinman. Owned by Mike Walker, from the Royal Yacht Club of Victoria, she was helmed by Robert Hick who, ironically, skippered *Shambles* to victory in last year's Petersville Regatta.

Earlier, *Chris' Choice* had finished second in division C of the Sydney-Hobart Race to another Victorian yacht, *Chutzpah*, which did not contest The Petersville.

The 1988 — and 10th — Petersville Regatta saw the introduction of the Channel Handicap System as a separate division, producing close competition between yachts that are not favoured under IOR ratings. Overall winner of the series was *Ariane* (Gordon Stooke), a Cole 43 sloop designed 17 years ago by Australian designer Peter Cole but launched only 18 months ago.

Final points in the CHS division were: *Ariane* (Gordon Stooke) 395, *Black Magic* (Rob Sill) 390, *Farmatic* (Malcolm Carey) 389, *Young Scot* (John Medley) 382, *Saltshaker 2* (Ross McDonald) 380.

Blairgowrie yachtsman John Medley decided to compete in the final race although he and his crew were still suffering from the shock of the mast and mainsail of *Young Scot* being hit by one of the two stunt planes which crashed after a mid-air collision just before the start off Portsea. The crashing plane shredded the yacht's No 1 genoa, but despite losing the sail, *Young Scot* finished seventh in the race.

Race officials made a decision to hold the race after a delay of one-and-a-half hours following the crash in which one pilot was killed. Later, at the trophy presentation at Blairgowrie Yacht Squadron, Petersville Regatta chairman Barry Scott said the dead pilot's two fellow stunt pilots had said he would have wanted that the regatta continue.

Mornington Yacht Club member Ken Donaldson won the strong VYC division with *Obsession*, again the margin being just one point from the radically-designed *Cadibarra V* (Don Jones) with

just another point to *Scampi* (Mischa Leonard). Final points in the VYC division were: *Obsession 384*, *Cadibarra V 383*, *Scampi 382*, *Piccolo I* (Ian Bond) 365, *Rouseabout* (John Rouse) 364.

A total of 79 yachts contested the Petersville Regatta while a further 90 yachts took part in the Petersville Series for trailable yachts, 'couta boats and Jubilees.

The Petersville Series also ended with the final race from Portsea to Blairgowrie, with the overall winner in the huge trailable yacht division going to *In The Red* (Paul Brookes from *Barnstormer* (Brian Barnes) and *Nicole* (Max Ross). *In The Red* is a Quintet 7, *Barnstormer* a Nolex 25 and *Nicole* a Cole 19. Final overall points were: *In the Red* 292, *Barnstormer* 283, *Nicole* 273, *Currikee* (Ian Robertson) 269, *Greensleeves* (D.E. Clark) 268.

In the Series for the traditional 'couta boats, the overall winner was decided on a countback after *Lucy* (Warwick Leeming) and *Kate* (Bill Davis) finished with 289 points each. However, *Lucy* won the series, finishing second in the final race with *Kate* third. Third place overall in the 'couta boat division went to *Jessie* (Milton Green) with 285 points, four was *Wagtail* (Brian Wales) and fifth *Rita* (Peter Clarke).

Overall winner of the small Jubilee division was *Killara* (Ross Chisholm).

QUEENSLAND

by Ian Grant

BY the time you have read this issue of Offshore, Dave Lawson a unique man among Offshore sailing men will have completed another milestone in a career which has achieved some magic moments that only long races seem to provide.

Lawson who sails out of Sydney to all points North and South has shared cockpit space with the best and been in the crews that have survived the test in all the demanding aspects of technique, tactics and endurance.

The challenge of racing has raised a few grey hairs as he sailed in some wild conditions to help crew mates score the best possible fleet place.

His name has been in the crews of the record breakers, perhaps the most notable was the famed Joe Adams designed Dr Tony Fisher owned and skippered *Helsal* affectionately named "The Floating Footpath" because of her ferrocement construction.

Helsal and Fisher's crew set record times in all the major races from Sydney-Hobart, Melbourne-Hobart Westcoaster, Brisbane-Gladstone and the reef watching Gladstone-Cairns races.

"Lawso", as part of the crew, holds

special memories of those hours at sea that went into those outstanding *Helsal* performances.

But this year's Caltex Sydney-Mooloolaba race allowed him to set another personal standard with his 15th

consecutive race up the northern Rhumblin he knows so well.

