

Offshore

AUGUST
SEPTEMBER
1988

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Yacht Racing & Cruising

WINDWARD PASSAGE II

- *From Masthead
to Keel*

BOND'S BIGGEST BOAT

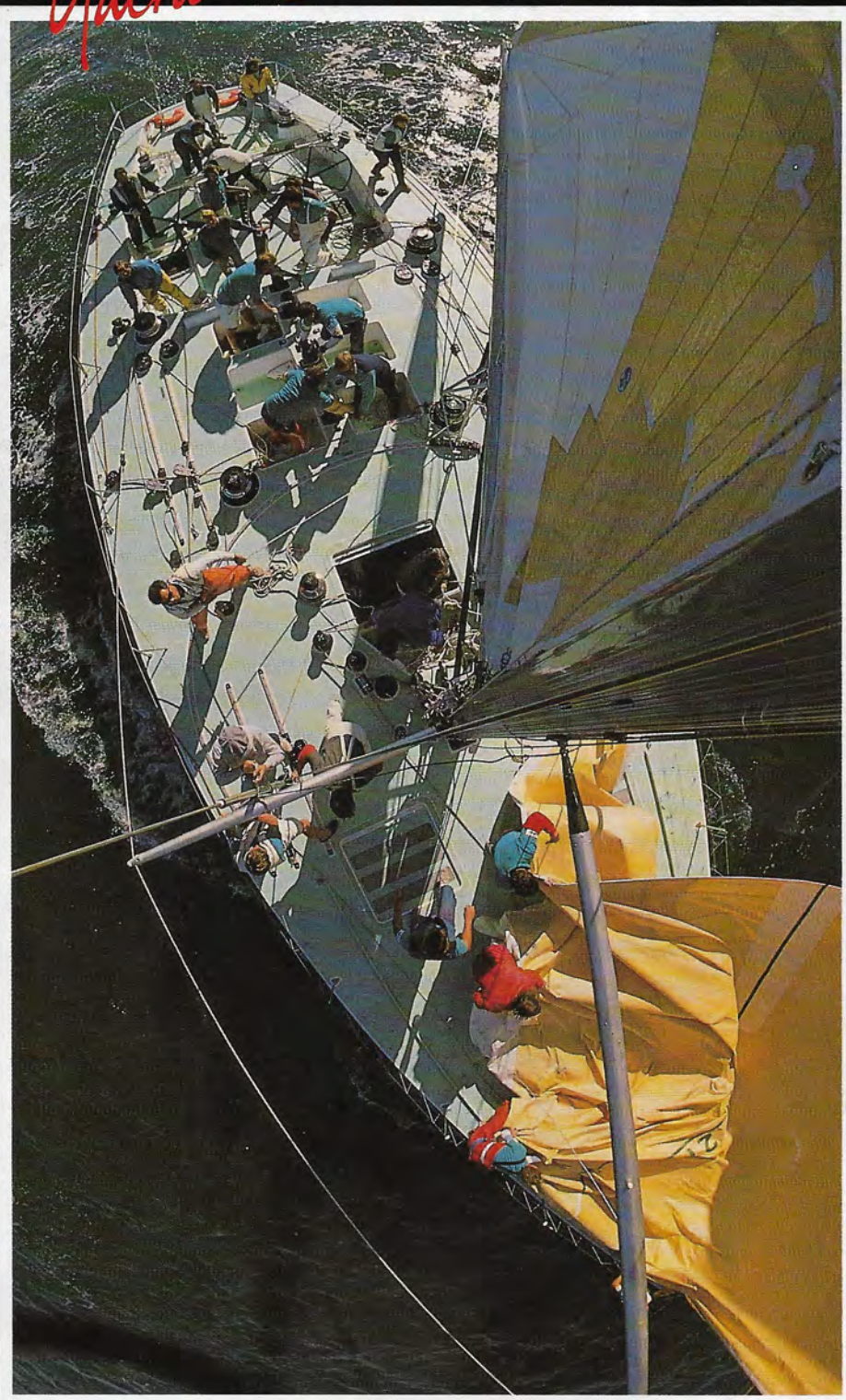
EXOTIC YACHTING

- *Hawaii* ● *Bali*
- *Hamilton Island*
- *The Coral Sea*

JUPITERS 1988 SYDNEY TO GOLD COAST REGATTA

- *Complete Preview*

THE MAGAZINE OF THE
CRUISING YACHT CLUB
OF AUSTRALIA



OFFSHORE
The Magazine
Of The
Cruising Yacht
Club of Australia



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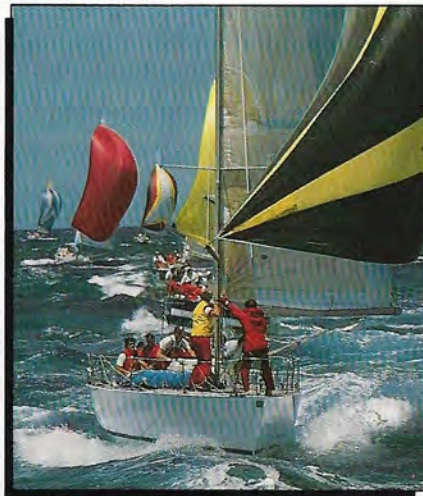
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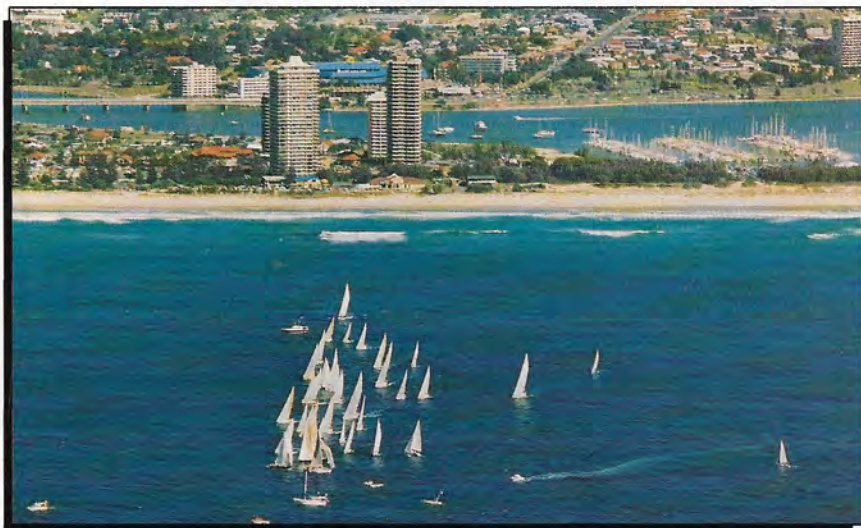
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COVER PIC: Spectacular masthead shot of the deck and crew of Australia's newest maxi, WINDWARD PASSAGE II. Pic by Catherine Secula.

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NZ Whitbread Yacht for 1988 Hobart Race

THE Kiwis have their sights on another line honors victory in the Bicentennial AWA Sydney-Hobart Race — with their latest maxi yacht being built for the 1989-90 Whitbread Round the World Race, *Fisher & Paykel New Zealand*.

The new maxi is an 81-footer with all the potential to take line honors, as her Whitbread Race predecessors did — *Ceramco New Zealand* in 1980 (also winning on corrected time) and *Lion New Zealand* in 1984 — as part of their preparation for the Round-the-World Race.

Cruising Yacht Club of Australia officials expect another big fleet in 1988 with the Notice of Race now available from the CYCA and major yacht clubs throughout Australia and overseas.

Further information from Bob Brenac, Sailing Secretary, CYCA, New Beach Road, Darling Point, NSW, Australia 2027. Telephone: (02) 32-9731. Facsimile: (02) 32-9745 (Overseas prefix 612).

Ansett - XXXX Race Week

MASTER mariner Dave Forbes ventured into the warm waters of the Whitsundays with *Great Expectations* and deserved to stage a *Highland Fling* when he produced *Great News* for a first up win in the 1988 XXXX Ansett race week regatta at Hamilton Island.

Forbes part owner with former Au-



stralian Flying Fifteen class ace John Calvert-Jones scored an impressive win with the high performance Farr 50 *Great News*.

Earlier in the year the same combination sailing with Kiwi Wizz Kid Chris Dixon in the *Nerve Center* cockpit represented Hong Kong as *Highland Fling* in the AWA Southern Cross Cup.

The impressive *Great News* is a modification of Forbes previous Farr boat *Great Expectations* and lived up to her design expectations after a great performance of two individual wins in the intensely competitive International Southern Cross Cup to win Race Week by a wide margin.

Her co-owners strictly used Race Week for an acclimatization for their

WHITSUNDAY Passage weather was at its best for a record Hamilton fleet in the 1988 Ansett XXXX Hamilton Island Race Week with south-east trade winds giving the fleet sparkling spinnaker runs. Pic by John Robeson.

August Assault on the Kenwood Cup in Hawaii.

After racing *Great Expectations* in the previous Kenwood Cup in 1986 Forbes made the conviction that his next boat would be a stripped out racing machine with limited creature comforts.

The 1972 Olympic Star Class Gold Medalist had been bitten with the State of the Art offshore racing bug and as a result *Great News* was launched and programmed with this in mind.



Melbourne's Windy Winter Series

In Melbourne, JOG sailors had lots of wind for the third race of the NEC Winter Series and JOG championships, with Geelong entry BY PASS getting this blast of breeze. Pic by Geoff Wright.

Despite being opposed by some of Australia's best performers including the smart match racing Davidson design team of 1986 AWA Sydney Hobart champion *Ex-Tension* (Tony Dunn) and dual XXXX-Ansett Race Week winner John Eyles (*Indian Pacific*), *Great News* showed her class to excell in a varied mixture of Tropic Trade wind strengths.

Sellers *Queensland Maid*, Bob Robertson's *Mooloolaba* Farr 40 won the first and last races but *Great News* proved her class with an overall score card of 2-1-1-1-3 for a deserved win.

For a regatta which five years ago the critics said would not work attracted a record 105 yacht fleet which included a strong fleet of Multi-hulls which contested the Australian Class Offshore championship.

Unfortunately a complex debate involving outlawed assymmetric spinnakers split the fleet into two divisions with Australia's fastest catamaran *Top Gun* skippered by Wayne Turner of Cairns and the super fast *Tri Verbatim* (Cathy Hawkins/Ian Johnston) locked in combat for Arbitrary class line honours.

Geoff Toomey's *Crowther*, Windspeed 36 catamaran clinched the 1988 title by the narrow margin of .5pt from Trevor Dellit's Arber 32 catamaran *Raven Multihulls* with another 6 pts to the consistent Windspeed 29ft catamaran *Piglet* (Peter Hyndman).

The speed sailing sensation of Race Week was the Grainger 8m *Tri Riverside Oaks*.

Jointly owned by Sydney's West Systems Adhesives specialist Graeme Bird and long time sailing mate Greg Bergmann, the little tri with World champion 18ft skiff skipper Rob Brown as the



third crew member staged a close finish for the Performance Multihull series.

Only one point split her from overall winner *Verbatim* (Cathy Hawkins/Ian Johnston) at the end of some exciting racing between contrasting designs.

Sydney (and Brisbane) to Noumea in '89

AUSTRALIA'S longest and most exciting race into the South Pacific, the fabulous Club Mediterranee Noumea Race, is on again in 1989, with fleets once more sailing to New Caledonia from Sydney and Brisbane.

Organised by Australia's most experienced ocean racing clubs, the Cruising

RAGER powers to windward through the *Windsunday Passage* during XXXX Ansett Hamilton Island Race Week. She is now set for Jupiters Sydney-Gold Coast Regatta in August. **BELOW**, Crew of ANIMAL FARM furl their sails after taking line honours in the Brisbane division of last year's Club Mediterranee Noumea Race — it's on again in 1989.

Yacht Club of Australia and the Queensland Cruising Yacht Club, in conjunction with the most hospitable yacht club in the South Pacific, Cercle Nautique Caledonien, the race will see fleets start from Sydney on May 20 and from Brisbane on May 21, 1989.

The Notice of Race for the 1060 nautical mile (from Sydney) event has now been distributed to prominent yacht owners throughout Australia and to yacht clubs internationally. There will be three divisions — IOR, Arbitrary and Cruising — encouraging a broad range of yachts to sail to Noumea under the race umbrella.

With the political climate settling in this French Pacific territory, and the enthusiasm of those who took part in the 1987 Noumea Race, race officials predict a major revival of interest in this bluewater classic.

Skippers and crews returned to Australia after the 1987 event, bubbling with stories of a great race across the Pacific, followed by the generous hospitality of the French, and the opportunity to take part is some magnificent island cruising.

All that — and more — will be part of the Club Mediterranee Sydney (and Brisbane) Noumea Race 1989. With the Office du Tourisme and CYCA race officials already organising the magnificent "Route de Paradis" race/cruise to the islands off New Caledonia, compet-



ing yachts and their crews will have a memorable time.

Club Mediterranee, who run the famous Chateau Royale at Anse Vata resort, are sponsoring the race to Noumea for the fifth time in 1989, with great support again being given by the Office de Tourisme, UTA French Airlines and Club Marine.

Former Race Director Peter Rysdyk, just back from a visit to Noumea, says the city is again a hive of activity, with new hotels, apartments, marinas being built.

The Cercle Nautique Caledonien, under new President Daniel Thomas, is expanding its marina and clubhouse and adding new facilities for handling yachts.

Rysdyk, who is assisting new Race Director Alan Brown with the Noumea end organisation, says he expects the French Navy will again provide an escort vessel for the fleet, probably the new *Glorieuse*, which is equipped with the latest in search and rescue equipment.

Not The Customs House Again!

ANY yachting enthusiast who has sailed a Sydney-Hobart will understand the significance of the title OFFSHORE'S new columnist Rik Dovey has chosen for his regular contribution on ocean racing. Rik is an experienced offshore racing yachtsman and a professional journalist and is particularly well-known as the media director of the AWA Sydney-Hobart Race.

A former editor of MODERN BOATING, he has been a TV news and current affairs producer, produced Seven Network's coverage of the America's Cup, and wrote a book and many articles on the Fremantle scene. He will be producing the world television coverage of yachting at the Seoul Olympics before dashing back to start the promotion for the Bicentennial AWA Sydney-Hobart.

Rik takes over from that great identity of OFFSHORE for so many years past, John (Biggles) Brooks who has flown the coop, so to speak. The former CYCA Commodore and international airline captain has left Qantas and joined Singapore Airlines. He told OFFSHORE that his sailing and his nautical scribing would suffer, so reluctantly we had to let him go — but with the promise of articles from time to time on the technical and pleasurable pastimes of offshore yachting.

Brooksie has also had to give up his

seat on the Board of the Cruising Yacht Club of Australia and chairmanship of its Publication Committee, the advisory body for OFFSHORE. In his place is Alan Brown, who has just recently rejoined the CYCA Board of Directors, also taking on the task of Race Director for the 1989 Club Mediterranee Noumea Race.

Welcome aboard, Rik and Alan! — *Peter Campbell, Editor.*



DAVE KELLETT at the helm of SOVEREIGN ... now at the helm of the Cruising Yacht Club of Australia as newly-elected Commodore.

David Kellett new CYCA Commodore

PROMINENT ocean racing yachtsman David Kellett has been elected as new Commodore of the Cruising Yacht Club of Australia, taking over from Arthur Cooley who has completed his term of office.

Kellett, who was previously Vice Commodore, is best known as sailing master of Australia's biggest maxi yacht, *Sovereign*, but is also part-owner of the famous old yawl, *Margaret Rintoul*, a two-times line honors winner of the Sydney-Hobart race.

Last year Kellett skippered *Sovereign* to victory in the AWA Sydney-Hobart race, the first Australian-owned yacht to take the double of line honors and first on corrected time. He will skipper the 84-footer in the Kenwood Cup in Hawaii this August, followed by the Big Boat Series in San Francisco.

Les McLean is the new Vice Commodore, with David Hundt elected Rear Commodore. Rear Commodores are Gordon Marshall and Leigh Minehan. Directors are Alan Brown, Maurie Cameron, Richard Cawse, David Fuller, Donald Graham and Garry Linacre.

New Markers Protect Sow and Pigs Reef

NEW permanent navigational markers are now in place to warn boaters of the Sow and Pigs Reef in Sydney Harbour.

The shallow reef, which is in the centre of the waterway just inside South Head, is just below water level at certain tides.

Posts have been erected at each corner of the reef, forming a large box around it.

The cardinal marks on the posts indicate the northern, southern, eastern and western extremities of the reef.

"Although the existence of the reef is well known, over the years it has caught scores of unwary boaters who have misjudged the depth of water or tried to take a short cut across it," says Captain John Briggs, the Sydney Harbour Master. "Boaters are warned not to try to cut inside the new marker posts, because they are set on the edge of the reef."

The Sow and Pigs Reef has been marked by large temporary buoys since the old permanent marker, a single post set in the middle of the reef, was washed away in a storm. The buoys will be removed in the near future.

The new navigational aids have been installed by the Port of Sydney at a cost of over \$30,000.

This is in addition to the \$500,000 spent by the Maritime Services Board's Recreational Boating Service on new and improved aids to navigation for recreational boat users throughout the State.

CYCA To Drop Channel Handicaps

THE CYCA Sailing Committee has resolved to discontinue CHS measurement as a handicap system after the 1988-89 season.

All existing CHS certificates expire on June 30 1988 and therefore require revalidation to enable those yachts to compete in CHS category racing for the 1988-89 season (including the Jupiters Sydney-Gold Coast Regatta). The cost of revalidating CHS Rating Certificates is \$70.00.

In order to accommodate those yachts which do not intend to revalidate their CHS Certificates, as well as those without CHS or IOR Rating, it has been decided that a PHS category will now be included in Race 1 of the Jupiters Gold Coast Regatta (see enclosed amendment to Notice of Race).

The CYCA does not intend to include CHS in the AWA Sydney-Hobart Race or any other races for which a separate Notice of Race is issued.

Not the Customs House Again!

By Rik Dovey

WITH the Kenwood Cup underway as *Offshore* hits the streets, we're about to get a good idea of just how we really stand in the international ranks of international ocean racing.

Certainly our third place in the last Admiral's Cup and the win by the Australian national team in the AWA Southern Cross Cup helped to put us back on the map after a long period of languishing back in the fleet.

The Admiral's Cup result counted, but the Southern Cross result was against pretty average opposition as the British failed to front, the New Zealanders had only two good boats and the Americans just one in the form of *Sidewinder* which was beset by mast problems, culminating in the ultimate reef when she lost her mast in the Hobart race.

Hawaii will be good and the appeal of the regatta is amply illustrated by the fact that there are enough Australian boats over there to mount our own alternative series should the competitors decide the Kenwood Cup is not up to scratch. Out in front, the long-awaited maxi clash between *Sovereign* and *Windward Passage* and the best of the rest of the world will make it a series well worth seeing.

Also interesting will be watching the performance of *Great News*, the Farr 50 of Dave Forbes and John Calvert-Jones. She would have been the star of last year's Southern Cross on her first outing had her mast stayed in column. The 50-footers are all the rage in America at the moment, but the lightweight fractional Australian boat should make them look like slugs.

It will also be good to see how the former *Drake's Prayer* goes now she has been given a new lease of life as *Vanguard* by Dick Cawse and Maurie Drent. But it's a pity her successor *Madeline's Daughter* is not going as well.

With five of our top One Tonners going we're in good shape right across the size band. But Hawaii is really only a warm-up for the most serious owners of the 40-footers as they are mainly interested in the world championships being sailed in San Francisco in September.

That regatta will be very important for the immediate future as well, particularly the Admiral's Cup which depends so much on good One Tonners. In San Francisco our owners will see how their yachts shape up against the best from Europe and the States, particularly the boats launched this year. And that will decide our One Tonners for next year, including the Admiral's Cup.

Presently One Ton design has levelled out with the Farr, Davidson and more recently Dubois 40-footers setting the pace. First the hull shapes were stabil-

ised, then the emphasis went into weight and the New Zealand and Australian builders and engineers have got them down to the minimum weight possible. Rigs are pretty refined so keels and rudders will be next, unless there is a revolution in San Francisco.

According to ORCA boss David Hundt, several Australian owners have time booked with the builders after September to build if need be, or tack on new appendages to look for a marginal improvement if there are no breakthroughs in San Francisco.

If it is the latter, there is plenty of time for the owners to tune-up their modified boats with the AWA Championship from 17-22 December before the AWA Sydney-Hobart.

One of the good things about this series is that it allows the interstate crews to have an intensive campaign in Sydney before the Hobart race. And that is the best thing that could happen to them and racing in Australia generally. Traditionally ocean racing has been dominated by Sydney, but there is presently a really good bunch of One Tonners in other States.

In Queensland there is Robbo's *Queensland Maid*. Melbourne has Ron Elliott's *Joint Venture*, Lou Abraham's *Ultimate Challenge* and Chas Jacobsen's *Once a Jolly Swagman*, and in Perth there is Joe and Peter Milner's *Prime Factor*. Also from the West, Peter Briggs may be about to make a comeback, depending on the pleasure of Her Majesty.

All emphasis this season will be on the Admiral's Cup, so let's hope the new practice of team-members practising that was briefly resumed this year gets into full swing. It was a most unusual sight to see three One Tonners, *Sagacious*, *Beyond Thunderdome* and *Venture One* pacing each other in Sydney before they were loaded onto the ship for Hawaii.

Helping team-mates get onto the pace has not been a strong point in recent offshore history in this country, despite the obvious benefits. In fact, more common has been the practice of deliberately staying away from other boats, particularly new ones with crews

desperate to find out whether they are on the right track.

That smacks of the churlish attitude of the Bond syndicate towards the Kookaburras in Fremantle which set development back months for all syndicates involved.

The revived ORCA has done a lot for ocean racing in the past two years. Waving the big stick to ensure maximum practice here and in England should be a top priority.

ORCA will also be charged with raising mega-bucks to help pay the bills to get the team to England. Last time the Australian team had the best support in ages thanks to the ANL shipping line and Bond Brewing. But the task will certainly not be easy this time around.

Getting sponsorship for yachting is never easy. With the recent relaxation of Rule 26 for major regattas there are many corporate carpets that have been worn out by a steady flow of docksiders. But the response from the business world has been less than staggering to say the least.

It's not really surprising if you think about it. For starters, the America's Cup wiped out many a promotional budget with, in corporate terms, little return for most.