He was sailing master on *Helsal* in 1976 when she wave rode before gale force Sou-easters and skidded down the storm fed Pacific ground swell to set the

JOG racing in Queensland has been attracting big fleets and close competition.



Ian Grant

Mooloolaba race record of 45 hours and 27 seconds.

His backside was also parked on the weather rail with younger sailors Bob Ross, Rob Mundle, Rob Brown and others when the Bill Dodds owned *Nuzulu* won a boat on boat tactical dogfight with *Ruzulu* (skipped by the late Mark Peelgrane) for outright honours in '86.

The annual pilgrimage north to Mooloolaba is a tradition he no doubt enjoys as the atmosphere at race end is special and one which only Mooloolaba members can provide.

Perhaps after this year "Lawso" may have the distinction of being elected as the Blue Water Sailors Mayor of Mooloolaba for his services to this hospitable North Coast Club and Offshore Racing in general.

Keep sailing towards the sun Dave Lawson because all of your mates enjoy your company over a few Jugs of "Tom Thumb" on the comfort of the Yacht club lawn.

Rampage on The Run

Old Hobart race winners show up when least expected. The former West Australian sloop built in Fremantle during '73 scored the West's only Hobart win when skippered by Peter Packer to defeat Jim Robson-Scots *Fair Dinkum* in the race of '76 by the narrow margin of 10min 51sec is still on the run.

Her present owner David Leslie presses the old girl hard during a recent Mooloolaba Yacht Club pointscore event over the Point Cartwright Club triangle.

Flag Officers new Joggie

Popular QCYC flag officer Harley Cowlshaw has rejoined the race ranks with a new Masrm Joggie labelled *Sole Trader*.

QCYC Masrm class sailors bitten by the small boat bug after Rod Dredge launched the flying quarter tonner ocean race chaser some seasons back have hit the form to dominate the highly competitive Queensland class title regattas.

Mike O'Brien, the former Queensland champion 18 footer sailhandler, has applied some well planned technical developments to his Masrm, *Allpass Parade*, for a major share of JOG titles.

Allpass Parade won the Queensland Title from club mates Mark Livingstone *Time and Money III* (Masrm) and Ken D'Arcy's impressive Atkinson designed *Liberator*.

Cowlshaw has joined a proven racing standard and has the confidence of becoming a top contender after he systematically "irons out the bugs" during the winter series Hosted by QCYC and Sandgate Yacht Club over the Bramble Bay triangle during June, July and August.



RAMPAGE, WA's only yacht to win a Hobart race, is now racing out of Queensland's Mooloolaba Yacht Club for new owner David Leslie.

Exocet Hits the Mud

Runaway Bay YC Offshore sailor Allan Thomas deserved a better fate in the final race of the Budget Rent A Car sponsored Northern Ocean Racing Series.

Thomas sailing his race hardened Rocket 31 *Exocet* was poised to win the series outright but a grounding on a Moreton Bay Sandbank near the end of the Southport-Brisbane race resulted in *Exocet* dropping from first to second in the race and losing the title by one point to race winner *Blue Peter* (Andrew Wiklund) from RQYS with QCYC sloop *Bonaventure* (Warren Smith) another point away third.

Gold Coast bid for Japanese Sales

INNOVATIVE Gold Coast boat building craftsmen at A.G.S. Yachts are about to attack the lucrative Japanese marine market with a new dimension in fun boat sailing.

Japan has a heavy commitment to IOR racing with little knowledge of developments towards arbitrary rated designs.

Naturally because of the Japanese acceptance of IOR as the way to race offshore, the Southport Group understands they will have a hard sell on their hands. But despite having to enter the market place cold they are confident of establishing a new trend in Japan within the next 12 months.

They are impressed by the acceptance of Australian produced leisure craft which are being snapped up by even the most discerning client.

In recent years the Japanese have become familiar with the high standard of Australian produced marine products, particularly with the Australian Government supported exhibits at the

highly successful Tokyo Boat Show.

A.G.S. Yachts are only a small company but are proud of their ability to build hi-tech custom one-off designs. This tradition will be subjected to a stringent test where it will have the most impact on the water sailing in match racing conditions at five different venues in Japan.

The promotion and the challenge will feature two identical Jim Young 780 Rockets built side by side using hand selected cedar and West system epoxy resins to produce fully-rigged boats weighing 860 kgs.