But everyone out there in the corporate world knows that sponsoring any yacht is an incredible risk. Even the best efforts can come adrift through no fault of the crew. A yacht can have a race and series in the bag and the sponsor on the phone to his advertising agency booking full pages across the land, only to lose its rig or be taken out by a port tacker within metres of the finish line.

In the last Sydney-Hobart there were fifteen yachts sponsored or carrying advertising for their companies. *Sovereign*, with her owner the developer of Sovereign Island in Queensland, was the only one to benefit. Others got little or no return.

While any yachting sponsorship will be a risk, there is no doubt that potential backers will still place great emphasis on track record. For example, Iain Murray has a fabulous record with backers because he always gets them the best

possible return, even on the rare occasion when he does not win.

Kay Cottee made it and reaped well-justified rewards for Blackmore's. What if she hadn't made it? But she did and no doubt the corporations are now ringing her. Good on you, Kay.

John Biddlecombe got unbelievable support from ACI for his BOC Round the World Race. His first yacht was wrecked on its qualifying voyage, his second was disqualified at the end of the first leg. Hands up those with the courage to go to ACI now and ask them for money for a yacht.

Anyone looking for sponsorship must remember that when they go cap in hand asking for X dollars, the person on the other side of the desk will automatically double or triple that figure as their real investment. That's what it will cost to get the return on their original investment which is really what it costs them to get into the poker game.

It is undoubtedly a far better bet to back events, the longer they have been around and the bigger the better. But in these times of Kevlar and titanium, the rush by individuals to do anything to gain sponsorship, and the rush by clubs to get entries in order to boost their bar takings, they must make sure they don't lose their event backers because too many are getting a slice of the pie. When *Fosters* won the XXXX 18-ft skiff cham-



STRIPROLL *Geelong*, the former PRIME SUSPECT was one of 15 yachts which sailed in the last AWA Sydney-Hobart race under a sponsored name. (Peter Campbell pic)

pionships a few years ago, a few people were pretty pissed off.

There is another problem which experience is showing up with individual sponsorships – the rich get richer because they're the ones who have had

enough money to win and so attract a backer seeking a sure thing, while the poor get poorer because they can't buy the bits they need to help their talent to the finishing gun and consequently, no-one wants to know them.



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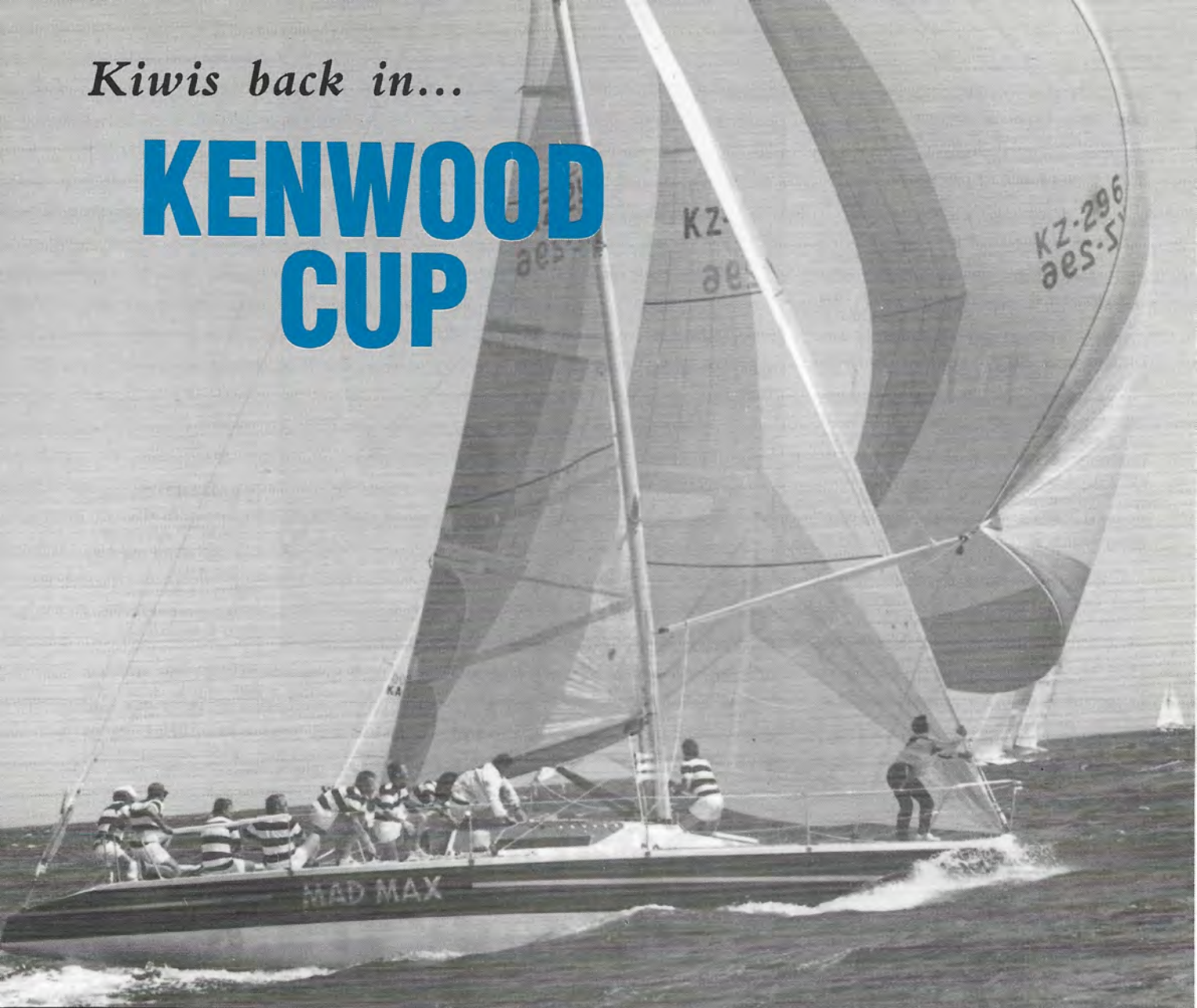
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Kiwis back in...

KENWOOD CUP



MORE than 50 yachts, including 10 from Australia, have entered for the 1988 Kenwood Cup international ocean racing series in Hawaii from July 30 to August 13, among them the biggest line-up of top maxi yachts yet to race off the Hawaiian islands in what is the sixth biennial event.

The teams event, which is also the second series in the Champagne Mumm World Cup for 1988-89, has attracted three teams from Australia, three from Japan, three representing the United States, plus teams from Britain and New Zealand and, for the first time, an International team represented the International Class A Yacht Association - the maxi yachts.

New Zealand, winners of the 1986 Kenwood Cup before going on to win the Admiral's Cup in England last year, are back with a team this year after originally saying they were unable to

field three competitive IOR boats. The three-boat New Zealand team comprises Graham Woodroffe's new Davidson 55, *Emotional Rescue*, the 1987 Admiral's Cupper, *Mad Max*, and *High Roler*, a Hawaiian-based yacht chartered by Ian Stewart.

Britain's team comprises two members of the 1987 UK Admiral's Cup team, *Indulgence* and *Juno*, plus *Yeoman XXVII*, while the ICAYA has nominated Jim Kilroy's famous *Kialoa* and *Matador* from the United States, and the Italian maxi yacht, *Il Moro di Venezia*, which will be skippered by Australian Iain Murray.

The Australian yachts left Sydney in late June, with Bernard Lewis' *Sovereign*, the 83-foot winner of the 1987 Sydney-Hobart line and handicap honours double, and the boat which pushed her all the way to Hobart, Syd Fischer's *Ragamuffin* (alias *Gazebo*), both sailing

WITH New Zealand defending the Kenwood Cup after all, the Australian will again have the 1987 Admiral's Cup boat *MAD MAX* to contend with in the Hawaiian series. (Peter Campbell pic)

to Hawaii. Rod Muir's new maxi, *Windward Passage II*, and the other team yachts were shipped to Hawaii.

The three Australian teams, announced in the last issue of *Offshore*, are: RED TEAM: *Sagacious V* (Gary Appleby, NSW. Farr One Tonner); *Great News* (David Forbes and John Calvert-Jones, NSW. Farr 50); *The Esanda Way* (Warren Johns, NSW. Davidson 40). Reserve: *Windward Passage II* (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* (Dick Cawse and Maurice Drent, NSW. Farr 43); *Ragamuffin* (Syd Fischer, NSW. Frers 79).

For the first time there will be a South American yacht, *Black Jack* from Brazil, a new Farr 40 built in New Zealand. Italy will be represented by Raul Gardini's maxi, *Il Moro de Venezia III*, France by the 71-footer, *Emeraude*, owned by Jacques DeWailly, while famous German yachtsman Willy Illbruck is expected to enter his new Reichel/Pugh 45, a development of *Sidewinder* being built in San Diego.

The Japanese are sending a dozen yachts, while 17 boats are expected to represent the United States including Irving Loubé's new Farr 40, *Bravura*, Jim Kiloy's *Kialoa*, plus well known yachts like *Matador*, *Ondine*, *Winterhawk*, *Sorcery* and *Jubilation*.

Shaping up for the Kenwood Cup

by Rob Williams

THE three teams chosen to represent Australia at the 1988 Kenwood Cup are definitely a strong combination and have an excellent chance of success.

By the time this article is read it would be no surprise to see two of our teams leading the points table.

This may on first look, seem to be a statement full of nationalistic optimism,



GREAT NEWS
experienced
Hawaiian-type
tradewinds during
XXXX Ansett Hamilton
Island Race Week in
preparation for Kenwood
Cup, with Ian Grant
capturing this dramatic
moment. **LEFT,**
Making his overseas
offshore racing debut will
be Victorian yachtsman
Chas Jacobson with his
Davidson One Tonner,
**ONCE A JOLLY
SWAGMAN.**

Kenwood Cup Races 1988

Saturday, July 30

First Ocean Triangle, off Waikiki, 27n miles.

Sunday, July 31

Second Ocean Triangle, off Waikiki, 27n miles.

Monday, August 1

Molokai Race, to islands of Molokai and Maui and return to Waikiki, 150n miles.

Thursday, August 4

Third Ocean Triangle, off Waikiki, 27n miles.

Sunday, August 6

Around the State Race, 775n mile race circumnavigating the major islands of Hawaii.

but it is based on a realistic assessment of the yachts that have been selected.

It is acknowledged that our crews are equal to any sailing for the other teams and are experienced in the conditions that usually prevail in Hawaii.

Of at least equal importance is that the team yachts are very well suited to the conditions.

The design orientations primarily considered desirable for a high wind regatta such as the Kenwood Cup would be that yachts for a given rating be of relatively high Rated Length, light and easily driven and of relatively lesser sail area than would be deemed desirable.

Table 1 sets out basic design values of the team yachts in comparison with yachts of proven performance in Hawaii and other international competitions.

In the column headed Year are listed the valid year of the certificate of each yacht listed. It should be noted that these may have been, or are currently in the process of being, optimised, as is the case with *Ragamuffin* which is awaiting re-inclination at the time of writing and unfortunately due to this has not been included.

The proportional values listed are derived from the IOR Certificate values of Rated Length (L), Rated Sail Area (S) and Rated Displacement (DSPL).

These give the basic comparative values as follows:

Rated Length - Potential speed
 Rated Sail Area - Power available
 Displacement - Drag.

For Hawaii it would be expected that a yacht with a low DSPL/L would be most desirable as this gives a good indication of surfing ability.

From Table 1 we can see a number of firm indications for the optimism initially expressed.

The yachts whose values indicate a definite strength in this area are *Great News*, *Vanguard*, *Beyond Thunderdome*, *Ultimate Challenge* and *Windward Passage II*.

These boats are also all of relatively high Rated Length and the lower side of Sail Area/Length ratios.

The strength of the teams is that combined with the breakaway potential of these boats is the all round performance capabilities of yachts such as *Sagacious V* and *Sovereign* whose records speak for themselves.

To indulge in a bit of "sticking of neck out" and accepting the great risk involved, I would expect top performances in class from the following yachts for the reasons listed.

Windward Passage II - she has a very high Rated Length and pays for her 3000kg weight advantage with a relative loss of only 20 sq.m. Sail Area. She may

suffer slightly upwind in the big seas against the more conventional maxis whose bulk will help maintain momentum but sprung and downhill should show them a clean pair of heels.

Great News - she is a 40ft rater developed on similar parameters that have proved successful in the small IOR sizes. Her ability was shown to great effect in the Southern Cross Cup and her configuration is well suited to the expected conditions.

Beyond Thunderdome - this yacht has been designed with an orientation to big winds and high downwind speeds. Her preparation has been well executed and her strong Hobart Race and the Mooloolaba win have proved her potential.

In the team standings I think it will take an incredibly good effort to beat the Australian Red Team. *Sagacious V's* all round ability in combination with her team mates should bring success.

The White Team have the experience of previous Hawaiian and international regattas standing them in good stead and their boats are all of up to date competitive designs and standard of preparation. They will probably finish second.

The Blue Team may make hard work of it with their slightly older designs but their preparation and experience will count for a lot and a placing would be a fitting tribute to their endeavour. One thing can be assured - any team with *Ragamuffin* in it will not be beaten easily.

| Name | Designer | Rating | Year | LOA | L | BWL | RSAT | DSPL | DLF | S/L | D/L | S/D |
|---------------------|-----------|--------|------|--------|---------|-------|--------|-------|--------|-------|--------|--------|
| SAGACIOUS IV | Farr | 30.17 | 1987 | 12.223 | 10.2349 | 2.928 | 74.78 | 5554 | 1.0121 | .8432 | 144.37 | 24.230 |
| EXADOR | Farr | 30.20 | 1984 | 12.282 | 10.2529 | 3.070 | 74.65 | 5747 | 1.0096 | .8427 | 148.57 | 23.740 |
| SAGACIOUS V | Farr | 30.51 | 1987 | 12.088 | 10.0791 | 3.033 | 77.38 | 5537 | 1.0087 | .8728 | 150.71 | 25.230 |
| O.A.J. SWAGMAN | Davidson | 30.54 | 1987 | 12.123 | 10.0898 | 2.921 | 77.72 | 5582 | 1.0083 | .8738 | 151.44 | 25.200 |
| FRAM X | Farr | 30.55 | 1987 | 12.070 | 10.1170 | 2.945 | 77.24 | 5530 | 1.0097 | .8687 | 148.83 | 25.340 |
| ULTIMATE CHALLENGE | Dubois | 30.55 | 1987 | 12.174 | 10.1586 | 2.910 | 77.90 | 5553 | 1.0103 | .8688 | 147.68 | 25.340 |
| JUNO | Humphreys | 30.55 | 1987 | 11.980 | 9.9410 | 2.923 | 77.89 | 5395 | 1.0078 | .8751 | 148.84 | 25.570 |
| VENTURE I | Frrs | 30.55 | 1987 | 12.112 | 10.1157 | 3.010 | 78.36 | 5528 | 1.0097 | .8751 | 153.06 | 25.840 |
| FAIR SHARE | Farr | 30.60 | 1987 | 12.144 | 10.1458 | 2.966 | 75.13 | 5503 | 1.0116 | .8543 | 146.85 | 24.590 |
| MAD MAX | Davidson | 30.60 | 1985 | 12.196 | 10.2073 | 3.066 | 76.61 | 5625 | 1.0103 | .8575 | 147.40 | 24.710 |
| BEYOND THUNDERDOME | Davidson | 30.70 | 1987 | 12.203 | 10.1076 | 2.999 | 76.63 | 5396 | 1.0116 | .8661 | 145.63 | 25.410 |
| VANGUARD | Farr | 33.78 | 1987 | 13.134 | 11.0316 | 3.249 | 92.94 | 6876 | 1.0112 | .8739 | 142.74 | 26.230 |
| DRAKE'S PRAYER | Farr | 33.90 | 1985 | 13.134 | 11.0727 | 3.261 | 93.22 | 6999 | 1.0105 | .8708 | 143.09 | 26.000 |
| MADELINE'S DAUGHTER | Farr | 34.31 | 1987 | 13.168 | 11.0984 | 3.235 | 95.96 | 7403 | 1.0066 | .8827 | 150.92 | 25.780 |
| SIDEBINDER | Re'l/Pugh | 33.80 | 1984 | 13.137 | 10.8325 | 3.421 | 100.52 | 7786 | 1.0066 | .8255 | 170.71 | 26.110 |
| BIMBLEBUMBIE | Dubois | 34.55 | 1987 | 13.230 | 11.2672 | 3.246 | 96.26 | 7355 | 1.0102 | .8708 | 143.30 | 25.980 |
| SIDEBINDER | Re'l/Pugh | 34.99 | 1987 | 13.475 | 11.4960 | 3.433 | 101.41 | 8151 | 1.0063 | .8760 | 149.52 | 25.220 |
| GREAT NEWS | Farr | 40.49 | 1987 | 15.358 | 12.8935 | 3.625 | 129.02 | 10959 | 1.0064 | .8810 | 142.49 | 26.690 |
| JUBILATION | Frrs | 43.14 | 1987 | 16.395 | 13.8322 | 4.054 | 157.54 | 14522 | 1.0010 | .9074 | 152.92 | 27.020 |
| BOOMERANG | Frrs | 70.00 | 1984 | 24.494 | 21.2989 | 5.300 | 317.27 | 36684 | 1.0049 | .8363 | 105.81 | 29.360 |
| NIRVANA | Pedrick | 70.00 | 1984 | 24.680 | 21.1357 | 5.112 | 314.17 | 37998 | 1.0033 | .8386 | 112.16 | 28.680 |
| SOVEREIGN | Pedrick | 70.00 | 1987 | 25.345 | 21.1890 | 5.249 | 318.28 | 36678 | 1.0043 | .8420 | 106.57 | 29.620 |
| WINDWARD PASSAGE 2 | Frrs | 71.00 | 1988 | 24.342 | 21.4869 | 5.076 | 295.56 | 33676 | 1.0132 | .8001 | 94.61 | 28.953 |



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THE OLYMPIANS

Go for
Gold
'88



By Peter Campbell

AUSTRALIA will be represented by a strong and well-prepared team, with undoubted medal-winning potential, at the 1988 Seoul Olympics. The Olympic yachting regatta starts on September 17, the venue being the southern port city of Pusan.

Australia will be represented in seven of the eight Olympic yachting classes, including the new women's 470 class, but in a shock decision the Australian Olympic Federation's Justifications Commission rejected the nomination of a men's 470 crew on the grounds that it had not reached the required international standard. Yachting, of course, is not the only sport which has had nominations rejected by the AOF on the same grounds.

Strong representations were made to have the AOF reverse the decision to exclude South Australians Chris Tillett and Brett Young, but the Justifications Commission was adamant, despite the fact that Tillett is a two-times former world dinghy champion and was a member of the Australian team at Los Angeles. It seems that what was against him was his mediocre result at LA and his subsequent lack of international competition in the lead-up to 1988.

The Australian Olympic yachting team includes five crews from New South Wales, while two of the reserve sailors and the four coaches are also from this State. The team comprises:

FINN: Chris Pratt, South Australia.

TORNADO: Brad Schafferius and Roger Colman, NSW.

SOLING: Bob Wilmot, Matt Percy, Glenn Read, NSW.

STAR: Colin Beashel, Greg Torpy, NSW.

FLYING DUTCHMAN: Gary Smith and David Connor, Tasmania.

470 WOMEN: Nicola Green and Karyn Davis, NSW.

DIVISION II SAILBOARD: Chris Lawrence, NSW.

SUBSTITUTES: Peter Gale, Victoria, Geoff Davidson, NSW, Campbell Rose, Victoria, Lachlan Gilbert, NSW.

TEAM MANAGER: John Ferguson, Queensland.

COACHES: Mike Fletcher (Chief), NSW, Ian Brown, Gary Cassidy, Greg Johns, NSW.

WOMEN'S 470 Olympic crew, Nicola Green and Karyn Davis, sail their way to selection in Adelaide trials. (Peter Campbell pic)



Ferguson, himself a former Olympic sailor, was team manager at Los Angeles, and also managed the team at the Pre-Olympic Regatta at Pusan in September, 1987. He is an outstanding leader and administrator and a tireless worker for his team. Chief coach Mike Fletcher has been Australian Olympic coach since 1972 while the other coaches have had the invaluable experience of having also been to Pusan last year.

The team for 1988 includes two skippers who went to LA — Star helmsman Colin Beashel and Finn sailor Chris Pratt, but the others are all newcomers to Olympic competition, although well experienced in international yachting.

Beashel had a luckless series in the Stars at LA. His boat was not up to scratch and he started the series with a disqualification. He finished 11th, but believes he had the ability to be about fifth in that fleet. Since then he has sailed extensively in 12-metres, winning the 1986 world championship with *Australia III*, but losing the right to defend the America's Cup with *Australia IV* to Iain Murray in *Kookaburra III*.

Back into Stars he jumped into his new Mader boat in Chicago and finished an excellent ninth out of 108 boats in 1987 Star worlds. His new crew, Greg Torpy, is a former Diamond class skipper, and they dominated the selection trials in Melbourne.

Chris Pratt is an outstanding sailor. He had strong competition in the trials, but showed the determination to improve and in the end was clearly superior to the competition, in his physical and mental approach, as well as his



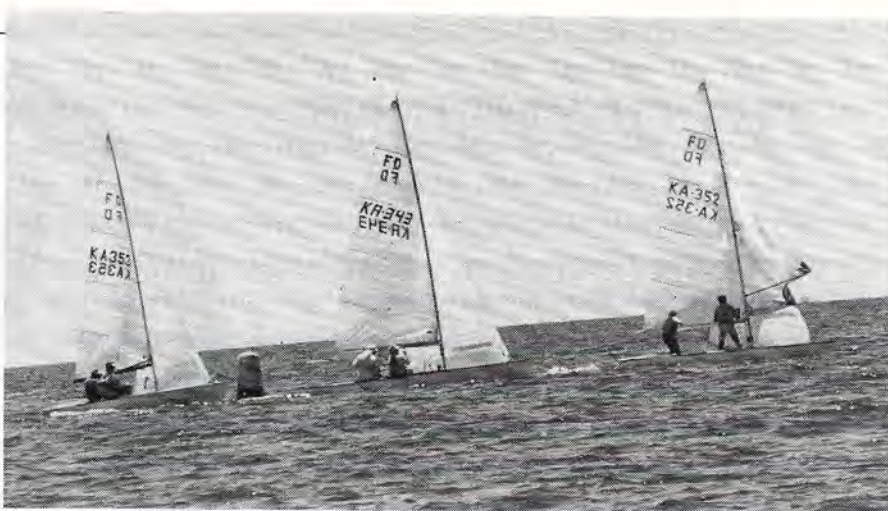
sailing skills. Physical strength and stamina will be a vital factor at Pusan in September as the Olympic yachting will now be sailed over seven straight days, with no break.

Australia has always been one of the world's top nations in the Tornado catamaran class and this year saw a hardfought and, at times, controversial series in Adelaide. The winners were Brad Schafferius, originally from Queensland, and Sydney sailor Roger Colman. The controversy arose, and continued after the trials, over their catamaran, with its ultra-lightweight hulls made of carbon fibre and nomex honeycomb, over-baked by Sydney boatbuilder John McConaghy.

The minimum hull weight is made up by heavy centreboards, a concept that caused concern within the Australian class association and, apparently, is still the subject of possible protests by overseas Tornado competitors.

The competition for the Tornado berth for Pusan was intense on the water, with Schafferius and Colman winning selection in the last race against 1984 bronze medallist and former world champion Chris Cairns and his new

VICTORY waves from Brad Schafferius and Roger Colman (standing) after their runaway win in the final race of the Tornado Olympic trials which clinched their place in the team for the Seoul Olympics. Pic Peter Campbell.



KEEN racing in the Flying Dutchman Olympic trials in Adelaide as Swan Premium (353), Holiday Isle (352) and Travelin Lite (343) round a mark. Overall winner was Holiday Isle, skippered by Gary Smith from Tasmania. Pic Peter Campbell.

crew, Rod Waterhouse. Schafferius is a former world A-class champion while Colman also comes from the A class.

The Soling crew is an interstate combination. Bob Wilmot comes from Sydney, Glenn Read from Melbourne and Matt Percy from Brisbane. One thing they have in common was their involvement in the *Australia IV* campaign for the 1987 America's Cup and from that evolved their determination to go for gold in 1988. They too had a tough battle for selection, with the last of 10 races being the decider between themselves, Victorian Gary Sheard (who skippered the Soling at LA) and Bob Wilmot's brother, Jamie. The standard

of competition can be assessed from the fact that Sheard the previous week had finished third in the Soling world championships.

While Bob Wilmot is a relative newcomer to the Soling class, he is an outstanding young helmsman and a former six-times world champion in sailboards. He won a gold medal in the Windsurfer demonstration which followed the yachting at Los Angeles.

The distinction of being the first women to represent Australia in Olympic yachting has gone to Sydney lasses Nicola Green and Karyn Davis. They outsailed a small but determined fleet in Adelaide and have since shown excellent form in sailing against topclass 470 fleets in New Zealand and Japan. Nicola Green (nee Bethwaite) is the third member of the Bethwaite family of Sydney to represent Australia at the Olympic yachting. Elder brother Mark twice skippered the Flying Dutchman at the Olympics and father Frank was the meteorologist with the team. Nicola is a former world champion in the Cherub class.

Completing the success of New South Wales sailors in gaining Olympic selection in 1988 is boardsailor Chris Lawrence from Lisarow on the NSW Central Coast. The Division II sailboard selection trials were held at Easter off Terrigal with Lawrence overcoming an early sail problem to win the series convincingly.

Now turned 20, he performed impressively in the Pre-Olympics but suffered bad luck. He is a world class boardsailor, in January this year winning the Mistral world championship off Manly. In 1986 Chris won the world Youth championship and the same year was a member of the winning Windsurfer team which won the world team title.

The Flying Dutchman crew from Tasmania, Gary Smith and David Connor, not only had to win a competitive series in Adelaide, but then had to convince the AOF Justification Commission that their international standard in the class warranted inclusion in the team. In addition to the men's 470, both the Flying Dutchman and women's 470 classes were under scrutiny by the AOF.

However, the Tasmanians (the only FD crew in that State) had made a determined effort on a shoestring budget to go to Europe in the Northern Hemisphere summer of 1986 and came back with some impressive results. At Adelaide they showed excellent sailing skills and tactics to beat a fleet which had been infused with new blood, showing

trial horse and as a coach for Chris in his preparation in Europe for the Olympics.

While competition will be much stronger at Pusan this year than it was at Los Angeles, where the Eastern Bloc nations boycotted the Games, Australia has a team with definite medal-winning potential. Certainly, in the Stars, Division II sailboards Tornado catamaran and women's 470 class our prospects look excellent.

Under the direction of team manager John Ferguson, the team has an excellent programme of training planned, with all members contesting significant regattas on the European circuit during the Northern Hemisphere summer. The first crews began their training in Europe in early May, with good results.



AUSTRALIA'S Chief Coach for Pusan is again Mike ("Coach") Fletcher, an Olympic veteran since 1970. (Campbell pic)



FINN sailor from South Korea in trouble on his home waters during the 1987 Pre-Olympic regatta off Pusan. Australia's representative is again Chris Pratt from Adelaide. (Campbell pic)

the ability that had previously enabled both to be world champion Fireball sailors, although sailing separately. Connor crewed with Stuart Hamilton in 1983 while Smith skippered in 1984, with Connor's brother Nick as crew.

Of the substitutes (or reserves) Geoff Davidson and Lachlan Gilbert are from Sydney. Davidson won selection as the Finn sailor for the 1980 Moscow Olympics only to have the team withdrawn under political pressure over the Russian occupation of Afghanistan. He is now a topclass Etchells 22 skipper, still a good Finn sailor, and was one of the coaches at the Pre-Olympics last year.

Lachlan Gilbert, a former world champion boardsailor, finished third to Chris Lawrence in the Olympic trials. His experience will be invaluable as a

\$40,000 Raised for Olympic Yachting

THE Australian yachting team's funding shortfall for the pre-Olympic training in Europe has been largely overcome by a remarkable response from fellow yachtsmen, yacht clubs and corporate supporters for the Yachting Association of NSW's Gold Medal Olympic Yachting luncheon in Sydney in June.

Near 300 people paid \$60 a ticket to attend the lunch, with their support boosted by an after-lunch auction of items that ranged from paintings and watches, YA sail number 18, to holidays

in the Whitsundays. Dennis O'Neill, who represented Australia at the Montreal Olympics as a Soling crew member, bid a record \$4,100 for the sail number and also bought two ships' clocks for \$1300.

An outstanding contribution to the luncheon was made by offshore yachtsman Warren Johns, who is off to Hawaii with his One Tonner *The Esanda Way* — formerly *Beyond Thunderdome*. Warren organised nine tables of 10 guests each, donated a week's holiday at this apartment on Hamilton Island, and also a luncheon sail aboard *The Esanda Way* — when it returns from Honolulu and San Francisco.

— Peter Campbell

IT used to be the maxim of transoceanic sailors not to stray too far from the acknowledged shipping routes, so that if anything went disastrously wrong help would be at hand more surely than if the sailors had strayed into a much unused part of the seas. Now the reverse is true because of the huge amount of dangerous debris to be found in the shipping routes.

Containers, which have been washed overboard, are the principal hazard; eight foot square and forty feet long, packed with buoyant material, they pose a serious threat to yachts as they lie just breaking the surface. According to a Lloyds spokesman, containers are often washed overboard from their transports in the Atlantic, particularly in the winter months when storms are a regular occurrence.

In the first week of the Carlsberg Singlehanded Transatlantic Race three yachts had hit abandoned containers; one of them sank, one (a trimaran) was abandoned, and the other limped into an Irish port with a broken rudder.

Roel Engels had only just sufficient time to launch his liferaft as the 34 foot glassfibre *Doortje*, with a section of its bow shattered, plunged to Davy Jones' Locker. He was rescued by a Spanish fishing vessel. Another one picked up Robin Oakley from the 30ft trimaran *Stockwood* while Wiltze van der Zee's *New Magic Breeze*, a 45ft ULDB, was towed into Cork. All three had hit semi-submerged containers within 300 miles of the Scilly Isles.

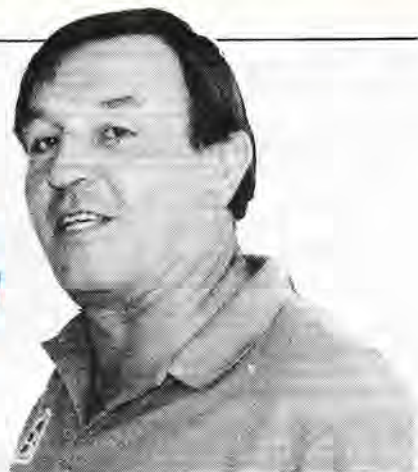
The time has come for greater international legislation concerning the loading of container ships — the current attitude shows total irresponsibility for other users of the world's oceans. If a lorry was driven on the roads of any of the civilised countries of this world without its load being properly secured, the driver would be prosecuted for doing so. Why shouldn't similar legislation apply to the world's oceans where the results of poor loading can result in similar disasters to those on the roads.

What has also shaken the yachtsmen taking part in the Carlsberg race (formerly the OSTAR) is the abundant whale activity over the course; 'Save the Whales' would not be their favourite slogan. Mike Birch, an early front runner in the 60ft trimaran *Fujicolor*, hit two separate cetaceans ten hours apart and badly damaged one of the outer hulls. He was forced to retire and made his way to the Azores.

Worse was to happen to David Sellings. His Half Tonner *Hycup* was

Across The Wind

By Bob Fisher



attacked by a school of whales; 20-30 of them he estimated; and smashed to matchwood leaving him only a few seconds to climb into his liferaft after sending out a Mayday call. Sellings was 1,000 miles west of the Scillies. A British merchantman, the *Bridgewater*, three hours steaming away from *Hycup's* last position, went to the rescue but had to be directed by an RAF Nimrod aircraft which had been scrambled by the Search & Rescue authorities. Sellings was picked up and taken to Liverpool, lucky to be alive.



Entries for the Whitbread Round the World Race continue to mount; at present there are 40; each one of them with a story to tell. Recently one such story came in a very different package, normally it is one of a shortfall of cash of serious proportions, this one was rather the reverse although it did have one major shortfall — that of a skipper.

Deep in the London cellars of Whitbreads, designed for the brewery by the same James Smeaton who built the Eddystone Lighthouse off Plymouth, Rothmans announced that they would be entering the race with a maxi-rater and that, so far, they had retained the services of a designer and a builder, there was a suitable budget but, as yet, they could not name either the project manager or the skipper.

Those roles might well be filled by one person and some interesting names are being circulated. Lawrie Smith, who did the first leg of the last Whitbread, is one of them. Smith recently qualified as the Soling representative in Britain's Olympic team and would not be available until October, but he could well become the skipper at that stage with ten months to go to the start.

As the project manager and skipper of

Juno in the last Admiral's Cup, Andrew Hurst has a great deal to recommend his selection. He is a full-blooded professional, in the best possible sense, and would be a good man manager — perhaps the most important requirement for the job.

The most successful in the sphere, however, is David Howlett and his disappointment in failing to be selected for the Olympics (in the Star class) would be just the goad he needs to drive him to produce success with this project. He's a seaman of the highest order, a highly competitive racer and he has managed a winning One Ton Cup project with the chosen builder and designer. Howlett must be the favourite for the job.

Rob Humphreys will design the boat and Adrian Thompson is to build her. Humphreys has said that the boat will be optimised for downwind performance but he dismissed the possibility of a ketch rig being used. Displacement will be kept to a minimum and there is the likelihood of a smallish number of crew. Thompson's Paragon Composites are perhaps the best High-Tech builders in Britain, their 60ft trimaran, *Sebago*, is proving a good test bed for them in the Carlsberg Race.

The announcement has sent every sailmaker of note scurrying in to obtain the order, but Rothmans say those types of decision will be made by the skipper when nominated.

It has also left one very cross yachtsman. Jeremy Gordon-Walker had submitted the fullest proposal for sponsorship in this race more than six months earlier to Rothmans. He had given them the complete breakdown of costings and spread sheets and had his proposal rejected just four weeks before the company's announcement of its involvement. Sore? You bet he is, he even talks of changing his brand of cigarettes!

Letters

I would like to thank you the Cruising Yacht Club of Australia, for the help and hospitality that I was shown during my stay in Sydney last year. I have never come across a yacht club that went so far out of its way to help a visiting yachtsman. You have set a standard that other clubs will find difficult to match.

The members of the club proved themselves to be active sailors with a passion for the sport not often seen in other parts of the world. They were invariably friendly, helpful, and interested in my circumnavigation.

The staff was efficient and seemed to know the members and their wants well. I feel that the club is lucky to have such people in its employ.

Once again, thank you for everything and I hope one day to be able to return the hospitality.

David B. Bevan
Yacht "Star Lite"
Milford Sound,
New Zealand

Setting History Right on Morna

Firstly, permit me to congratulate you upon an excellent presentation & programme for the last Sydney-Hobart Race.

Secondly, I am not criticising or having the proverbial shot at you & I trust you will see things in this light. Because the publication (Offshore's Sydney-Hobart 1987) has a ready made circulation and is of considerable instructive interest to many, I feel obliged to inform you of certain historical facts relating to a couple of very well known old yachts: *Morna* and *Boomerang (Bona)*.

Morna was **not** built in Scotland. She was built & launched in 1913 by Morrison & Sinclair from their yard at Longnose Point, Port Jackson. Her designer was Wm Fife & Sons of Fairlie, Scotland. Her builder was Ken Sinclair. Her owner was Dr. A. MacCormick (Later Sir Alexander MacCormick).

MacCormick sold her in 1926 to Jas. M. Hardie who sold her in 1933 to Mr Clyde Packer (Sir Frank's father). Frank Packer sold her to Claude Plowman in 1940. (It was Packer who changed her rig from gaff to Bermudan cutter in 1935).

It was the schooner *Ada* which MacCormick sailed out from Fairlie to Sydney in 1926-7 and this is why some people believe *Morna* was sailed from Scotland. *Morna* was named after MacCormick's daughter and *Ada* after his wife, both yachts were Fife designed.

Morna was described as Motor Sailer No 495 as she had a brute of a Kelvin-

Recardo petrol parafin 4 cylinder, 4 cycle engine with magneto and shoring bar equipment; a cow to start and there was no clutch fitted. This lot drove a 21" diameter 2 blade folding propeller out of the port quarter. If you were lucky both blades opened. It not, you stopped the engine and tried again! This equipment was in her until 1946. Plowman changed it for a Willys Jeep (surplus Stores) motor but a paragon gear box and clutch were fitted. So much for some of her history.

The CYC may be interested to know that the Captain Livesay mentioned in the log of 1946 was, in fact, Capt. Harry Livesay R.N. who was the original owner of *Ma Rani* which he sold to Capt. John Illingworth who shortened her name to *Rani*.

This yacht, as is probably well known, was designed by H.W. Barber of Sydney and built by Les Steele of Lake Macquarie to the order of Dr. Rolly Pittar who did not proceed with her after launching.

Edwin Bryden-Brown would probably know who produced the log. I think it was an effort of Capt. Livesay and David Lavery with Claude assisting David Higgins who was the Purser on that occasion.

MORNA sailing up the Derwent to take line honours in early Sydney-Hobart race.



The reference to *Boomerang* in "Veteran Craft at the Start" recalls that *Boomerang (Bona)* was built in 1903 by Wm Holmes of McMahons Point, Port Jackson and designed by Walter Reckes to the order of a Victorian, C.D. Wallace and named *Bona*. In 1915 she was sold to Harry Howard Smith (Port Phillip). In 1920 she was bought by Chas Lloyd Jones and she returned to Sydney as *Bona*.

It was not until 1933 that Frank Albert acquitted her and named her *Boomerang* after his home in Elizabeth Bay and his famous brand of Mouthorgan and just about everything else he owned.

Sometimes the *Bona/Boomerang* schooner is confused with the racing cutter *Bona* (N.Z. home bred) whose last significant racing was in 1927 under Harry Fitzpatrick (after Oscar Curtis gave up). *Bona* reached Sydney in 1899 and was owned by J.E. Chinnery.

I did not intend to go this far but to remark on some part without the rest seems irresponsibly lazy.

I do not suggest that any printed errata be published, but rather that the individuals who provided you with the published accounts be informed, so that repetition is less likely and you may find it of interest.

J.M. Coxon
(an old timer)
Minyama, Queensland

We believe this a most interesting addition to the Morna Log article. Many Thanks, Jim. Ed.

AUSTRALIANS are notorious for elevating their heroes to great heights only to be knocked down the first time they put a foot wrong. But there is little danger this will happen to the country's newest hero, solo yachts-woman Kay Cottee.

This very unassuming and gutsy lady has won the hearts of many Australians, some of whom have never been in a boat or understood the potential dangers Kay Cottee faced every minute of the day during her mammoth round-the-world journey.

When she sailed into Sydney Harbour aboard *Blackmores First Lady* on June 5 completing the first non-stop solo circumnavigation of the globe by a woman, millions here and overseas cheered and applauded. Some even shed a few tears.

But in the mould of many other great achievers, 34-year-old Sydney boatbuilder downplayed her feat and still has difficulty coming to grips with the enormity of her history-making venture.

"I just don't understand all the fuss," Kay said, after 190 days alone at sea in a yacht smaller than many which race in the confines of Sydney Harbour every weekend. "I just went out for a sail."

Such comments are usual from Kay, whose down-to-earth outlook on life and sense of humour went a long way to helping her survive six gruelling months at sea.

These qualities can, to a certain extent, be attributed to Kay's upbringing by parents Jim and Joy McLaren. Her love for the sea is hereditary - Jim sailed his first Sydney to Hobart race in 1949 and today still works the waters of Sydney Harbour as a ferry skipper. The McLarens took Kay for her first sail when she was only two weeks old.

As a young girl with saltwater in her veins, Kay couldn't wait to start ocean racing herself. At only 11, she would take the VJ dinghy bought for her and her three sisters out on Kogarah Bay, and years before she would live for the moments when Sydney's infamous southerly busters lashed Botany Bay so Kay, her neighbour and his Labrador mutt called Dog could hit the water in his Skate dinghy.

In her teenage years she would crew for her father aboard his yacht in Sydney Harbour races. It was only a matter of a few short years later that Kay would start forming an idea for a voyage much more daring than a dash across Botany Bay.

When New Zealander Dame Naomi James set out from England in 1978 to sail singlehandedly around the world non-stop, Kay was 23 and feared she would never get her chance to be the first. But when Dame Naomi was forced to stop four times during her

attempt, Kay's dream grew until it became an obsession.

"I can't remember the exact time when I thought I would sail solo, non-stop around the world. But I thought more seriously about it when Dame Naomi James didn't make it - that's 10 years ago," Kay said. "But I couldn't think about having my own boat and being in a position to do it before some other country beat us to it."

The desire to achieve her goal grew even more fierce in 1985 when a friend lent Lay a Duncanson 35 yacht for a two-handed race from Pittwater to Lord Howe Island. Fellow sailor Linda Wayman crewed on the first leg and then Kay sailed back alone. When she got off the yacht in Pittwater she said "That's for me!"

Kay Conquers The World!

By Cathy McCabe

These intrepid sailors were the only all-girl crew in the 1986 Transfield Trans-Tasman race.

Determined to test her endurance and ocean racing skills, Kay sailed the return leg from New Zealand to Mooloolaba alone. After successfully completing that race, she felt ready to attempt to fulfill her dream.

With the support of friends and family and the courageous sponsorship of Blackmores Laboratories, courtesy of close friend Marcus Blackmore, Kay had the green light to go.

On November 29, 1987, she sailed out of Sydney Harbour on Day One of a journey during which Kay would pit herself against the worst Mother Nature could throw at her. Her first days at sea were spent fighting fierce storms which damaged her rudder - a problem she nursed for the remainder of the journey.

Despite feelings of homesickness and weariness from lack of sleep, Kay managed to sound happy and in control each night when she spoke to Penta Comstat's Jeanine and Derek Barnard or her parents or friends. She told them she spent what few minutes of the day she

had to herself reading, knitting and talking to her "stuffed" companion and confidante Teddy.

But as Kay sailed closer to completing the first leg of her journey - the rounding of the infamous Cape Horn - her composure began to slip. Deep in the terrifying "Screaming Fifties" latitudes, Kay's yacht was being hurled towards the most treacherous Cape in the world by waves 15m high and howling 75 knot winds.

Her only radio contact with the outside world at this stage was the radio operator aboard an Australian container ship which had rammed its way through the same gale three days earlier.

"This girl's a bit scared today," was all Kay could telex to the officer aboard the ACT 7. From the comparative

comfort of his massive craft, his reply was equally succinct: "Who wouldn't be?"

Kay said approaching Cape Horn instilled in her a feeling she had never experienced before - fear. "It was very rough and I was scared - there was nothing I could do to control what was going on," she said.

"I was really close to Cape Horn and it was blowing for days and days - I was in what I call the Screaming Fifties. The seas were mountainous and they just got bigger and bigger and bigger and I thought this is going to be a traditional Cape Horn rounding.

"The boat was fine riding the waves and going really well but then I just looked out and realised the waves were huge - 40 ft and higher.

"I was hitting 11 knots with the sea anchor out and no sails and I looked out of the companionway and the sea anchor was skipping across the surface because the boat was going so fast it couldn't grab into the water. I thought I have done just about everything I can to slow us down."

But on the day Kay reached the Horn

The Sponsors...

AFTER more than two years of operations, Conrad International Hotel and Jupiters Casino, has proven a winning combination.

As the complex celebrated its second anniversary in February, it defied the depressed world stock market by turning over a \$12.6 million profit for the six months ended December 31, 1987.

And the second half of the financial year has started in a very buoyant manner.

Since Jupiters Casino opened on November 23, 1985, with its official launch some three months later, it has become a prime destination for enjoyment and fun, with 14,000 people a day visiting the Casino.

Covering 60,000 square feet on two levels, Jupiters Casino has the appearance of a crystalline jewelbox against the spectacular curving backdrop of the 622 guest room Conrad International Hotel — the largest hotel in Australia.

The Casino provides over 100 gaming tables, including Roulette, Blackjack, Baccarat, Craps, Sic-Bo, and Jupiters Wheel, together with Two-Up, Keno and Video Gaming Machines.

The Video Gaming Machines have brought high technology into gambling, featuring varieties of Blackjack, the numbers game Keno, the Poker-Style Drawcard with huge jackpots of up to \$250,000.

Jupiters Casino has a total of 775 Video Gaming Machines — 125 Blackjack, 249 Drawcard and 401 Keno Games.