Japan's Bengal Bay Twelve Metre Syndicate and Moritaki Kaido have shown interest with a Country of Origin challenge at Fukuoka, Hiroshima, Osaka, Nagoya and Tokyo.

MAY 21 will see the start of the Trans Tasman Tauranga-Brisbane Race.

At least seven Queensland Cruising Yacht club owners will set course for Tauranga shortly after the Australian Airlines Brisbane-Gladstone race to compete in the TransTasman.

Long term members Dayle Smith *Overdraft* and John Pforr *Fortitude* are definite starters for this international event hosted by QCYC.

MACKAY based, Kel Steinman-designed super JOG, *Eric IV*, skippered by Maurice Munro gained three line honours in the Queensland Summer Cup Series raced over Moreton Bay/Pacific Ocean courses.

Hosted jointly by Queensland Cruising Yacht Club and Mooloolaba Yacht Club this championship was sponsored by Metropolitan Permanent Building Society and proved another outstanding success for the highly successful JOG Association.

The format of racing over a 70 nautical mile Sandgate/Mooloolaba, Bay/Ocean course followed by a short Olympic triangle event off Mooloolaba, then the Mooloolaba-Brisbane return

News From All Ports

Queensland continued..

and a similar short course race on Bramble Bay, produced a high standard in all divisions.

Two of Australia's best JOG combinations, Mark Livingstone's *Time and Money III*, winner of two heats of the

Middle Harbour Bruce and Walsh International, and the Queensland champion *Allpass Parade* (Mick O'Brien) produced a unique tie for the overall title.

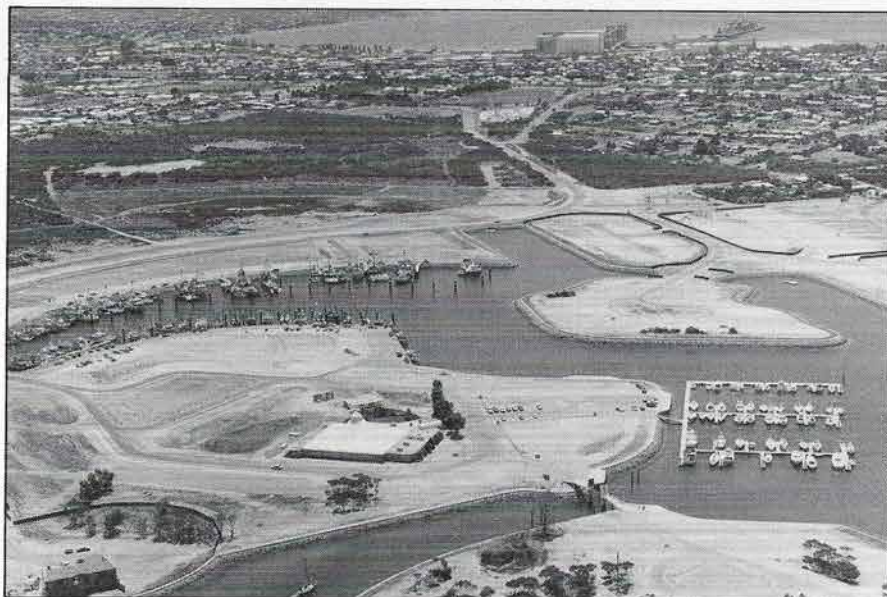
Time and Money III appeared set to wrap up the series after winning both races to end off Mooloolaba, while *Allpass Parade* secured a 2-2.

The almost identical Merv Anderson-designed Masrms featured in some close

racing where crew faults proved the difference between winning or losing.

Despite having second use of the wind and water after clever windshadowing tactics by Livingstone's crew, *Allpass Parade* relentlessly hung in to snatch adrenalin-draining wins in the final two races while Livingstone's crew placed second to produce the tie.

Nev Watts showed that his Van de Stadt Quarter Tonner *Fleetwood* was not far off the pace with third overall and a commanding winner of the Heavyweight class.



South Australia continued...

Fresh Winds for Lincoln Race

by Steve Kemp

EACH year the Port Lincoln Yacht Club hosts two outstanding events — the Adelaide to Port Lincoln offshore race followed by the Lincoln Week Regatta. Without question, they are the two major keelboat events of the year in South Australia, always attracting large fleets and strong competition.

For the last three years Lincoln Cove Development Company has sponsored the race from Adelaide, seeing it as an ideal way of promoting their excellent new marina and real estate development in Port Lincoln. In this Bicentennial Year, the Australian Bicentennial Authority joined forces with Lincoln Cove as major sponsors.