In 1987 alone, on the very popular Progressive type game, 65 people won collectively over \$1,000,000 for the year, and one local partron from the Gold Coast set an all-time Australian record payout of \$133,786.81.

The numbers game Keno has proven enormously popular with the public, with approximately 7,500 Keno Games played each month.

1988 has already proven a bumper year for Keno payouts, with two large wins of \$89,000 being paid out to a Brisbane mother of five, and a Sydney couple who both correctly picked out eight out of eight numbers on a \$2 jackpot ticket.

Each month, players who win \$50 or more on any single Keno Game or Video Gaming Machine become eligible for the Jupiters Jackpot of three fabulous prizes of a brand new car, a trip for two to Hawaii and a weekend for two



Jupiters

staying at Conrad International Hotel and Jupiters Casino.

Jupiters Casino operates 24 hours a day, 52 weeks of the year — except for the restricted hours on Christmas Day, Good Friday and Anzac Day. Table stakes vary from \$2 to \$200, \$5 to \$500 and \$25 to \$6,000.

Almost 1000 people are employed directly in the Casino operation. This includes approximately 850 dealers, Keno writers and runners, machine attendants and change persons for the Video Gaming Machines with the balance being management.

The \$210 million Conrad International Hotel and Jupiters Casino has set new standards for hotel, casino and convention facilities in Australia.

Located on Broadbeach Island in the heart of Queensland's Gold Coast, Australia's premier holiday destination, there can be no more spectacular setting. Set into 15 acres of landscaped gardens and parkland, the complex is an architectural masterpiece and a new and imposing landmark for Australia.

The complex is operated and managed by Conrad International Hotels, the international subsidiary of Hilton Hotels USA.

Over the past 65 years the name Hilton has come to symbolize the finest in accommodation, location, cuisine and, above all, service. Today, this tradition of superior accommodation and warm hospitality lives on in more than 340 Hiltons around the world.



operate three major hotel-casinos — the 3039 room Las Vegas Hilton, the largest resort/convention hotel in the world, the 2920 room Flamingo Hilton and the 595 room Reno Hilton in Nevada.

Conrad International Hotel, with 622 guest rooms and suites, is Australia's largest hotel. In Jupiters Casino you will find an electrifying atmosphere 24 hours a day. The Pavilion Convention Centre has been specifically designed as a totally self-supporting convention and meeting facility. The 1000 seat International Showroom features dazzling production shows. Four restaurants provide a great variety of culinary delights along with five bars for drinks and snacks.

Entertainment and dancing is provided in Fortunes, Jupiters Nightclub. There are 38 suites or penthouses with balconies or sun terraces. Features of all rooms include twice-daily maid service, mini bars with refrigerator service, tea and coffee making facilities, double-double and king sized beds, air conditioning, electronic key locks, colour television and round-the-clock casino gaming instruction channel.

Recreation facilities include four illuminated tennis courts, a heated swimming pool, spas, a health club and a jogging track set into the landscaped gardens.

The complex is a brief thirty minutes from the Gold Coast airport or slightly more than an hour south of Brisbane's International Airport.

The beach, which is patrolled by a surf life saving club, and the Pacific Fair Shopping Centre are both short walks across the island bridge.

Although an integral part of the hotel-casino complex, the Pavilion Convention Centre has been designed as a totally self-supporting convention and meeting facility. With a seating capacity of 2300 in theatre-style, the 17,000 sq. ft. of column-free area makes it Australia's largest hotel convention centre. The Pavilion can be divided into seven independent rooms and, in addition, there are five break-out meeting rooms.

The heart of the complex is undoubtedly the 24-hour, seven day a week Jupiters Casino, named after an

Aboriginal youth from the Charters Towers district of Northern Queensland who stumbled upon gold 100 years ago while searching for a wayward horse.

Another major entertainment attraction is the 1000 seat International Showroom whose major production, "Starz", played to packed houses for 18 months, has now been followed by "Galaxies" — A Journey Beyond Starz, which opened Saturday, August 1, 1987.

The Conrad International Hotel and Jupiters Casino is a landmark of which the Gold Coast and Australia can be proud — a distinctive complex of international standard.

Kay Cottee for Jupiters Regatta Ball

AUSTRALIA'S newest yachting celebrity, Kay Cottee, will be special guest at the gala Jupiters Sydney-Gold Coast Regatta Ball, at Conrad International Hotel and Jupiters Casino.

The ball, which will be held in the The Pavilion Ballroom from 8.00 pm on Wednesday, August 10, will be the social highlight of the week-long Regatta commencing Saturday, August 6, 1988.

Kay Cottee, the first woman to complete a solo, non-stop circumnavigation of the globe, will join other yachties and land-lubbers alike for the Regatta Ball.

Guests who attend the ball will be greeted with drinks on arrival followed by a sumptuous four course meal, wines and beer. Dancing will be of the tunes of the Manhattan Band with Vocalist Suzanne O'Connell, as the Pavilion Ballroom takes on a nautical atmosphere for the night.

The Regatta Ball, held by the Conrad International Hotel and Jupiters Casino in association with the Cruising Yacht Club of Australia and the Southport Yacht Club, celebrates the four races in the 1988 Jupiters Regatta.

The Jupiters Regatta Ball Committee on the Gold Coast is made up of: Jock Sturrock, Bill Fox, Marlene Fox, Geoff Gale, Barbara Harper, Ian Phillips and Joy Heldon and in Sydney, John Terry, Lesley Stephenson and Denis Dean.

Casino

The Conrad International Hotel and Jupiters Casino benefits from Hilton Hotels USA extensive experience in operating hotel-casinos. They presently

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RS15

Indian Pacific Aims at Jupiters Gold Coast Double

CLOURFUL Sydney yachtsman John Eyles has won more trophies than most in a sailing career spanning two decades, and he's out to win another major offshore race in 1988.

He has entered his 37-footer *Indian Pacific* for the Jupiters 1988 Sydney-Gold Coast Regatta with the aim of not only winning the series but also the race from Sydney for the second year in succession.

"Eylesie" as his sailing friends call the Sydney plumbing contractor and prominent member of Middle Harbour Yacht Club, claims he's no "pot hunter" - he just likes winning.

And he's certainly been on a winning streak with his latest *Indian Pacific*, a Davidson 37 launched in 1986.

Indian Pacific's victories on IOR corrected times overall have included the Bruce & Walsh offshore series in Sydney, Hamilton Island Race Week, the Club Marine Challenge in Sydney, and the 1987 Jupiters Sydney-Gold Coast Race. She has also won her division in the 1987 Sydney-Mooloolaba and AWA Sydney-Hobart races.

In 18 months of sailing, *Indian Pacific* has logged a remarkable 40,000 nautical miles, racing in NSW, Tasmania, Victoria and Queensland waters.



Delighted as he was with winning last year's Jupiters Gold Coast Race and the galeswept 1984 Sydney-Hobart in his previous *Indian Pacific*, John Eyles believes his greatest offshore racing effort was in last year's Sydney-Hobart.

"We were recalled at the start and lost an hour on the fleet, but we worked night and day to sail through to win our division," he says. "But for that hour I think we would have won the Hobart race."

Eyles and the key members of his crew Phil Wulff, Bob Joy, John Vale and James Merrington - all ex skiff-sailors like Eyles - are now preparing *Indian Pacific* for what will be her fourth voyage northwards to Queensland waters.

"The Jupiters Gold Coast Race is a great event, requiring keen sailing and

INDIAN PACIFIC ... continuing run of successes for John Eyles with his Davidson 37. (Emma Press pic)

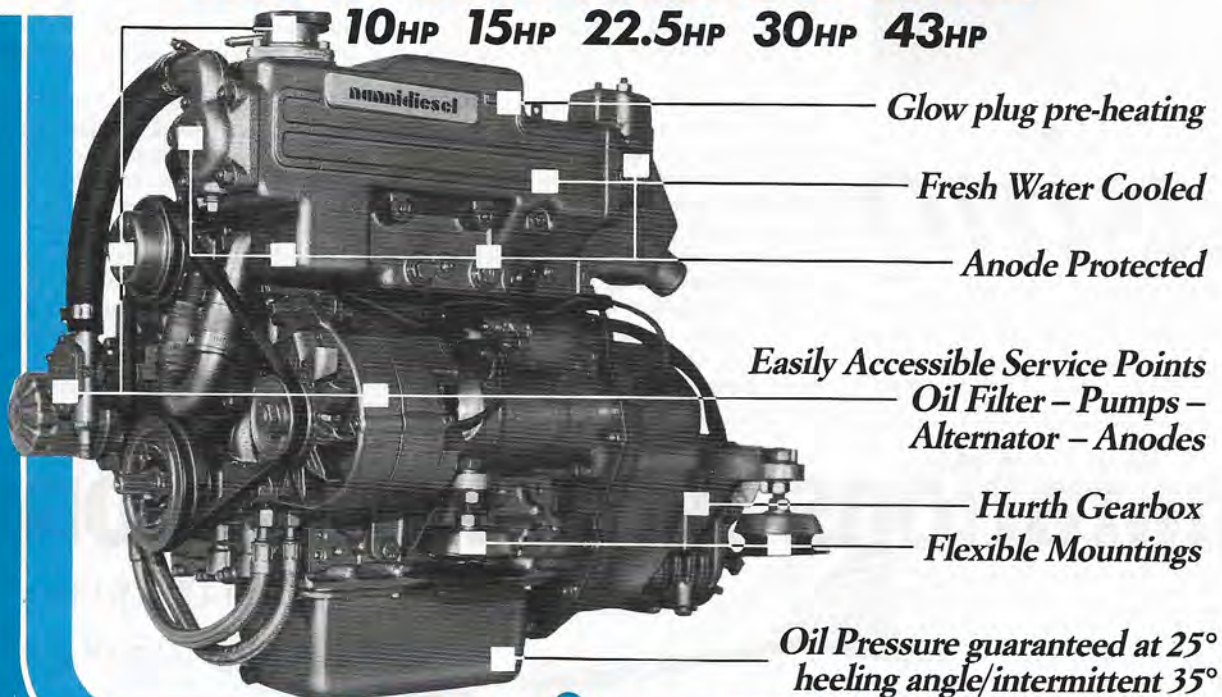
top tactics up the coast and this year there is the added interest of it being extended to a Regatta with three more races off the Gold Coast following the race from Sydney," skipper Eyles says.

"*Indian Pacific* is a yacht that goes well in all conditions and we are confident we can notch up our second win and celebrate with some of that special port that Jupiters are putting out to mark the race with our boat on the label."

(Conrad International Hotel and Jupiters Casino are presenting a special Jupiters Gold Coast Regatta Commemorative Port to mark the 1988 event - with the winner of the 1987 race, *Indian Pacific*, on the label.)

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CLM42/CJB

RS13

Regatta Information

CONDUCTING Club: Cruising Yacht Club of Australia, Rushcutters Bay, Sydney — Australia's leading ocean racing club and organiser of such major offshore events as the AWA Sydney-Hobart, Club Méditerranée Sydney-Noumea and the AWA Southern Cross Cup international teams series.

Host Club: Southport Yacht Club, Southport, Queensland. Founded in 1946 but restricted in its offshore racing activities until the opening in May, 1986, of the Gold Coast Seaway in place of the notorious Southport Bar at the entrance of the Nerang River. In addition to the Jupiters Gold Coast Regatta, from August 6-13, the club will again be conducting the 1989 XXXX Yachting Classic.

Major Sponsors: Jupiters Casino and Conrad International Hotel, Broadbeach Island, on the Queensland Gold Coast. Since its opening this international orga-

nisation has set new standards for hotel, casino and convention facilities in Australia.

Supporting sponsors: Vanguard Insurance, one of the largest insurance groups in the world; Pacific Fair whose huge shopping centre is located near Jupiters; and Australian Airlines, who are also supporting sponsors of the AWA Sydney-Hobart Race and major sponsors of the Australian Airlines Brisbane to Gladstone Race.

The Race: Start — from Sydney Harbour (off Steel Point) at 1300 hours on Saturday, August 6. Finish off Main Beach, Surfers Paradise just south of the Gold Coast Seaway entrance.

Distance: 380 nautical miles.

Race Record: 2 days 1 hour 19 minutes 41 seconds — by *Apollo* in the inaugural race in August, 1986. Average speed: 7.28 knots.

Position reports: Twice daily, 0630 (Group 1) and 0700 (Group 2) and 1500

(Group 1) and 1530 (Group 2) except for Saturday, August 6, when the reports will be at 1700 and 1730 hours. Race frequency: 4483 MHz. Radio relay vessel: Ketch *Rakiah* (Roger Walton).

Race Functions:

In Sydney:

Skippers' cocktail party, 1830 hours, Thursday, August 3, CYCA.

Race briefing, 1800 hours, Thursday, August 4, CYCA.

Crew farewell party, 1930 hours, Thursday August 4, CYCA.

In Southport:

Presentation of Trophies, Sydney-Gold Coast Race, Pacific Fair champagne breakfast, Wednesday, August 10.

Jupiters Gold Coast Regatta Ball, Jupiters Casino and Conrad International Hotel, Broadbeach Island, 2000 hours, Wednesday, August 10. Dress: formal or yachting jacket.

Race Information:

Sydney — record information on (02) 11690, personal information on (02) 327-1265.

Southport — (075) 91-1400 from 0830-2000 hours, starting Sunday, August 7.

Sunshine Coast Offshore Regatta (SCOR): This will be held the following week, with Race 1 a passage race from Southport to Mooloolaba, starting Monday, August 15 at 1000 hours.

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RS10

WHO'S HEADING FOR THE GOLD COAST?

THE third annual Jupiters Sydney-Gold Coast Regatta has again attracted a large and varied fleet of offshore racers as well as older, more cruising-orientated yachts heading north for the winter. When OFFSHORE went to press, the closing date for entries, July 11, had not been reached, with CYCA officials expecting late entries until August 1 — the race starts from Sydney on August 6. Here are the early entries for the passage race northwards and the three regatta races off the Gold Coast which follow:

AUMOANA

Sail No.: 112
LOA: 12.58m
Designer: Nat Herreshoff (USA)
Type: Cruising cutter
Owner/skipper: Peter Langman
Club: Royal Australian Navy Sailing Assn, NSW

This comfortable cruising cutter has made several Trans-Tasman crossings, cruised New Zealand's East Coast and the South Pacific Islands. Contested the Fiji to Vanuatu race in 1986 and the 1988 Bicentennial Tall Ships Race from Hobart to Sydney, gaining third on corrected time in Class C.

APOCALYPSE

Sail No.: 3579
LOA: 15.4m
Designer: Ben Lexcen (Aust)
Type: "Maxi chaser"
Owner/skipper: Barclay Wade
Club: Middle Harbour Yacht Club, NSW

One of two 50-footers built to this design by the late Ben Lexcen. While they both proved fast off-the-wind, neither has yet been able to get among the top placings on corrected time under IOR ratings.

BIG SCHOTT

Sail No.: 2111
LOA: 12.5m
Designer: Doug Peterson (USA)
Type: Masthead sloop
Owner/skipper: Peter Bush
Club: Cruising Yacht Club of Australia, NSW

Imported from the USA, *Big Schott* was briefly known as *Sweet Caroline* when raced by Marshall Phillips in the Australian Clipper Cup team in 1978. Tony Pearson changed the name back to the original and she is now a regular racer with the CYCA under the ownership of Peter Bush. Although somewhat dated in design, she still goes well to windward in a breeze.

BLUE MAX II

Sail No.: 189
LOA: 12.2m
Designer: Laurie Davidson (NZ)
Type: One Tonner
Owner/skipper: Jim King/F. Williams
Club: Royal Prince Alfred Yacht Club, NSW

Built for the 1987 Admiral's Cup trials, the One Tonner has improved with age — or the experience of the crews which have sailed and tuned her. Under her previous ownership, *Blue Max II* finished an excellent 20th overall in the last Sydney-Hobart. She now races out of Pittwater and will be raced hard by a keen crew.

CEILIOH

Sail No.: PH 36
LOA: 9.55m
Designer: Laurie Davidson (NZ)
Type: Half Tonner
Owner/skipper: John Ewbank
Club: Port Hacking Ocean Yacht Club, NSW

An early Davidson design (1977), this little boat is sailed exceptionally well by owner John Ewbank and his crew. Last year she finished 2nd in Division 3 of the Jupiters Sydney-Gold Coast race, and 14th overall.

CHALLENGE II

Sail No.: 5339
LOA: 14.0m
Designers: Sparkman & Stephens (USA)
Type: S&S 46
Owner/skipper: Jim Daley
Club: Cruising Yacht Club of Australia, NSW

Famous former Victorian yacht which, when owned by Lou Abraham, won the Great Circle Race around Tasmania, a Sydney-Suva race, represented Australia in the Clipper Club in Hawaii, won the King of the Derwent and in 1983 became the first Melbourne yacht to win a Sydney-Hobart. Raced regularly by her present owner, winning the Illingworth Trophy in the 1988 Sydney-Mooloolaba.

CITY LIMITS

Sail No.: 4216
LOA: 10.8m
Designers: Sparkman & Stephens (USA)
Type: Prestige Yachts 34
Owner/skipper: Michael Carr
Club: Kiama Cruising Yacht Club, NSW

In her first Sydney-Hobart in 1984, *City Limits* won her division and finished an impressive eighth overall in heavy weather conditions. As owner/skipper Michael Carr comments: "The boats performs well when others retire!"

DOUBLE IMAGE

Sail No.: 5131
LOA: 12.15m
Designer: John Lidgard (NZ)
Type: Cruiser/racer
Owner/skipper: G.W. Jarrett
Club: Royal Motor Yacht Club (Broken Bay), NSW

Owner/skipper Jarrett has been racing and cruising yachts in New Zealand and Australia since 1954. He sailed this stoutly-built Lidgard 40 into second place in the IOR division of the 1984 race from Taurang (NZ) to Vila (Vanuatu) and last year sailed in his first Sydney-Hobart.



DR WHO

Sail No.: 3105
LOA: 15.8m
Designer: Laurie Davidson (NZ)
Type: Fast cruiser/racer
Owner/skipper: George Snow
Club: Cruising Yacht Club of Australia, NSW

Canberra yachtsman Snow won the 1987 Club Med Sydney-Noumea Race with *Nadia IV*, and has now bought the larger of the former *Dr Dons* owned by Rod Muir. She is a particularly fast boat off-the-wind and in a fresh southerly or south-wester will be right up with the leading yachts as they head up the NSW North Coast. Placed 10th overall in this race last year, finishing only two hours behind *Sovereign*.

FANNY ADAMS

Sail No.: 2790
LOA: 13.1m
Designer: Joe Adams (Aust)
Type: Adams 13
Owner/skipper: Stephen Chapman
Club: Lake Macquarie Yacht Club, NSW

This Joe Adams designed sloop has sailed thousands of sea miles since being bought by the Chapman family who race with the Lake Macquarie Yacht Club near Newcastle. *Fanny Adams* is a regular competitor in long offshore races from the East Coast of NSW.

FICTION

Sail No.: 2153
LOA: 9.30m
Designer: Doug Peterson
Type: Half Tonner
Owner/skipper: G.A. Blaxell
Club: Cruising Yacht Club of Australia, NSW

Older Peterson designed Half Tonner built as a production yacht in New Zealand by Cavalier Yachts. Still sails well in club races and finished fifth in IOR Division C of last year's Gold Coast race.

FIRETEL

Sail No.: A 50
LOA: 10.0m
Designer: Dick Carter (USA)
Type: Carter 33
Owner/skipper: R.H. Lawler and K. Taylor
Club: Sydney Amateur Sailing Club, NSW

This well-raced Carter 33 launched back in 1982 is still capable of good results in long ocean races, a sistership finishing second in the 1979 Hobart race. *Firetel* has raced to Hobart five times and has competed in both previous Gold Coast races.

HAMMER OF QUEENSLAND

Sail No.: 07
LOA: 20.5m
Designer: Kel Steinman (Aust)
Type: "Pocket" maxi
Owner/skipper: Arthur Bloore
Club: Royal Queensland Yacht Squadron, Qld

The largest yacht in this year's Jupiters Sydney-Gold Coast race this radical "pocket" maxi made her racing debut in the last Sydney-Hobart when rigging problems affected her performance. However, owner/skipper Bloore gained his first victory in the Bicentennial Tall Ships race back from Hobart, sailing with half his crew sail trainees to finish first on corrected time. Since then "*Hammer*" has taken line honors in the 1988 Australian Airlines Brisbane to Gladstone race and must be favourite to be first to Southport in this race.

HAUPIA

Sail No.: 5350
LOA: 11.0m
Designer: Johnston (USA)
Type: J-35
Owner/skipper: Tom Johnston
Club: Cruising Yacht Club of Australia, NSW

The first J-35 (an offshore racing development of the J-24) built *Haupia* was built in the USA by Tillitson Pearson and launched last year. While skipper Tom Johnston says the boat is still being optimised, she showed her potential by finishing first on Australian TCF and second on IOR ratings in the Sydney-Newcastle and return races earlier this year.

HEART OF OAK

Sail No.: 3705
LOA: 9.7m
Designer: Wyatt & Freeman
Type: Cruiser/racer
Owner/skipper: Malcolm S. Barlow
Club: Royal Sydney Yacht Squadron, NSW

Comfortable cruiser/racer which this pioneer winch-designer has competed in both previous races to the Gold Coast — obviously with enjoyment.

HELENA
Sail No.: 1794
LOA: 9.75m
Designer: Laurie Davidson (NZ)
Type: Cavalier 30
Owner/skipper: Ian Cox
Club: Southport Yacht Club, Qld

Since competing in the 1987 Jupiters Gold Coast Race, Ian Cox and his wife have moved to the Coast, but bringing their Cavalier 30 back down to Sydney to again compete in the 1988 race. Last year they finished 11th in Arbitrary Division B of the Sydney-Gold Coast Race, but they had a fourth and first in the Range Rover Regatta from Sydney to Port Stephens and return.

HELMSMAN
Sail No.: 3650
LOA: 13.6m
Designer: Henson
Type: Cruising cutter
Owner/skipper: Robert Segaert
Club: Cruising Yacht Club of Australia, NSW

This fast, but comfortable cruising cutter won the arbitrary division of the 1986 Sydney-Noumea race and also sailed in the 1986 Sydney-Gold Coast Race. Since being launched in 1977, *Helmsman* has raced from Sydney to Noumea, Auckland to Suva, Wagerai to Noumea and Brisbane to Noumea.