The Adelaide to Lincoln race starts off Adelaide's Outer Harbour at 2.30pm on the second Friday of February each year, with the fleet racing south along the metropolitan coast to Brighton, then heading across the Gulf of St Vincent, along the bottom of Yorke Peninsula,

MASSIVE marina and land development at Lincoln Cove Development, to the south of Port Lincoln, was the new headquarters for the successful 1988 Lincoln Week Regatta.

around Cape Spencer. From there the course takes the fleet up Spencer Gulf, past Dangerous Reef into Port Lincoln — and a most hospitable welcome from the locals. All up, it's a race of about 160 nautical miles.

This year the race started in a light northerly, giving the 56 yachts a spinnaker run from the start. After an hour of racing, the breeze freshened to 30 knots ahead of an approaching front.

In that breeze, the fleet had a fast spinnaker run down the Adelaide coast, some boats having difficulty in holding their kites as the wind gusted to 35 knots. After rounding the Brighton buoy, the wind switched west to southwest, at 25-30 knots, giving the fleet a windward work for the next 70 miles to Cape Spencer.

The fresh breeze and pounding seas took its toll on boats and crew, with 20 yachts forced to retire due to gear damage as the winds freshened to 40 knots with rising seas.

Dick Fidock's *Dictator* broke her mast and returned to Adelaide, closely followed by *Renegade* (Bob Fraser) and a

string of other retirements.

However, those yachts who carried out on found themselves on a more comfortable, fast two-sail reach once they rounded Cape Spencer, and they carried this all the way into Port Lincoln.

Line honours went to Keith Flint's *Volante*, crossing the finish just before midday on the Saturday, just outside the race record set by the big ketch *Anaconda II* in 1981. *Volante* was followed home by *More War Games*, David Urry's new Farr 40, then came *Dominant Factor*, and Adams 12 owned by Reg Kemp — the first Port Lincoln yacht to finish.

The Adelaide to Port Lincoln passage race was followed by yet another highly successful Lincoln Week Regatta, comprising three Olympic course races on Port Lincoln's Boston Harbour — one of the finest open bay race courses in Australia — and an offshore day race around some of the 15 islands which make up the Sir Joseph Banks Group, 15 miles off Port Lincoln.

The racing was close, with a range of weather conditions and some excellent social activities ashore, including a magnificent seafood barbecue at Spalding Cove on the lay day, hosted by the regatta sponsors, Lincoln Cove Development Company. Here the crews had the opportunity to enjoy country hospitality and fine South Australian wines.

More War Games won both the IOR and Arbitrary division pointscores from *Wild About Lincoln*, Mario Minuzzo's new Beneteau One Tonner. The Division II winner was Mick Bascombe's S80, *Matuka*, with second place going to the Van de Stadt Quarter Tonner *Bandit*, skippered by David Forbes from Port Lincoln.

Already the organising committee of Lincoln Week Regatta is planning a big promotion for next year's event, with the objective of attracting yachts from close interstate ports, such as Esperance in Western Australia and Portland in Victoria.

So put it in your 1989 diary right now — Lincoln Week Regatta, leaving with the Adelaide-Lincoln Race, on the second Friday of February, 1989.

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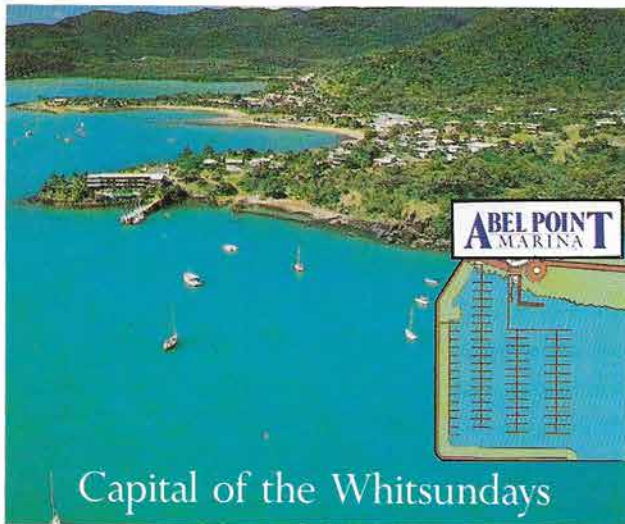
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