HORNET
Sail No.: 3712
LOA: 11.23m
Designer: Sparkman & Stephens (USA)
Type: S&S 36
Owner/skipper: The Sting Syndicate
Club: Cruising Yacht Club of Australia, NSW

Another ocean racing yacht owned by a syndicate, *Hornet* is sailed by three co-owners who between them have notched up many ocean races, skipper Jack Rigg sailing in eight Hobarts.

HOT TUB
Sail No.: 4222
LOA: 12.5m
Designer: Atkinson
Type: Fast cruiser/racer
Owner/skipper: Mike de Berg
Club: Royal Prince Alfred Yacht Club, NSW

Mike de Berg is an experienced ocean racing yachtsman who obviously favors races northwards in the autumn and winter. With this fast cruising boat he has contested only two long races so far, finishing third in the last Coffs Harbour race and fifth in their division of the 1988 Sydney-Mooloolaba.

INCH BY WINCH
Sail No.: 393
LOA: 13.4m
Designer: Doug Peterson (USA)
Type: Peterson 44
Owner/skipper: Joe Goddard
Club: Cruising Yacht Club of Australia, NSW

Launched by a syndicate in 1981 as a contender for the Australian Admiral's Cup team, *Inch by Winch* failed to impress in the team trials, but has since been a regular entrant in passage races from the Australian East Coast under Joe Goddard, usually with the same experienced crew. Her best performances have been in races from Gosford to Lord Howe Island, including line honors.

INDIAN PACIFIC
Sail No.: MH 9
LOA: 10.97m
Designer: Laurie Davidson (NZ)
Type: Davidson 37
Owner/skipper: John Eyles
Club: Middle Harbour Yacht Club, NSW

Winner on corrected time of the 1987 Jupiters Sydney-Gold Coast Race, this well-sailed, fast three-quarter tonner has logged a remarkable 40,000 sea miles in 18 months of racing in NSW, Tasmania, Victoria and Queensland waters. Her successes include the 1987 Hamilton Island Race Week, the 1987 Jupiters Gold Coast Race, the Bruce & Walsh offshore series, the Club Marine Challenge, plus winning her division in the last Hobart race.

JANAWAY
Sail No.: 666
LOA: 17.0m
Designer: Brian Perry (Aust)
Type: Masthead cruising sloop
Owner/skipper: Brian Perry
Club: Southport Yacht Club, Qld

Designed and built by owner Brian Perry, this big masthead sloop is one of the larger boats in the fleet, but is essentially a cruising yacht and will be racing under the PHS handicaps.



JOAN OF ARK
Sail No.: 4462
LOA: 9.7m
Designer: Laurie Davidson (NZ)
Type: Cavalier 34
Owner/skipper: EastSail
Club: Royal Prince Alfred Yacht Club, NSW

This yacht is part of the charter fleet owned by EastSail at Rushcutters Bay, Sydney, and will be crewed by experienced tutors and sail trainees. *Joan of Ark* is an MSB approved training yacht and is fitted with furling headsails and a "training" spinnaker, so the object is to gain experience for the EastSail trainees.

LEROY BROWN
Sail No.: R 33
LOA: 10.2m
Designer: Laurie Davidson (NZ)
Type: Three-quarter tonner
Owner/skipper: Warren Wieckmann
Club: Royal Prince Alfred Yacht Club, NSW

Formerly the fast Victorian sloop *Chutzpah*, this Davidson designed 33-footer won the Victorian IOR winter series last year and went on to finish 6th overall and win Division D of the last AWA Sydney-Hobart. Her new owner has put together a top crew for the Gold Coast, including international helmsman Graeme Jones.

MADMAN'S WOODYARD
Sail No.: 4803
LOA: 9.4m
Designer: Ed Dubois (UK)
Type: Half Tonner
Owner/skipper: C. Barling/J. Tessell
Club: Sydney Amateur Sailing Club, NSW

One of several Dubois Half Tonners which have done exceptionally well in offshore racing in Australia, Madman's Woodyard won the 1986 Founders' Cup with the CYCA. Her owners will again have a duel with the "Zulu" team and in light conditions could hold their own on overall corrected time.

MAGIC FORMULA
Sail No.: 3837
LOA: 11.27m
Designer: Laurie Davidson (NZ)
Type: Cavalier 37
Owner/skipper: Richard Robinson
Club: Cruising Yacht Club of Australia, NSW

Comfortable cruiser/racer designed by Laurie Davidson and built in New Zealand by Cavalier Yachts, *Magic Formula* raced to the Gold Coast last year.

MARLOO
Sail No.: 253
LOA: 12.73m
Designer: Doug Peterson (USA)
Type: Masthead sloop
Owner/skipper: George Girdis
Club: Cruising Yacht Club of Australia, NSW

This well performed, but older designed ocean racer made a welcome return to ocean racing this time last year under former CYCA Commodore George Girdis. She was placed 17th on corrected time in the Gold Coast Race but suffered a 20 per cent penalty following a protest, still placing 7th in the IOR Division A.

MERCANTILE CREDITS
Sail No.: 3663
LOA: 12.82m
Designer: Ron Holland (Ire)
Type: Admiral's Cupper
Owner/skipper: Graham Lambert and Partners
Club: Royal Sydney Yacht Squadron

Better known as *Too Impetuous*, this 42-footer was built as a contender for the Australian Admiral's Cup team but failed to make it, sailing instead for Papua New Guinea in 1983. Skipper Lambert sailed his previous yacht, *Impetuous*, in the winning 1979 team. Won IOR Division A of this race last year.

MERCEDES IV
Sail No.: 1224
LOA: 12.7m
Designer: Ted Kaufman (Aust)
Type: Former Admiral's Cupper
Owner/skipper: Peter Stronach
Club: Cruising Yacht Club of Australia, NSW

Fourth in a line of famous yachts named Mercedes, designed by Ted Kaufman, *Mercedes IV* was a member of the Australian Admiral's Cup team in 1975, with a fourth and a sixth to her credit in Sydney-Hobart races. No longer competitive under IOR, the green-hulled 44-footer is still a fast passage maker and could do well under Channel Handicaps.

MORNING TIDE
Sail No.: A 94
LOA: 10.33m
Designers: Sparkman & Stephens (USA)
Type: S&S 34
Owner/skipper: James Lawler
Club: Sydney Amateur Sailing Club, NSW

Built in 1975 by Swarbrick Bros in WA, *Morning Tide* is one of the famous line of S&S 34s which went into production following the Sydney-Hobart win of *Morning Cloud*, skippered by British Prime Minister Edward Heath. *Morning Tide* finished first in Division C of last year's Jupiters Gold Coast Race and later in the year won the coveted Samuel Pepys Trophy in the AWA Sydney-Hobart.

MUCH ADO
Sail No.: 3666
LOA: 10.05m
Designer: Ed Dubois (UK)
Type: Fractional rig sloop
Owner/skipper: John Corrie
Club: Cruising Yacht Club of Australia, NSW

Since being bought by John Corrie, *Much ADO* has contested the 1987 Jupiters Gold Coast race (2nd IOR Division C and 12th overall) and the AWA Sydney-Hobart race (75th overall and 16th Div C) but could go well in moderate conditions in this 1988 race to Southport.

NEVER SATISFIED
Sail No.: 2189
LOA: 10.34m
Designer: Bruce Farr (NZ)
Type: Farr 1104
Owner/skipper: Noel Allen
Club: Royal Prince Alfred Yacht Club, NSW

Production Farr 1104, *Never Satisfied* won Division C of the CYCA LOPS two summers ago. Races well with RPYC fleet out of Pittwater.

NEW HORIZONS
Sail No.: M 236
LOA: 11.2m
Designer: Laurie Davidson (NZ)
Type: Cavalier 37
Owner/skipper: Max Kelaher
Club: Lake Macquarie Yacht Club, NSW

A well-sailed Cavalier 37 from Lake Macquarie which will be competing in the CHS division of this year's race to the Gold Coast after sailing Arbitrary last year.

OUTLAW
Sail No.: 432
LOA: 12.19m
Designer: John Sayer (Aust)
Type: Fraction rig sloop
Owner/skipper: Ian Griffiths
Club: Mooloolaba Yacht Club, Qld

Designed by Mooloolaba yachtsman John Sayers and built of cedar and glass, she has raced regularly in two-handed offshore events, including the Sydney-Coffs Harbour race last year.

Who's Going to the Gold Coast

OUTRAGEOUS

Sail No.: 653

LOA: 11.3m

Designer: O. Richards (NZ)

Type: Fractional rig racer

Owner/skipper: Jan Partridge

Club: Coffs Harbour Yacht Club, NSW

The only woman owner/skipper in the race, Jan Partridge has been competing in offshore races for the past five years. She won divisions of the Pittwater-Coffs Harbour, Sydney-Gold Coast and Lord Howe Island races with her previous racer *Vitamin C*, and bought *Outrageous* about six months ago — with her sights set on the 1988 Sydney-Hobart race.

PLANET X

Sail No.: 4430

LOA: 9.14m

Designer: Joe Goddard Jnr (Aust)

Type: Lightweight Half Tonner

Owner/skipper: EastSail/Joe Goddard Jnr

Club: Cruising Yacht Club of Australia, NSW

Skipper Joe Goddard Jnr proudly declares his light displacement Half Tonner as "Australian Built, Designed and Crewed!" His crew are instructors from his EastSail sailing school at Rushcutters Bay who earlier this year sailed *Planet X* to fourth in Division D of the Sydney-Mooloolaba race.

POLAR BEAR

Sail No.: 2999

LOA: 12.8m

Designer: Jack Savage (Aust)

Type: Savage 42

Owner/skipper: M.P. Levy and D.J. Watson

Club: Royal Sydney Yacht Squadron, NSW

This comfortable but fast cruiser/racer designed by Jack Savage competed in last year's Gold Coast Race and had the distinction of beating the mighty maxi *Sovereign* to Newcastle — admittedly, it was fairly light weather. However, to show that that was no flash in the pan, *Polar Bear* went on to finish first on corrected time in Arbitrary Division B and must stand a good chance in this year's Channel Handicap division.

QUEENSLAND MAID

Sail No.: 400

LOA: 12.19m

Designer: Bruce Farr (NZ)

Type: One Tonner

Owner/skipper: Bob Robertson

Club: Mooloolaba Yacht Club, Qld

The first Farr 40 built in Queensland by owner/skipper Bob Robertson, *Queensland Maid* represented Queensland in last year's AWA Southern Cross Cup, sailing impressively in her first series. In the Sydney-Hobart race she finished 33rd overall and 13th in her division. Owner/skipper "Robbo" Robertson won last year's Gladstone race with the chartered *Witchcraft*.

RAGER

Sail No.: 5600

LOA: 17.0m

Designer: Greg Elliott (NZ)

Type: "Maxi chaser"

Owner/skipper: Mike Clements

Club: Cruising Yacht Club of Australia, NSW

Launched late last year, *Rager* is an interesting lightweight design, carrying a huge mainsail. In her first Hobart race she was right up the maxi yachts as they ran south under spinnaker, showing tremendous speed potential and will be one of the frontrunners in this race.

RATU VI

Sail No.: 5661

LOA: 10.36m

Designer: B. Stewart (NZ)

Type: Stewart 34

Owner/skipper: K. Peterson

Club: Royal Sydney Yacht Squadron, NSW

The Stewart 34 keelboat class began in 1959 when Bob Stewart designed the yacht as a production cruiser/racer in New Zealand. Since then 60 have been built, with the yachts being used for the International Citizen Watch match-racing series in Auckland each year. Design and handling has been proven over many years of local racing in NZ and offshore to Suva, Noumea, Sydney-Hobart, Auckland-Mooloolaba while one boat has made three Atlantic crossings.

RAUCOUS

Sail No.: 4996

LOA: 10.33m

Designer: Laurie Davidson

Type: Davidson 36

Owner/skipper: Denis Rourke

Club: Cruising Yacht Club of Australia, NSW

A sistership to the well-performed *Kings Cross*, *Raucous* finished 44th in last year's 146-boat fleet in the Sydney-Hobart and 8th in her division, which was a most creditable performance. Will be in a group of 36 and 37-footers fighting for corrected time honors in this year's Gold Coast race.

RUFF 'N TUMBLE

Sail No.: MH 80

LOA: 13.1m

Designer: Peter Cole (Aust)

Type: Cole 43

Owner/skipper: Lindsay Rose

Club: Middle Harbour Yacht Club, NSW

Designed by Peter Cole in 1979, the Cole 43 cruiser/racer is still being built at Gosford by East Coast Yachts — and they are still winning offshore races — including the last Lord Howe Island race. *Ruff 'n Tumble* has logged many thousands of sea miles and this year her owner has elected for the PHS division rather than IOR.

RUSSELL DEAN II

Sail No.: 4017

LOA: 9.5m

Designer: Peter Cole

Type: East Coast 31

Owner/skipper: Michael Brown

Club: Royal Motor Yacht Club (Broken Bay), NSW

The first yacht to be entered for the Jupiters 1988 Sydney-Gold Coast Regatta, *Russell Dean II* figured in a dramatic end to last year's race when the little Half Tonner had to battle a severe storm off the Far North Coast of NSW before reaching Southport safely.

SINGAPORE GIRL

Sail No.: 4048

LOA: 10.2m

Designer: Laurie Davidson (NZ)

Type: Three-quarter Tonner

Owner/skipper: Peter Steigrad

Club: Royal Sydney Yacht Squadron, NSW

One of the most successful Davidson designs racing in Australia winning the CYCA's Blue Water Championships 1988, finishing top boat on IOR and Australian TCF. In last year's Jupiters Sydney-Gold Coast Regatta, *Singapore Girl* had the best overall corrected time but suffered 20 per cent penalty after a protest. Obviously skipper Peter Steigrad will be out to make up for that setback in this year's race, with the promise of great duels with yachts like *Indian Pacific* and others.

STARLIGHT EXPRESS

Sail No.: KZ 6006

LOA: 16.7m

Designer: Laurie Davidson (NZ)

Type: "Maxi-chaser"

Owner: C.W. Reynolds Skipper: Ian Treleaven

Club: Cruising Yacht Club of Australia, NSW

New Zealand-owned, *Starlight Express* has been racing out of the CYCA for the past three seasons, and is one of the fastest 55-footers in the country. She will certainly be one of the pacesetters in this race. *Starlight Express* survived 90 knot winds and huge seas when hit by the tailend of a cyclone off the northern tip of NZ near the end of the Trans Tasman Race from Sydney to Auckland earlier this year.

SEAHAWK

Sail No.: A 99

LOA: 11.6m

Designer: Bruce Farr (NZ)

Type: Fast cruiser/racer

Owner/skipper: James Davern

Club: Sydney Amateur Sailing Club, NSW

Previously raced as *Haukeye*, this fast cruiser/racer designed by Bruce Farr is a regular competitor in long offshore races, skippered by Jim Davern, the producer of the well-known television program, *A Country Practice*. After finishing second in Arbitrary Division A in the past two Gold Coast races, Davern feels he deserves a win this year.

SHERATON HOBART

Sail No.: 4117

LOA: 12.2m

Designer: Bruce Farr (NZ)

Type: One Tonner

Owner/skipper: Ian Smith

Club: Royal Yacht Club of Tasmania (Tas)

As *Sagacious*, this Farr One Tonner won the 1985 Sydney-Hobart, going on to win the Sydney-Mooloolaba race and Hamilton Island Race Week in 1986. Now owned

by Hobart yachtsman Ian Smith, the boat enjoys sponsorship from the Sheraton Hotel, adjacent to Constitution Dock where the Sydney-Hobart fleet moors each year after the 630 mile bash from Sydney. A strong chance to add to her record in this race.

SKEDADDLE

Sail No.: 374

LOA: 11.04m

Designer: Bruce Farr (NZ)

Type: One Tonner

Owner/skipper: Rod Smith

Club: Royal Queensland Yacht Squadron, Qld

Lightly raced Farr One Tonner which has the potential to do well in this race for prominent RQYS member Rod Smith.

THE DOCTOR

Sail No.: 4105

LOA: 13.8m

Designer: P. Atkinson (NZ)

Type: Fraction rig sloop

Owner/skipper: Ian Mansell

Club: Cruising Yacht Club of Australia, NSW

Previously raced as *Dr Dan* when owned by Rod Muir, this fast 45-footer will be one of the front-runners to the Gold Coast. Owner Ian Mansell sailed *The Doctor* to first place in last summer's CYCA Short Haul division spring pointscore.

THE SYNDICATE

Sail No.: 3955

LOA: 9.4m

Designer: Ed Dubois

Type: Half Tonner

Owner/skipper: David Stewart, Ian Downing, Bob Evans, Mark Richards

Club: Royal Prince Alfred Yacht Club, NSW

Another of the light displacement Half Tonners designed by Ed Dubois which have done so well in Australian offshore races, particularly races like the Sydney-Mooloolaba and the Brisbane-Gladstone, and the Pittwater-Coffs Harbour — which *The Syndicate* won last year.

2001

Sail No.: 5225

LOA: 9.08m

Designer: Ron Holland (Ire)

Type: Half Tonner

Owner/skipper: Barry Barnes

Club: Middle Harbour Yacht Club, NSW

2001 has been cruised and raced extensively in Tasmania and Victorian waters by previous owners, including a fourth in the IOR division of the 1986 Devonport race. Under her ownership, 2001 is currently second in MHYC's winter pointscore.

VENTURER

Sail No.: 471

LOA: 12.6m

Designer: Sparkman & Stephens (USA)

Type: Cruising cutter

Owner/skipper: Ossi Laurikainen

Club: Queensland Cruising Yacht Club, Qld

Launched this year, *Venturer* is designed for cruising, being fully fitted with teak and silver ash. The Laurikainens competed in the 1988 Brisbane to Gladstone race, finished 14th under arbitrary handicaps and 20th in the Channel Handicap division. They will be racing under CHS to the Gold Coast.

WALK ON THE WILDSIDE

Sail No.: RQ 007

LOA: 17.37m

Designer: Jim Inglis

Type: "Maxi chaser"

Owner/skipper: Ken Lipke

Club: Royal Queensland Yacht Squadron, Qld

This will be the first long ocean race for this 57-foot version of Jim Inglis' exceptionally fast 37-footer, *Boundary Rider*. She carries a huge rig on a 90-foot mast and with a light displacement planing hull should be one of the pacesetters in a fast race north. Her crew are mainly ex 16-foot skiff sailors.

WINE DARK

Sail No.: 3781

LOA: 11.6m

Designer: Herreschoff (USA)

Type: Fast cruising ketch

Owner/skipper: John Barton

Club: Cruising Yacht Club of Australia, NSW

Television commentator John Barton is taking time off to skipper his beautiful cruising ketch to Southport. He claims that as the fastest Herreschoff 38 ketch sailing out of the CYCA, she has built up a fearsome reputation as a competitive cruiser and expects to do well heading north.

John McConaghy

IT would be expected of most parents to be justifiably proud of a 13-year-old son who had just completed building his first sailing dinghy.

But it was not the case for John McConaghy, now one of the world's best high-tech boat builders.

He suddenly found himself kicked out of the house and banished to the backyard.

The skills he had displayed in building his Moth were not in question.

It was the decision of the young sailor to build his boat in his bedroom and then varnish the finished product on the dining room table.

It was all too much for his mother who promptly banned all future works from the house and confined them to the back shed.

The minor setback didn't dampen the enthusiasm of the young sailor who continued to build his own boats and, as he became more proficient, for others within his club.

His interest in boats saw him turn to a career in marine engineering when he was 17 but after a year he found he wanted to go another direction so took a boatbuilding apprenticeship with Pattons Slipways.

During those five years McConaghy continued to sail and build Moths, finally turning to 14ft skiffs when he was 21.

To celebrate the passing of his apprenticeship McConaghy travelled to Perth to contest the 14th national titles, then spent a further three months touring Australia.

No sooner had he arrived back in Sydney, he was given an order to build a Moth, the first of many which flowed in that year.

Finding the back shed a little too small for his liking, he moved to a double garage in Queenscliff.



There he built a Moth a week for the next three years, nearly all of Sydney's Moth fleet.

It was then orders started to flow for other dinghy classes, such as the Northbridge Senior.

He was forced to hire help and, at the same time, move to larger premises in Chard Road, Brookvale.

With 1,000 square feet of space, McConaghy felt that whatever he couldn't build there he didn't want to know about.

But he didn't reckon on Iain Murray

WINDWARD PASSAGE II, Australia's newest maxi yacht built by John in Sydney by John McConaghy, recognised as a world leader in the construction of high-tech ocean racers.

and his string of 18ft skiffs called Color-7.

They would eventually take him into the high-tech boat building industry and to the top of the construction tree.

The first Color-7 was built in 1975 — constructed of marine ply.

But in 1976 McConaghy and Murray toured the USA visiting manufacturers

of material — used in the aerospace industry.

That year he built the first kevlar-nomex honeycomb 18-footer. It was the start of composite high-tech boatbuilding in Australia.

The following year saw carbon and honeycomb used and in 1978 the first of the pre-preg 18-footers turned out.

McConaghy then found his talents were not just wanted by the 18-footers but for new breed of high-tech racing yachts as well. It meant a move to larger premises in Winbourne Road then to his

It was built using Klegecell and kevlar. There followed a 'lot of other yachts and other things as well' but specialising in one-off construction.

The boats that have passed through his shop read like the who's who of yachting.

Names like *Drake's Prayer*, *Sweet Caroline*, *Diehard*, *The Office*, *Madeline's Daughter*, *Great Expectations*, *Sagacious V*, *Great News*, *Thunderdome*, *Public Nuisance* and *Hot August Night*.

The latest creation to pass out of his shop is Rod Muir's ultimate 80ft ocean racer, *Windward Passage II*.

It is the first monocoque structure in the world to be built from carbon fibre, nomex and kevlar and took McConaghy 10 months to complete.

Building the boat, according to McConaghy, was fairly basic.

"But if you leave one out you will probably blow it."

He spent 10 months building the boat, yet finished it on time and within 10 per cent of budget, a mighty effort for such a complex job.

Construction went without a hitch, even though it had never been done on such a scale anywhere else in the world before.

"It took a fair bit of time to set the plug up because we had to hot wire it," explained McConaghy.

"Hot-wiring is a very complex circuit of wires that are set into the surface of the plug then glassed over.

"These wires then run to a control box which is able to ramp the temperature recommended by SP Systems (who supplied all the materials) for the hull.

"Then we had to build a fully air-conditioned tent around the plug to de-humidify the air. It was critical if the pre-preg material was to work properly.

"In fact, it was one of the most important things we did during construction. Any leak and the resin would not have cured.

"Once the plug was ready, the honeycomb was fitted then pulled off again.

"The plug was then teflon coated for easier release.

"The inner skins, nearly all carbon fibre, were then layed on. The core was then put onto them.

"The whole lot was then vacuumed on (using three special electric machines and one petrol backup in case of power failure) over three days while the skin was still wet.

"Once the core was vacuumed on, a controlled ramp rate to 75 degrees celsius was applied and held for five hours.

"The lay up of the boat was done by two shifts of 10 men for 10 hours for

BOAT BUILDER

This back-yard boat builder is now a world leader in high-tech hulls

present factory in South Creek Road, Dee Why.

The first of the high-tech yachts, designed by Ed Dubois for Peter Kurts, was called *Once More Dear Friends*.

"There are a million and one traps when building a boat like *Passage*," said McConaghy.

"Once you know what to do, and follow the steps, it's fairly basic.



WINDWARD PASSAGE II is lifted into the water, revealing long shallow body and deep keel and rudder.

three days, then the core was cooked for a day.

"There was obviously a million small things done in between. These are just the basic steps.

"Then, all the vacuum bags were pulled off.

"The next step was what we call a keel solid.

"All the honeycomb had to be taken away and replaced with solid glass, 40 mil thick around the keel and rudder and other solid areas.

"Then the outer skins were put on (nearly all carbon fibre) with a lot of uni-directional E-glass in high load areas around the keel and vacuumed on.

"Then followed a fairly similar heat up and cook again for five hours.

"The hull was then basically finished.

"The deck followed, basically, the same procedure.

"It is 25 mil honeycomb with H250 divinacell solids (a heavy density foam) used where fittings were to be placed.

"A fairly complex laminate was used on the deck with a lot of uni-directional carbon fibre taking loads from winches and tracks and spanning them across the deck."

Prior to construction testing was done on materials which ensured a trouble-free run for McConaghy.

A critical factor was the air-conditioning of the whole area.

"We had to get rid of all moisture out of the area otherwise there would have been no cure with the resins," explained McConaghy.

"We did have problems with initial tests on panels (a metre square in the same laminates as the boat) which would have been major had they happened on the real thing.

"We were actually building little boats a metre square and testing until we got it right and 100 per cent happy that the thing was going to work.

"Another problem associated with a boat of this size is the massive area which has to be heated. Expansion, normally, is very hard to control.

"This was limited by using the heated wire method. This made sure the heat only got to the areas we wanted to heat, not the whole area.

"In other words that whole plug didn't get to 75 degrees, only the very outer surface did which stopped the massive distortion which would have occurred if we had put the whole lot in an oven!

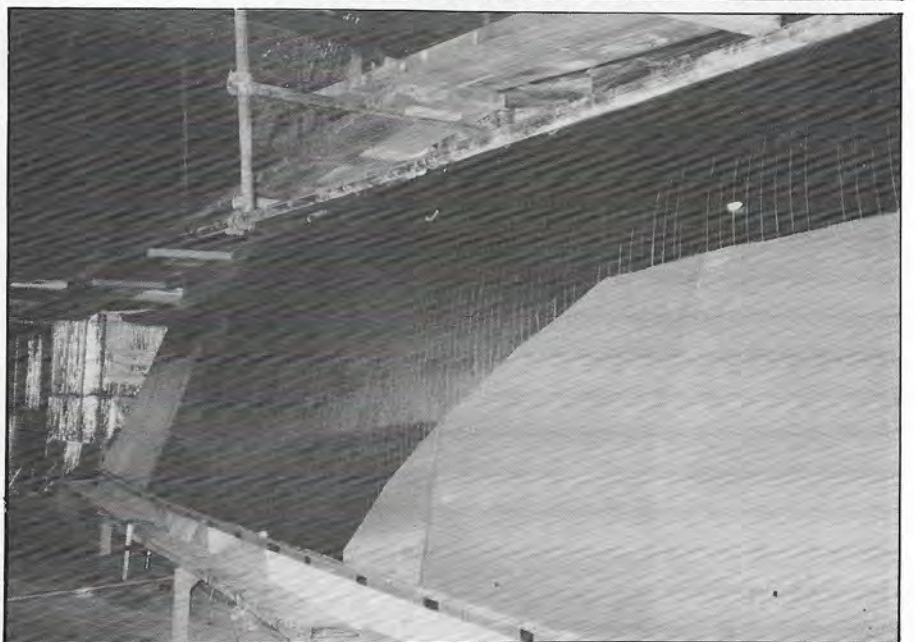
"This way we got a lot more precise control.

"The oven baking system, which is used for the high-tech 18-footers, uses different material altogether.

"It is still pre-preg but an aero-space type which has much different properties to the SP low temperature pre-preg used on the *Passage*.



BUILDING shots of WINDWARD PASSAGE II at John McConaghy Boatbuilders in Sydney. ABOVE: The plugs for the hull and deck. RIGHT: Laying up the first layer of carbon fibre and kevlar. BELOW: Extra reinforcing in high load and slam areas of the 80-foot hull.





LAYING the inner core of the hull of WINDWARD PASSAGE II — "the most advanced boat ever built".



BUILDING picture shows the size of the deck of the 80-footer.

"The reason we didn't use the aerospace pre-preg in a big thing like this is — tooling.

"The plug could not have been wood. It would have had to be a steel mould or the equivalent which would make the plug cost out of all proportion.

"The plug cost for the maxi was very cheap in comparison, but we are still talking a lot of money.

"At the moment we are turning the plug for the boat into bar to be used within the new Quay 1 entertainment complex near the port of Newcastle.

"The Passage would be the most advanced boat ever built by miles in both engineering and construction.

"All the interior is carbon fibre and there's not a lot of comfort.

"There's 25 bunks and an owner's room that is blanked off, with double berth, toilet and wash basin — that's the luxury.

"It is totally lightweight from start to

finish, even to the extreme of having a three-burner stove. It hasn't even got an oven."

McConaghy has been out once on his finished product and found it scary.

"It's too scary for me to go out in those things.

"If anything goes wrong you are right on the spot.

"It is alright to build them, not to sail on them.

"The pressure they put on things. It's pretty hard to guess on the forces involved.

"The load on vangs and mast jacks is just incredible.

"You have to go out in it to understand why you built it the way you built it.

"But it was a great project and I loved every minute of it."

Boat building up to now has been a bit of a learning curve, says McConaghy.

"Probably up until *Windward Passage*, boats have been designed and built going along a bit of a gut feeling between designer and builder about what has been required with a certain amount of engineering calculations put into it.

"That's not altogether wrong as a lot of good boats have been designed and built that way and perform credibly.

"But it seems now that the building is going completely along the lines of the engineer.

"The engineer is telling the builder exactly what he wants.

"The move is away from the builder and out of the hands of the designers with the structure now totally engineered by engineers who are experienced in composite engineering.

"I think that is good — as long as they are pushing the right buttons.

"Rod's boat is the first one that has been totally engineered by one company.

"Bruce Farr has been doing a lot of engineering tests in universities as a back up to his design.

"We did some of that on the maxi by making up a deck beam to the engineer's specifications and then busted it, just so we knew what loads it could take.

"In the past, designers and builders had been going on their experience of previous boats.

"Breakages are still going to occur whenever you build down to the minimum limits.

"If you had no breakages at all, people would be trying to make it lighter.

"I remember a few years ago when we built eight 18-footers in a row and they all failed because they were not strong enough.

"It was the same year they went to hydraulic side stays and it put them all just over the limit.

"We must have been right on limit the year before and when we went just below it the whole lot weren't strong enough.

"The next year we increased strength slightly and found we were right on the ball park.

"With yacht construction, some have been too light too and have broken.

"But now I think both the engineering, the quality of construction and the type of materials used has been optimised and we are right on the money."

And for McConaghy's next project?

"Nothing."

"We have basically had a full book right through but so far no-one has placed an order.

"We have had a few enquiries but at the moment we are concentrating on major repair work.

"And, of course, Rod's new bar which is a big project just like a one-off boat."

Two years ago, in the August 1986 issue of "Offshore" we carried a story ... "The Friendly Computer" by Gordon Marshall, CYCA Rear Commodore and Navigational Instructor.

In that article Gordon introduced us to the Casio 770, a super powered (32k)

hand-held computer which he had programmed for yachting navigators.

Since then, more development on this outstanding machine has warranted us re-examining the situation ... Gordon carries on with the story.

overstock of their FA10 printers and asked... "Was there any market for them at \$150", I began to contemplate the possibilities, since this price was an outright "steal".

Three months later, at the end of my programming assignment, the results exceeded my wildest expectations.

Just imagine, for any terrestrial position, and for any time, at the press of a key the computer will have the printer produce the altitudes and bearings of "All Navigational stars", or "All 1st magnitude stars".

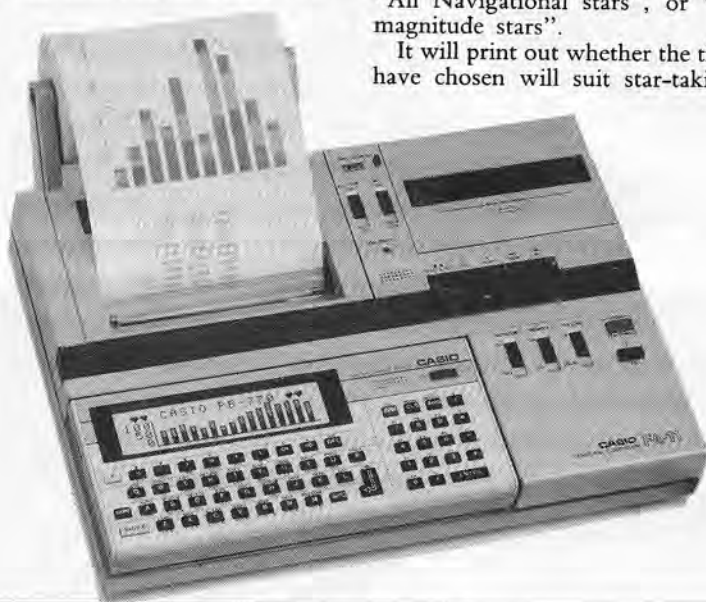
It will print out whether the time you have chosen will suit star-taking (the

BACK in 1986 when we first began to use Casio's PB770 to replace Hewlett Packard's HP41c, we appreciated the immense power of the new machine and its magnificent four-line display window, but I was quoted as comparing the HP to a Volvo, and the Casio to a Holden. However, the passage of time has shown this to be untrue. With a large number of these machines out in the field amongst our Navigators there has been a complete absence of problems of any kind, and the machine has proven to be reliable and trouble free in the extreme. Its robust performance has belied first impressions.

Consequently, I was receptive to investing more time into the machine early this year by way of additional programming when an odd situation developed in the market place...

At \$450 retail, I had never recommended that Navigators use the Casio Printer, it added too much to the overall cost of the system for the ordinary navigator. (Though I used one in my

programming work). But when the local distributor rang me and explained that they had been caught with a vast



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Printed Sky Analysis For Any Instant

... at the press of a key

by Gordon Marshall

period at each dawn and dusk wherein both the stars and the horizon are clearly visible) or tell you whether you are "too early for star sights" or "you are too late for star sights".

Finally, in printing-out the Sky Analysis it utilises the multi-coloured facility of the printer to type those objects which are above the horizon in

red, whereas those below are typed in black.

The accompanying reproductions of the machine's print-out best demonstrate the unique quality of the hard copy it produces.

The first, headed "A Sky Analysis Follows", is a print-out of the sky as will be available to navigators in our next Sydney-Hobart race when entering Bass Strait on the evening of December 28th. As can be readily seen, 11 of the 20 1st Magnitude Stars are above the horizon (printed in red), and two planets are available. Further study of the list discloses that the western sky is almost devoid of useful objects, with only Mars and Formalhaut being attractive for sextant sights. In this case I would also run a "List of all 58 Stars" to fill in the gap in the west in case I had to use that side of the sky. (The length of the list precludes it being reproduced here).

Finally, I have run a hypothetical sight reduction, using objects as disclosed in the "Sky Analysis", to show the form in which hard copy of your sights is produced.

The paper used by the printer is 4½" (115mm) wide, though slightly reduced for reproduction in this article. The illustration of the machine shows its internal paper roll being used, though a large external roll is an option. The printer is powered by an in-built long life battery which recharges when connected to 240v A.C.

Printing is accomplished by four ball point capsules in black, blue, red and green.

I have been putting this model of the Casio printer to constant use over the past two years whilst developing the many programs that navigators and race

A SKY ANALYSIS FOLLOWS...

DR. LAT. = 40.000°

DR. LON. = 150.000°

GMT. = 10.0000

OBJECT.....SUN

DATE (GMT). = 28.1288

AZ. = 223° ALT. = -5°

PM. SKY

(TIME IS SUITABLE FOR STAR SIGHTS)

OBJECT...ALL 1st.MAG. STARS.

No. 5 ACHERNA AZ. = 201° ALT. = 71°
 No. 10 ALDEBAR AZ. = 34° ALT. = 26°
 No. 11 RIGEL AZ. = 61° ALT. = 41°
 No. 12 CAPELLA AZ. = 28° ALT. = -4°
 No. 16 BETELGU AZ. = 57° ALT. = 23°
 No. 17 CANOPUS AZ. = 128° ALT. = 48°
 No. 18 SIRIUS AZ. = 87° ALT. = 30°
 No. 20 PROCYON AZ. = 78° ALT. = 6°
 No. 21 POLLUX AZ. = 62° ALT. = -10°
 No. 26 REGULUS AZ. = 97° ALT. = -26°
 No. 30 ACRUX AZ. = 166° ALT. = 16°
 No. 33 SPICA AZ. = 160° ALT. = -36°
 No. 35 HADAR AZ. = 177° ALT. = 10°
 No. 37 ARCTURU AZ. = 171° ALT. = -69°
 No. 38 RIGIL K. AZ. = 181° ALT. = 11°
 No. 42 ANTARES AZ. = 208° ALT. = -18°
 No. 49 VEGA AZ. = 290° ALT. = -43°
 No. 51 ALTAIR AZ. = 271° ALT. = -13°
 No. 53 DENEK AZ. = 309° ALT. = -25°
 No. 56 FOMALHA AZ. = 266° ALT. = 46°
 ...THAT'S ALL!!

OBJECT VENUS

GHA/Hr. = 355.030°

DEC/Hr. = 21.260°

AZ. = 215° ALT. = -20°

OBJECT MARS

GHA/Hr. = 230.170°

DEC/Hr. = =7.380°

AZ. = 334° ALT. = 39°

OBJECT JUPITER

GHA/Hr. = 192.110°

DEC/Hr. = -18.360°

AZ. = 19° ALT. = 29°

OBJECT SATURN

GHA/Hr. = 331.290°

DEC/Hr. = 22.370°

AZ. = 232° ALT. = -7°

OBJECT MOON

GHA/Hr. = 88.360°

DEC/Hr. = -9.010°

AZ. = 104° ALT. = 30°

A SIGHT REDUCTION (AZ./INT. ONLY) USING A COMMON DR.

HT. of EYE = 8 ft.
 DR. LAT. = 39.579°
 DR. LON. = 149.576°

SIGHT No. 1

GMT. = 10.0255
 SEXT. ALT. = 29.270°
 OBJECT.....JUPITER
 GHA/Hr. = 192.110°
 v Corr. = 2.7
 DEC/Hr. = =18.357°
 d Corr = 0.0
 INT. = 4.5 Toward
 AZ. = 18.7°

SIGHT No. 2

GMT. = 10.0923
 SEXT. ALT. = 50.080°
 OBJECT.....STAR No. 17
 DATE (GMT). = 28.1288
 INT. = =0.8 (Away)
 AZ. = 128.0°

SIGHT No. 3

GMT. = 10.1437
 SEXT. ALT. = 43.530°
 OBJECT.....STAR No. 11
 INT. = 5.8 Toward
 AZ. = 57.1°

OBSERVED POSITION...

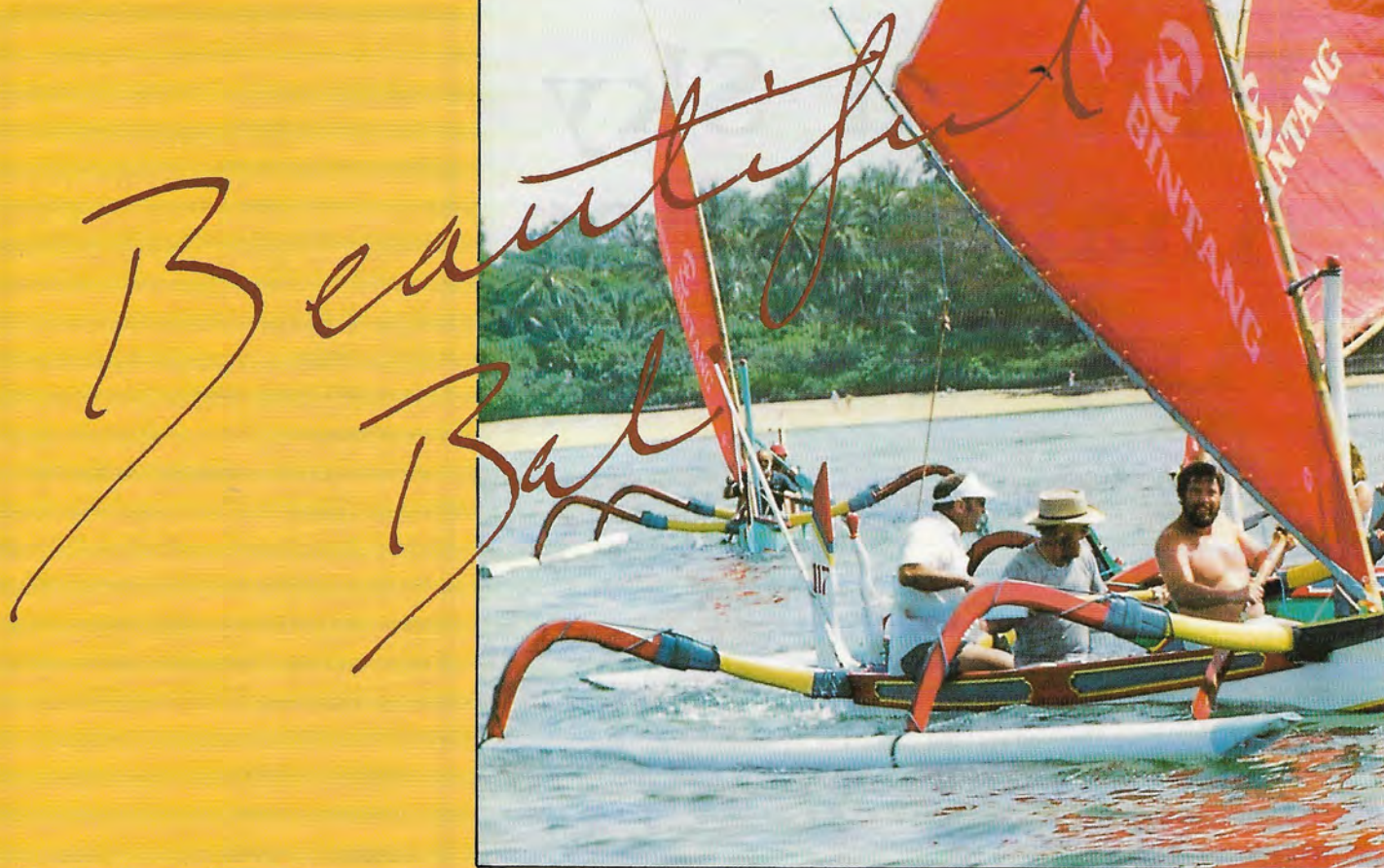
LAT. = 39.534°
 LON. = 150.017°
 SIZE = 1.2 nm.

DISPLACED FROM DR. = 5.5 nm
 Time Since Prev. Fix = 6.30 H/min
 DRIFT = 0.8 Kts
 SET = 35°

PRINT-OUT of a sight reductions made by author Gordon Marshall using his Casio hand-held computer and printer, which prints calculations in black, red and blue.

officials find useful and, like the calculator, it has proven to be a robust, trouble-free unit.

If you are involved in Celestial Navigation, or propose to become so in the near future, and are not yet taking advantage of the remarkable developments in micro chips and hand held computers, then you should review your philosophy. On the other hand, if you are already using the Casio machine, but without a printer, you should consider the present situation of such low cost and take action whilst it lasts.



THE beautiful tropical island of Bali, its green mountain cones which were once active volcanoes rising from palm-fringed beaches where sparkling seas sweep over coral reefs, has long been the mecca of sun-loving tourists from around the world.

Each week jetliners bring them in by the thousands from Australia, Japan, the United States and Europe. Among them have been the President of the United States, not to mention the odd kings and queens who have stayed at the world famous Nusa Dua Hotel on the southern tip of Bali.

Bali has a magical touch about it — a unique island with the Balinese people

BEER Bintang regatta on outrigger canoes was highlight of social life at end of Challenge Bank Classic race to Bali, which included sailing days for Indonesian guests, open days aboard yachts in Bena Harbour, and tours of picturesque paddy fields and mountains of this magnificent island of Bali. (Peter Campbell pics)



unique among the many millions who populate the 1306 islands which make up the Republic of Indonesia. As any one who has been there knows, the accent is on relaxed informality where visitors quickly fall under the Balinese spell where legend and folklore are still part of everyday life in the towns and villages.

In early June this year, a new group of visitors reached Bali's Benoa Harbour — the Boat People of Australia (and a few other countries as well). They were not Boat People fleeing from a wartorn country, but refugees from the pressure of western civilisation and frantic city life who found the time to crew aboard some 40 yachts which sailed from three Australian ports — Fremantle, Dampier and Darwin — to Bali in a unique offshore yacht racing and cruising event, the inaugural Challenge Bank Classic.

Thanks to the enterprise of the Fremantle Sailing Club, and the support of the Republic of Indonesia, Bali will almost certainly become a major centre of international offshore yachting in South-East Asia, attracting racing and cruising boats from Australia, Singapore, Hong Kong and possibly Japan and the Philippines.

Fremantle Sailing Club had previously organised two races from the port of

Perth to Bali, but the 1988 Challenge Bank Classic set the pattern for an ocean race that will be a biennial event, with the next already set down to start in May, 1990. Race director Ian Gillon, who worked for nearly 18 months to ensure the success of the 1988 Classic — and believe you me, he had to work hard to convince the bureaucracy in Jakarta that people actually went to sea for pleasure — had the reward of seeing 47 yachts enter for the inaugural Classic.

His innovative plan to have fleets sail from Fremantle, Dampier and Darwin, proved an outstanding concept, drawing enthusiastic yachtsmen from Tasmania, New South Wales, Queensland, the Northern Territory and Western Australia, plus one yacht from Singapore and another which sailed from Fremantle under the burgee of the Jakarta Cruising Yacht Club. In the Darwin fleet there was also a Canadian cruising boat and another, American-owned, but sailing under the burgee of the Royal Ocean Racing Club in England.

In 1990, Gillon anticipates between 60 and 80 yachts entering the Challenge Bank Classic, with fleets also racing from Hong Kong to Bali via Singapore or Jakarta, and with many more international entries. He's also planning a series of short offshore races off Bali's Sanur

New Mecca for Yachting

by Peter Campbell



Beach, in one of the few tide-free channels between the mainland and the beautiful and non-tourist island of Nusa Penida.

Indonesia's bureaucracy, while certainly anxious to assist, moves at an "island pace" when it comes to such things as a yachting event, and there were some problems with inward and outward movements of yachts at Benoa Harbour. This will be largely overcome in 1990 with the construction of Bali's first modern pleasure boat marina at the village of Tanjung Benoa — a \$4-million joint venture between the Australian company, Silver Sails of Perth, and TourDevco, an Indonesian agency

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ICOM



whose task it is to promote aquatic sports on Bali, including playing a major logistical role in the recent Classic.

The Tanjung Benoa marina, just outside Benoa Harbour, but within the shelter of the coral reef, will provide berths for between 70 and 80 boats, plus accommodation ashore for crews, a restaurant, yacht chandlery store, a boat lift. It will also be the base for yacht charter operations.

The 1988 Challenge Bank Classic has to be the success story of Australian ocean offshore racing. Not only did it attract 47 entries, of which some 40 boats reached Bali (several sailed on after officially retiring from the race) but it provided the catalyst for a huge influx of free-spending Australian visitors — families, friends and supporters of the competing yachts and their crews.

With the offer of remarkably cheap package deals through Challenge Bank Travel, which provided flights to Bali and return by Garuda, the excellent Indonesian airline, and accommodation at several firstclass hotels, including the Sanur Beach Hotel, the Bali Beach and, where I stayed, the delightful Segara village, set in a colorful garden of bougainvillea and palm trees, close to 2000 people visited Bali in May/June as a direct result of the yacht race. Between them, that meant an injection of between \$2 and \$3 million into the Bali economy, in the form of airfares, accommodation, meals and drinks and general spending during their 10-day visit to the island.

Aside from the excellent organisation of the yacht race itself, with Fremantle Sailing Club receiving full support from other clubs in Dampier and Darwin, the entire event was the best organised race from Australia to an overseas destination that I've ever been involved with —

BALINESE hawkers crowd steps of mountain restaurant waiting for bargain-hunting tourists. Nearly 2000 Australians went to Bali as direct result of Challenge Bank Classic, enjoying island hospitality and magnificent weather. (Peter Campbell pic)

and those include the races to Suva, Noumea and Vanuatu out of Sydney with which I've been closely associated.

Groups of supporters flying in from Darwin and Fremantle were met by ladies from Fremantle Sailing Club headed by the tireless Marg Waterhouse who had flown to Bali several days ahead to "case the joint", checking out the good but inexpensive restaurants, the haggle rate for "bemos" (the local motorised transport) at Sanur Beach and Kuta Beach, organising social events, and excellent bus tours around the island through the Jan's Tours, run by an expat Australian lady named Jan.

As the support groups flew in, the Race Committee was already established at the Sanur Beach Hotel having found a local Balinese lad willing to shin up a palm tree outside their hotel room to set up a radio aerial for communication with the fleet. "Coconut Radio" was in operation, albeit a little unsteady at times when the tradewinds whipped the palm trees around.

However, in general, communications with the fleet were excellent throughout the week to 10-day race, with OTC stations on the Coast of Western Australia and in the Northern Territory patching through skeds to Fremantle Sailing Club which in turn relayed positions to Bali by telephone until the yachts came within range of Bali race control.

Telephones, and fax, were the weakness in communications at the Bali end, with the cost of calls from the Sanur Beach Hotel astronomical (around \$35 for three minutes) and taking anything



Beautiful Bali

up to three hours to get through to Australia via Jakarta.

Yacht owners coming ashore and trying to phone home from their hotel went back to their yachts and made a radphone call direct through Perth Radio.

This, and some over-zealous bureaucracy when the fleet wanted to go for a day's cruise to Nusa Penida Island — everyone, including guests aboard, had to obtain an immigration clearance just to sail 20 miles and back — were the only obvious hitches in what was a superb race and cruise for everyone concerned.

Fremantle Sailing Club and, in particular, Race Director Ian Gillon, "trouble-shooter" and Race Controller Ann Shaw and her team, Wayne Chapman,

YACHTSMEN (and women) use paddle power to boost the speed of sailing outriggers in Beer Bintang Regatta at Bali. (Peter Campbell pic)

TOP: Quiet morning on Benoa Harbour as local Balinese fisherman paddles past yacht race competitor at anchor after race from Australia. (Peter Campbell pics)

Cheryl Callcott, Rosemary Morrow, Robin Smith and Wendy Thomas, together with Marty Rijkuris from Darwin Sailing Club, and "group tour leader" Marg Waterhouse, deserve the highest praise for their voluntary efforts to make this race such an outstanding success in every respect.

Clubs on the Eastern seaboard could well take some advice from this team from the West and North of Australia on how to make a yacht race to a foreign port literally a Classic event. The Challenge Bank, as major sponsors, must have been delighted. Certainly Indonesia's Beer Bintang (an excellent beer) got excellent exposure for their support.

Nor did I find a disgruntled competitor at Bali — other than those crew who had to sleep ashore in the open "yacht club" at Benoa Harbour when they found the local boatmen had gone home with their little "tenders" after dark.

The Royal Australian Navy played its part, too, with the patrol vessel *HMAS Geraldton* being the official starting vessel at Fremantle, and then following the fleet to Bali, where she made an official visit to the Benoa Harbour.

While there was some minor damage and dramas aboard yachts during the race, *HMAS GERALDTON's* only search and rescue operations during the voyage to Bali concerned other vessels — towing a leaking cruising yacht into the beach off Dampier and taking in tow a broken-down fishing boat near Barrow Island.

The 1988 Challenge Bank Classic attracted a wide variety of yachts, with each fleet including divisions for IOR, Cruiser/Racers and Cruising yachts. For some it was an opportunity to sail to Bali under the communications and safety umbrella of the Classic and then go cruising in Indonesian waters. For others it was part of a cruise around Australia, with a diversion across the Timor Sea, while for the keen racing men from Western Australia it was the chance to prove the performance of themselves, their yachts and their crews in long-distance ocean passage racing. And there was more than one jug of rum on the battle for Line Honours and first overall on IOR ratings.

The end result produced an equally wide variety of trophy winners, with yachts from Launceston, Sydney, Darwin, Canada, the United States, as well as Bunbury, Fremantle, Port Hedland and Carnarvon in WA taking home the gold. One yacht completed the Singapore-Jakarta-Bali leg to take home that trophy to the Changi Yacht Club in Singapore. Trophies added to the innovative touch, being half ounce gold bars for division winners and quarter-ounce and one-tenth ounce nugget coins for placegetters.

However, the major trophy, and a concept which other clubs might look at incorporating in their long races, was the Challenge Bank Perpetual Trophy overall teams trophy. Race officials selected at random four yachts for each team from the three fleets racing from Australia from Fremantle, Dampier and Darwin and from various divisions. The result was a complete surprise to skippers until the announcement at the colorful prizegiving night at the Sanur Beach Hotel attended, incidentally, by top Indonesian Government officials, including the Lieutenant-Governor of Bali and the Australian Ambassador to Jakarta, Bill Morrison.

The winning team, with a total of 11.0 points under the Olympic scoring system comprises *Wild West*, winner of the YAH racing division from Dampier, *Freebooter*, winner of the YAH racing division from Fremantle, *Eureka*, which

finished second in the Cruising A (racing) division from Darwin, and *Unicorn*, fourth in the YAH division from Fremantle.

Wild West is a Swarbrick 12.25m sloop which owner Garry Westcott fitted out from a hull and deck. He races with the Carnarvon fleet, but almost missed the start of the race from Dampier to Darwin. On the way to Dampier, *Wild West* was hit by the tailend of a cyclone, with winds to 57 knots. The mainsail was ripped in two, but Gary was met off Exmouth by a friend in his runabout, who took the sail ashore and had it flown to a sailmaker in Perth for repairs.

By the time *Wild West* reached Dampier for the start, the repaired mainsail was waiting for him.

For *Freebooter's* owners, Neville and Barbara Bowman, the race to Bali was a pleasant first leg, albeit slightly longer, of a cruise to the Kimberleys and the Barrier Reef en route to a new posting in Victoria. *Freebooter* is an S&S 36, sailing out of Fremantle Sailing Club.

Similarly, for retired Royal Australian Navy captain Mike Calder, the race from Darwin to Bali was another leg in his plan to sail his comfortable Swanson 42 *Eureka* to the Mediterranean. Since he first competed in a Sydney-Hobart race 32 years ago, Mike has logged more than 45,000 nautical miles in racing and cruising yachts — and that doesn't count 34 years in the RAN, much of that time spent charting the coastline of northern Australia as the Navy's chief hydrographer. Incidentally, Mike was seen taking a few soundings and sights in Benoa Harbour to add to his navigation notes.

Fourth member of the winning Challenge Bank Trophy was *Unicorn*, a Holman & Pyc 34 (UFO 34) which skipper Bill Starling built and has sailed with success out of Fremantle Sailing Club since her launching in 1986.

Line honours in the Challenge Bank Classic went to one of WA's bestknown big boats, the beautifully built and fitted out *Independent Endeavour*, a Sparkman & Stephens designed Swan 65 which was built for, and won, the 1979 Parmelia Race from Plymouth to Fremantle. She was skippered by Geraldton farmer and grazier Peter Bennett, sailing the 1620 nautical mile course from Fremantle to Bali, with a leg into a mark off Port Hedland, in 8 days 18 hours 2min 20sec. The great duel between *Ivanhoe*, skippered by Perth yachtsman Dudley Rowland, and *Finistere*, sailed by Stan Best from Bunbury, saw *Ivanhoe*, a Curran 52, beat the Farr 40 home by 13 hours.

On corrected time under IOR ratings, *Finistere* placed first by just under three hours from *Ivanhoe*, with *Independent Endeavour* third overall. Under Yachting Association ratings, *Independent En-*



RACE Director Ian Gillon and Challenge Bank chairman Brian Mickle relaxing with a cold Beer Bintang during Challenge Bank Classic fleet sailpast in Bali's Benoa Harbour. (Peter Campbell pic).

deavour won by just on an hour from *Ivanhoe*, with *Finistere* third.

In the Cruising A division from Fremantle which sailed a more direct course of 1540 nautical miles, the first to finish was *Sea Gambler*, skippered by Sam Dilatte, but on corrected times she finished second to *Freebooter*, owned by Neville and Barbara Bowman. Third was *Conan* (Ross Marshall), all three yachts being out of Fremantle Sailing Club. In the Cruising B, Jim Taylor's beautiful Alden-designed 26.5m schooner finished first.

The Fremantle-Bali fleet got a real dusting on their first night at sea, with 50 knot winds sweeping in from the south-west in the wake of the cyclone. *Ivanhoe* was flattened by a 60-knot gust and lay on her side for several minutes before righting.

Surprisingly, however, there were only half a dozen withdrawals from the entire race, and several of those continued on to Bali at their own pace.

The Dampier fleet comprised only one division — Cruising A, with the fleet racing under arbitrary handicaps instead of rated TCFs. *Wild West* from Carnarvon as mentioned earlier, led the fleet of yachts from Port Hedland, Carnarvon and Dampier into Bali, sailing the 700 nautical miles in 4 days 3 hours 56 min 30sec, and also winning on corrected time. Second place went to *Sea Eye*, a tiny Swarbrick 27 skippered by Michael Kril, from Port Hedland which did exceptionally well to finish only 22 hours behind much bigger *Wild West*. Third place went to the S&S 34 *Gemini III*, skippered by Stephen Oswald, also from Port Hedland.

The Darwin fleet totalled nine boats, including two from Canada, another registered with the RORC in the UK

but owned by an American, plus entries from Sydney, Melbourne and Launceston. More local yachts would have taken part but for the Darwin to Ambon race being scheduled later in the year.

The Darwin fleet was led to Bali by *Cowrie Dancer*, a beautiful Swan 57 which had sailed around "The Top" after competing in the 1988 Tall Ships Race from Hobart to Sydney. Owned and skippered by Dale Peterson, *Cowrie Dancer*, has competed in two Swan World Cups, two Antigua Races, a Trans-Atlantic and a Middle Sea Race before coming to Australia for extensive cruising and racing. She sailed the 940 nautical miles from Darwin to Bali across the Timor Sea in 5 days 15 hours 6min 12sec, finishing a day ahead of the rest of the fleet.

She also won the Racing A division on corrected time from the Launceston sloop *Jasmin*, skippered by retired hotelier Michael O'Keefe. *Jasmin*, which Michael has raced and cruised extensively since her launching in 1983, is a Savage 42.

The Cruising A division went to the Canadian entry, *Camelot*, skippered by Robert Hand who hails from the Vancouver Yacht Club and is a Kaufman/Ladd 49, built in Tapci. Robert and Joan Hand have cruised extensively to Hong Kong, the Philippines, Papua New Guinea, the Solomon Islands and the East Coast of Australia. They also contested the Tall Ships Race.

Eureka, Mike Calder's Swanson 42 was runner up, with Mike now on his way across the Indian Ocean to the Red Sea. Third overall was *Topaz*, another Canadian-built yacht owned by Robert Peterson who sailed the C&C 38 in the 1984 San Francisco to Hawaii race and the 1985 San Francisco to Catvauna Island Race. *Topaz* left San Francisco again in April 1986 on a world circumnavigation — the Darwin to Bali race providing a racing/cruising leg of that plan.

Only one yacht made the leg from Singapore and Jakarta — *Singa*, a Hylas 47 skippered by Tony Cozad from the Changi Yacht Club. But judging from the crew's comments after reaching Bali, there'll be more yachts heading for the beautiful Indonesian island in 1990.

The 1988 Challenge Bank Classic was not just a yacht race/cruise. It was a Great Event, with cruises to remote islands, sailing days for Indonesian guests, a fun race day in local Indonesian sailing canoes (a protest committee's nightmare), formal welcomes and informal parties, tours to the mountains through the rice paddies, and finally a magnificent Presentation Dinner at the Sanur Beach Hotel that went on to the very wee small hours of the next day.

Mark May/June, 1990 on your calendar today — "Gone to Bali!"

What's New

"Fleet" of Moulds For Duncansons

BARRY Quin, well known SA boat builder, who bought the mould of the Duncanson 29 some 12 years ago, now has a fleet of Duncanson designs ranging from the smallest at 25 ft., to 26 and 29, 34, 35, 37 and 40. Barry will hire the moulds for private use or sell the hull and deck in various stages or even build the boat as complete as your require it ... even to sail away stage.

Some updating has taken place to some of the designs, including the Duncanson 35, which now sports a newly designed topside to give more headroom in the cabin. One of the almost new cruising versions of the 35 is for sale for \$96,000.

For more details, contact Barry Quin Marine, 451 Victoria Road, North Haven, SA 5017 or phone (08) 248 2966.

Boat Interiors Expands, Changes

BOAT Interiors, the teak fitout specialists well known to the boating industry over the last 12 years, has

BOAT International management team — production manager Fritz Buizen (left) and managing director Eddy Buizen ... best of boat interiors.



reverted to private ownership again and is poised to expand.

The business has been bought back by Eddy Buizen after being part of the Southern Pacific Leisure group for just over a year. The changes will allow Boat Interiors to offer new services to its customers, including a complete design/consultancy service to production boat-builders and a cost control service.

Steady growth over the last few years has seen Boat Interiors become one of the country's largest manufacturers of timber interiors, with such companies as Mariner Cruisers and North Shore Yachts. The company hopes to expand in this area and offers complete interior boat kits tailored to the needs of all sectors of the industry, from small trailer-sailers to large power craft.

Boat Interiors will continue to distribute its huge range of sawn teak and teak mouldings and these will now be augmented by the company's appointment as the distributor for a new range of high quality plywoods.

Further information; Boat Interiors, 57 Myoora Road, Terrey Hills, NSW 2084. Phone (02) 450-1441, (02) 450-2170 or Fax: (02) 450-2472.

All Weather Tape

CCOURTAULDS Packaging Australia Limited, the manufacturer of the Sellotape range of adhesive tapes has



introduced a new and revolutionary product — ALL WEATHER TAPE. As the name suggests, this tape has been formulated to resist "All Weather" conditions.

ALL WEATHER TAPE is the product of years of intensive research to develop a super tough clear tape that stands up to our harsh Australian climate.

Manufactured from clear thick polyethylene film, that is ultra-violet stabilised and coated with a long ageing acrylic adhesive, this new product is the exciting solution to hundreds of repair and maintenance jobs around the home, farm, factory and workplace.

All weather tape stays stuck to most surfaces because its unique properties are resistant to erosion by salt water. Use ALL WEATHER TAPE for repairs to boating gear — like sails, spray dodgers, fibreglass hulls, canopies, even rubber duckies, or the kids beach toys.

Agents sought for boating hardware

ABRITISH company which provides a one source supply for all boating needs, and is able to fit out most yachts and powercraft, will take part in a trade mission to Australia mounted by the British Marine Industries Federation from July 28 to August 2.

Jack Holt is the manufacturer of the internationally proven Holt Allen deck and hull hardware, mainsheet and power block systems. Managing Director, John Holt, who will represent the company, will be seeking agents to handle the company's products in Australia.

Jack Holt Ltd, The Embankment, Putney, London SW15 1LB. Telex: 929500 HOLT G. Fax: + 44 1874 3607. Enquiries should be directed to British Consulates-General. Quote AL193/MAGHA

What's New

Improved Fijian Chart Coverage

NAVIGATION in Fijian waters will be made safer with the release in Australia of a range of large scale charts for the areas produced by the Fijian Hydrographic Office in Suva.

The charts are being distributed nationally by Australia's largest chart agent, Boat Books, from their Sydney head office at 31 Albany St., Crows Nest.

Boat Books is the first foreign chart agent to be appointed by the fledgling Fijian Hydrographic Service. The company already services virtually all commercial shipping to and from Australia. It employs a team of specially trained chart correctors to ensure that every chart is corrected right up to date prior to sale.

The Fijian charts complement the British chart coverage of Fijian waters and show areas in much greater detail. This will add considerably to maritime safety, particularly in the reef-strewn waters around the Fijian Islands.

Whilst only four charts have been produced to date, more are in production and should be available by late 1988, according to the Fijian Hydrographer, Lt. Cdr. R. Wilson.

Prices of the Fijian charts are almost half that of British charts and all are in stock at Boat Books.

For further information, contact: John Ivey, Boat Books (02) 439 1133.

SM-II 12 Volt Microwave Oven

MUIR'S of Hobart is pleased to announce that it has been appointed as the Australian agent for the SM-II, battery operated 12 Volt Microwave Oven.

This microwave oven brings the convenience of your home kitchen to your boat or caravan. A major plus for the boat owner is that the oven is much safer than any other available cooking medium. You also have the advantage of not having to look, and pay, for Gas or other spirit fuels in remote places.

The unit has similar performance to the conventional 240 volt unit with features such as the minute timer, defrost or continuous cooking modes. It will not heat up the cabin in summer like conventional stoves and since the unit is only on for minutes at a time, battery current drain over a 24 hour period is not excessive.

Key features include: Solid state circuitry, performance similar to 240 volt unit, cooking chamber 274mm x 172mm x 274mm, weighs 10.8 Kg complete, and two fans permit recess mounting.

For the cruising yachtsman this microwave offers the chance to spend more time, in leisure activities. For the racing yachtsman, all your crew can now be on the rail, just hand up the preprepared and microwaved meal.

More about the microwave from Richard Fader on (002) 34-7577 or Fax (002) 23-7303.

"The off-peak rate will apply for Seatex calls made between 1300 and 2000 GMT, an ideal time for ships in Australian waters to contact the UK, Europe and the Americas during their business day," said Mr Simpson.

"In addition, OTC will remove the 1 minute minimum, and create a more equal pricing system of \$2.25 per minute during the day for ship and shore customers."

OTC's Seagram tariff will also change to a standard rate of 70 cents per word for radio telegrams and OTC's Radphone rate will move to a common



Ronstan I-Beam Travellers

ALL Ronstan I-Beam travellers feature flared sides and angled rollers. Tests have shown an immense improvement in the ability to run with side loading applied and smoothness and quietness of operation.

All sizes of travellers also feature channel tops for complete compatibility with all of Ronstan's blocks and traveller control ends.

These features and the versatile traveller control ends make Ronstan's traveller range a complete system for all sizes of yachts.

Savings in new OTC Maritime tariffs

MARINERS using OTC's Seatex service will save 45 cents per minute on each call when a new off-peak \$1.80 rate is introduced on 1 July as part of a revised tariff package.

OTC's Maritime Product Manager, Mr Jim Simpson, said that OTC expected many trading and passenger ships to take advantage of the off-peak rates for OTC Seatex — the international maritime radio telex service.

\$2.75 per minute for long range radio telephone calls, to or from ships.

The operator connect fee of \$3.00 for manually handled Radphone, Seagram and Seatex calls, will now apply for operator connected Seaphone calls. This will however, only apply in areas where vessels have the option of using OTC's expanding auto Seaphone system.

"OTC's 13 maritime radio stations are strategically located around the coastline, especially near major shipping routes, to provide quality and competitively priced services to the maritime community. Through our SOLAS, Safety Of Life At Sea service, we also maintain a constant vigil for distress signals," Mr Simpson said.

Mariners wanting further information on the new tariff package, should contact OTC Maritime on (02) 287-4070 or their local OTC Maritime Communications Station.

OTC Maritime Revised Tariff Summary Seaphone Calls

- \$1.30 per minute for auto or manual calls to or from anywhere in Australia.
- New off-peak rate for Auto-Seaphone calls to anywhere in Australia between

11.00pm and 7.00am local time daily, to be introduced initially through the Sydney, Newcastle, Nowra and Hawkesbury auto dial facility later in 1988 at \$1.00 per minute.

- Reduction to six second charging intervals after the first minute of Auto-Seaphone calls (manual calls one minute increments.)

- Auto-Seaphone annual subscription fee \$25.00.

Radphone Calls

- \$2.75 per minute to and from ships.

Binoculars Never Need Focussing

MERIT Imports importers of the American Jason range of binoculars have released the award winning Jason Perma Focus 2000 onto the Australian market.

The Perma Focus 2000 is a revolutionary new design in which the optical elements are engineered so that the depth of field is infinite. The human eye itself, is used to maintain accurate focus, from 40 feet to infinity. This is possible because of the lens-shaped body in the eye known as the "crystalline lens" which enables the eye to make constant, minute, adjustments in focus.

Conventional binoculars do not have an infinite depth of field and must be adjusted by the user to maintain perfect focus. This reducing their speed of use.

Because there is no need to alter focus fast moving objects can be tracked easily and it is possible to pass the Perma Focus 2000 from viewer to viewer without losing track of the action. The Perma Focus 2000 binoculars are ideal for all water.

Two models are available the 193 and 196, a 7 x 35 power wide angle and a 10 x 50 extra wide angle. The suggested retail cost of the Model 193 is \$220.00 and the Model 196 is \$279.00

Further information: Craig Susans at Merit Imports on (02) 925-0099.

Massive Expansion For Barlow Marine

THE Chief Executive of the Sydney winch manufacturer, Barlow Marine Ltd, John Baker, has announced an immediate \$1 million expansion programme for their Granville facility.

The expansion programme at Barlow Marine will see an upgrade in the foundry and machine shop to the most modern available. There will be the purchase of a new high frequency smelter and moulder for the foundry and the extensive use of Robotic lathes throughout the factory.

Mr. Baker said that Barlow intend to take every advantage of the increased activity world wide since entering into a

joint venture with the giant USA company International Marine Industries (IMI) IMI Barient Inc., are responsible for the winch sales throughout the United States and Europe.

These moves are only part of an entire package to help maintain Barlow's position as a leading manufacturer and exporter of yacht winches in the world today.

Barlow Marine manufacture exclusively the Barient range of winches following a brand rationalisation late in 1987 and the company recently received the order to supply Dennis Conner's America's Cup defence syndicate with winches for his giant multihull.

"Wet Notes" For Sailors

MAY we draw your attention to the paper on which this news release was written. Try and tear it! It won't! Drop it in the dirt and just wipe it clean again! Get it wet and still write on it with a lead pencil! It is virtually Indestructible! Waterproof! UV Resistant! and Oil and Grease Proof! and it can be used time and time again.

Remarkable isn't it?

It is called PERMANENT PAPER, an Australian invention and for some time now, it has been used to produce "WET NOTES" note pads. Held together by strong, rustproof staples, "WET NOTES" have many and varied applications in boating, diving and outdoor activities where ordinary paper just does not last.

Suggested retail price for a 20 page "WET NOTES" note pad is \$2.95.

"WET NOTES" are distributed nationally by: Lock Agencies, 11 Taunton Drive, Cheltenham, Vic. 3192, Phone: (03) 584-6244, Fax: (03) 583-9138, and will soon be available through leading Chandlers and Retailers.



The Nannidiesel Wet Exhaust System

COLLINS Marine Diesel, the Importers and Distributors of Nannidiesel Marine Engines, have just released the latest addition to the Nannidiesel product range.

In a unique merchandising plan, Collins Marine Diesel offer a complete exhaust kit to suit 38mm to 50mm internal diameter sizes. The kit comprises special flexible exhaust hose, resistant to oil and exhaust gases, in lengths to order, polypropylene combined muffler/water trap, a syphon breaker complete with a quality vacuum valve of corrosive resistant material. The syphon breaker will take four different hose sizes from 13 to 32mm, to give the exhaust hose a rise of approximately 70 degrees at the outlet, and even the required number of stainless steel hose clips complete the kit.

Cetec Benmar Hydraulic Linear Drive from Datamarine

DATAMARINE International Australia, exclusive distributors of the famous American Cetec Benmar range of autopilots and accessories, introduce their latest Hydraulic Linear Drive power unit for all types of craft with mechanical steering.

The Linear Drive is perfect for power or sail boats where space is limited or a rotary drive not practical. It bolts directly to a rudder arm or quadrant and is a totally integrated unit comprising cylinder, pump, motor and bypass valve, pre-purged ready for installation.

ASIX-RACE series has been set for the 1989 Champagne Mumm Admiral's Cup programme of races:-

Thursday, July 27: Traditional Solent around-the-buoys race (about 30 miles) for the Royal Yacht Squadron trophy.

Friday, July 28: Channel Race (about 210 miles).

Monday, July 31 (to be confirmed): Olympic-type course in Christchurch Bay (about 28 miles) for the Corum Trophy.

Tuesday, August 1 (to be confirmed): Olympic-type course in Christchurch Bay (about 28 miles) for the Champagne Mumm Trophy.

Thursday, August 3: Long inshore race east of the Isle of Wight over a laid course of up to 40 miles.

Sunday, August 6 (to be confirmed): Fastnet Race — 605 miles starting from Cowes, Isle of Wight, and finishing at Plymouth.

The addition of the "long inshore" race will make the Admiral's Cup a six-race series for the first time.

Subject to a successful experiment with the Channel Race course this season (1988), the Race Committee plans to announce shortly before the Channel Race '89 start a course using marks selected from a previously published list.

Another innovation to be confirmed is the splitting of Fastnet Race starts over two days. IOR Classic III, IV and V and smaller Channel Handicap (CHS) competitors will start on Saturday August 5. Classes A, I and II, including Admiral's Cuppers and larger CHS, will sail on Sunday.

The objective is to give the entire fleet more on-the-water time against each other and to avoid the recent trend when fast, high-tech racers finish so far ahead of the rest that a communal prize-giving becomes less and less feasible.

Preliminary news is coming in from countries planning CMAC campaigns in 1989.

New Zealand: Policy for New Zealand's defence of the Cup is based on "time on the water" rather than design or new boat improvements. To this end "on the water" training has started.

The team is likely to include last year's CMAC top scorer *Propaganda* and *Fair Share*, a near identical Farr 40. These two are currently working up for the San Francisco One Ton Cup this September. The third campaigner is still under negotiation.

The NZ team will again be supported by the New Zealand Shipping Line and Kiwi Lager, as well as Tilbury Container Services in the UK

USA: America has formed a new special committee to train and select its CMAC '89 team. The committee comprises boat owners who agree to take part in trials and are prepared to com-



SWAN Premium provided major sponsorship for 1987 Australian Admiral's Cup team at Cowes. ORCA is currently negotiating sponsorship for 1989 team. (Peter Campbell pic).

Champagne Mumm Admiral's Cup 1989

pete in the UK with or without sponsorship.

In January, February and March contenders will be located in San Francisco for training, boat and sail development and racing. Training will continue in Newport, Rhode Island, in April, May and June. Final selection will be made on June 1, 1989.

The Special Committee's executive board is Randy Short (Chairman), Irv Loube, Roger Livingston and Bob Tourse. Three members of the USYRU Offshore Team and Level Racing Committee will liaise with the Special Admiral's Cup Committee.

France: In France, the FFV and UNCL are organising a championship for potential Admiral's Cuppers, culminating in the Sardinia Cup and One Ton Cup, to encourage crews to take part in a specific programme of races.

The programme began with Alassio Week, Si Ouest-France Week and La Rochelle Week. To come are Cowes Week, the Italian Championships, Euro-Ton Cup, a new event at Sete from June 26 to July 3, Palma Week and Nioulargue.

All events counting towards the championship must have at least three nations competing. Other races will be taken into consideration provided at least five Admiral's Cup class yachts are racing. The French Sardinia Cup team will be announced on July 15.

First new French Admiral's Cup boat project for 1989 is *Xeryus II*, managed by Bruno Trouble and with sponsorship from Givenchy. A Bruce Farr design, she will rate IOR 33.2 ft. This size has been chosen to slot in between the two main categories, One-Tonners and the big boats of 34.5 ft.

Construction is carbon-kevlar with lighter displacement than *Kiwi* and along the lines of *Propaganda* and *Fram*. *Xeryus II* will be launched in September.

Australia: The Ocean Racing Club of Australia has decided on the format of races for the 1989 Australian Admiral's Cup Trials, with a 11 races over two series, but when this issue of OFFSHORE went to press, ORCA had not finally chosen the venue for the Trials. ORCA had received three submissions from clubs anxious to conduct

the trials — Royal Queensland Yacht Squadron, Sandringham Yacht Club and the Port Lincoln Yacht Club in South Australia.

The Board of Directors of ORCA have proposed the following for the 1989 Selection Trials:

Series A:

Saturday, February 25, 27 Miler; Sunday, February 26, 27 Miler; Monday, February 27, 27 Miler; Tuesday, February 28, 27 Miler.

Series B:

Saturday, March 11, 27 Miler; Sunday, March 12, 27 Miler; Monday, March 13, 90 Miler; Wednesday, March 15, Spare Day; Thursday, March 16, 27 Miler; Friday, March 17, 40 Miler; Saturday, March 18, Spare Day; Sunday, March 19, 90 Miler; Tuesday, March 21, 27 Miler.

Series A will be a warm-up series and each race to be worth 1/3 of the points for one race and best 3 races to be counted.

Series B all races to count single points and yachts will be able to change ratings between series.

Discards: 2 worst results, Series A counts as one race and can be used as a discard.

Selection: First two yachts on the pointscore regardless of rating and the third yacht will be the next yacht on the pointscore whose rating when added to the first two, equals 95 feet or more.

Race Format: 27 Milers will be the same format as the Admiral's Cup (i.e. triangle, windward/leeward, windward/leeward, windward/leeward, windward) and will have an option to move the weather mark each time.

The 40 miler will be the same format as the 27 milers only with longer legs.

The 90 milers will be around set marks in Port Phillip Bay (or similar).

Champagne Mumm World Cup 1987-88

A NEW provision in the 1987-1989 Champagne Mumm World Cup Notice of Race means definitely this time two or more teams cannot share the trophy.

At the end of last year's Champagne Mumm Admiral's Cup, final World Cup series, New Zealand and the United Kingdom scored equal points on events which counted towards the Ocean Racing World Championship.

Paragraph 8.4 of the new rules states that, in a tie-break situation between leading teams, the best aggregate corrected time for all three team yachts will decide the winner.

With the 1987 AWA Southern Cross Cup under its belt, Australia is already leading New Zealand for the 1987-1989 Championship.

Qualifying series are:

AWA Southern Cross Cup (Australia — December 1987);

Kenwood Cup Hawaii International Ocean Racing Series — July/August 1988;

Sardinia Cup (Italy) — August/September 1988;

Champagne Mumm Admiral's Cup (UK) — July/August 1989.

Points gained at each country's best three events count as long as they include the Champagne Mumm Admiral's Cup. Teams do not need to comprise the same three yachts but to be eligible must all rate IOR 30ft to 40ft inclusive (the same as CMAC).

Therefore, as could be the case in the Southern Cross Cup and Kenwood Cup where rating bands extend to 70ft, a nation's nominated World Cup team may not necessarily be the same as the three yachts selected to compete for those particular trophies.

Sounds a little complex, but the intention of the RORC founders of the World Cup, together with Champagne Mumm, was to add a new dimension to the circuit of team ocean-racing series which has evolved over the last thirty years and to encourage worldwide participation in those events. Thus the creation of the Champagne Mumm World Cup has given more boats the opportunity to represent their countries.

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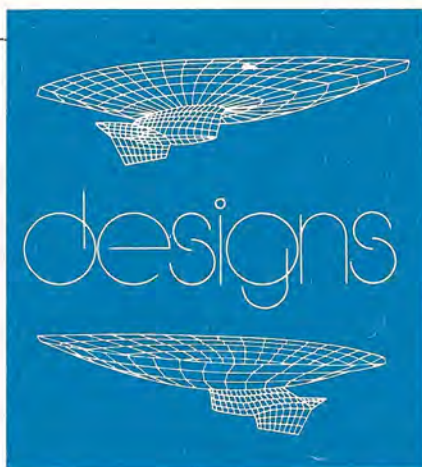
RS16

RS17

Nelson/Marek Transpac 70

Nelson/Marek Yacht design has been involved in ultra-light displacement yacht design since 1978. *Saga*, the first N/M 68, and her near sisters have amassed an impressive racing record culminating in a clean sweep of elapsed time and Class A corrected time honours in the 1985 Transpac Race. This design is the latest development in N/M's ultralights.

This design takes advantage of recent IOR Rule changes and features greater sailing length, flared topsides, increased freeboard and beam on the deck to enhance crew induced stability. These characteristics give the yacht excellent power reaching and windward performance while the narrow waterline beam and low wetted area ensure good light air running and reaching. An excep-



tionally clean run aft and long actual sailing length give excellent heavy air performance and surfing ability.

The deck layout features many innovations designed for efficient sail control with a minimum of deck hardware. The interior is arranged with optimum weight distribution and structural efficiency as primary considerations.

Dimensions:

LOA: 20.665m 67.80ft
LWL: 17.678m 58.00ft
B Max: 4.938m 16.20ft
Draft: 2.743m 9.00ft
Displ: 11,340kg 25,000lb
IOR Rating: 70ft

Designer:

Nelson/Marek Yacht Design
2820 Canon St.
San Diego
Ca 92106, USA.

Julian Everitt 40ft IOR Rating Sloop

With a 40ft Rating Owners Association already in existence, and the likelihood of the Two Ton Cup being raced for by these boats, this design is a good example of the current development of these yachts worldwide.

This design has particular emphasis placed on light air performance, without detracting from inherent upwind heavy air speed, to enable it to be competitive with lower rating boats.

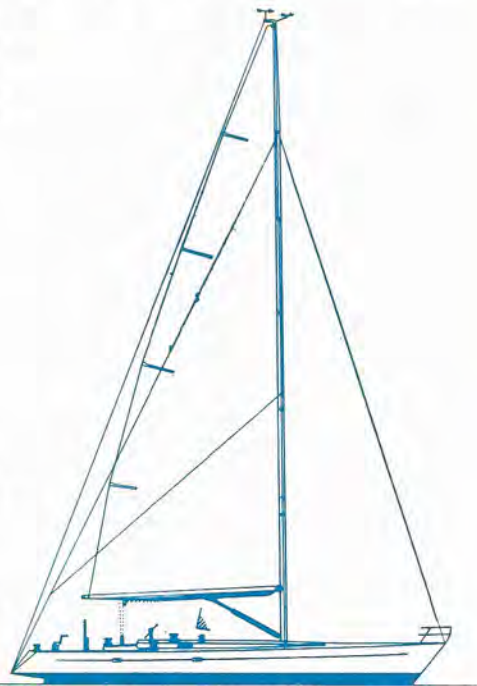
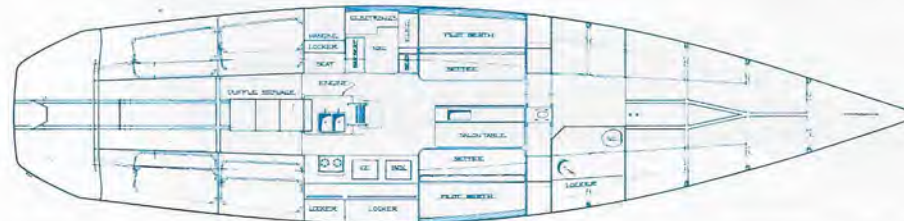
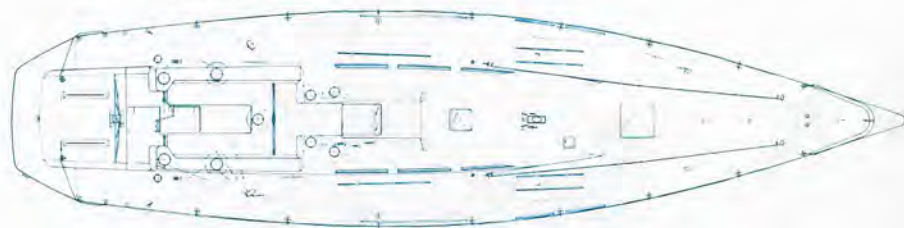
The yacht has a relatively large sail area and the minimum wetted surface with no bumps. The hull features a narrow Beam Waterline and a clean undistorted run aft.

As stability is a relatively cheap commodity under the 'Rule' much attention has been given to ensure optimum weight concentration and stiffness.

The keel has variable chord/thickness ratios putting the centre of gravity lower while producing a more forgiving lift section at the bottom where the keel has to cope with greater acceleration and



TRANSPAC 70



deceleration of water flow due to pitching.

The deck layout has been designed with efficiency as the paramount consideration. The deck beam is carried well aft to maximise sitting out power as well providing a large unobstructed area.

The primary winches are driven by a central pedestal system which also drives the spinnaker and main sheet winches. With the appropriate clutch systems, this will allow rapid sheet trimming of genoa and main at mark roundings.

Also of interest are the trimmer cockpits similar to those of 12 metres.

The interior is designed so that cruising comforts can be added without structural alterations.

The construction of the boat utilises two near centreline fore and aft stiffeners running from bow to stern creating a box girder the length of the boat. This

structure takes in the chart table, galley, liferaft stowage, engine beds and the side walls of the heads compartment. While an enclosed toilet might seem a luxury on a grand prix boat, this structure forms an important link between the deckhead and the hull in way of the mast taking all the halyard loads etc off the deck. The problem of mast collar leaks is also contained.

For Design Dimensions and further information contact:
 Julian Everitt Designs Ltd
 6 Shooters Hill,
 High Street,
 Cowes,
 IOW

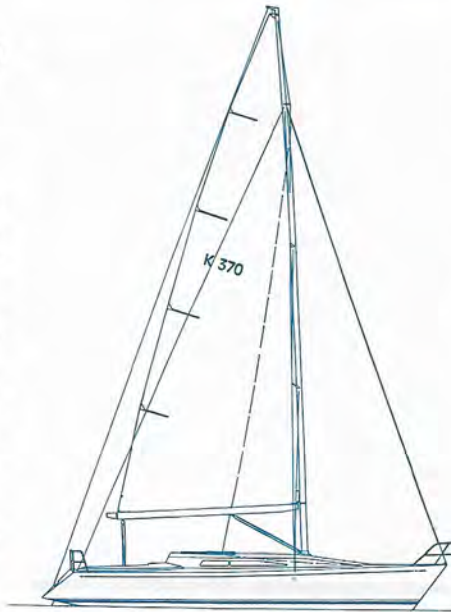
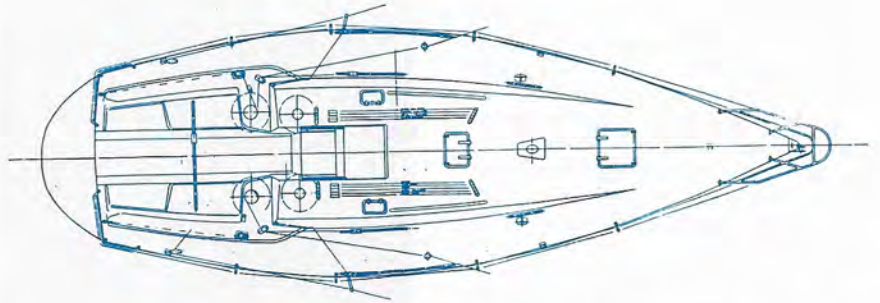
Rob Humphreys 36.5ft Cruiser/Racer

Designer's Comments:

"We are very pleased indeed with the boat and believe she represents something of a new development in the sport. She's a real cruiser-racer with a modern hull that is both easily driven and very powerful. She's intended to compete primarily in IMS type events.

"For her 36.5ft overall length she will undoubtedly be a very fast boat, and compared with the IOR genre she will have a generally superior speed/length ratio.

"A great deal of effort has gone into the ergonomic details of the design, in particular the cockpit layout, and the interior bears more relationship with top-line cruising boats than anything that currently treks round the IOR circuit.



"As in all our boats we put a lot of attention into the balance of ingredients required to make a successful project — the appropriate ratios of displacements: length and sail area: displacement being too among those that get a lot of consideration, not to mention stability which we have been able to build in, in very good measure so that the crew are not committed to the weather deck penitentiary."

A 40ft development of this design has already been commissioned.

Dimensions:

LOA: 11.105m 36.43ft
 LWL: 9.000m 26.53ft
 Beam: 3.552m 11.65ft
 Draft: 2.100m 6.91ft
 Displ: 5,628kg 12,410lbs

Designer

Rob Humphreys Yacht Design
 Lymington Marina
 Bath Rd.
 Lymington
 HAMPSHIRE, S041 9RW
 U.K.



APRIORI undergoing sailing trials on The Solent in England. The 36-footer was designed by Rob Humphreys for English yachtsman Dave who has already had success in UK summer season.

HOW would you like to go racing and cruising in a tropical setting, not far from Australia, be able to take part in a race series with cash prizes, get double your entry fee back if you enter two or more of the four leg race series and have a heck of a lot of fun on the way? Well, that's the Coral Sea Classic series as it happened in 1988 and as it will probably happen again in 1990 ... every two years.

With the first race in the Classic starting from Townsville to Cairns, then a short rest and then Cairns to Port Moresby with about a five day break. The third leg from Port Moresby to Samarai at the eastern tip of Papua New Guinea on China Strait was along the PNG coastal fringe. Then a break of nine days whilst a lot of the entrants went cruising and diving around Milne Bay, even hopping across to the fabulous Trobriand Islands. Back to Samarai for the start of the final leg to Townsville and home.

Well, it might sound all a bit far fetched but believe me, this first race series, which started in Townsville in April and ended there in late May has all the earmarks of turning into a big and successful biennial event.

The series, organised by Race Director Claud Clark of the Royal Papua YC was assisted by the Townsville Motor Boat Club, the Townsville Cruising

PAPUA New Guinea yacht INDIGO "on the edge" as she leaves Cairns Inlet for the start of the Coral Sea Classic Race from Cairns to Port Moresby. (Pics by Brian Cassidy, Sport 'n' Life, Cairns).



Coral Sea Classic

Yacht Club and the Cairns Yacht Club, was sponsored by a number of Australian and PNG firms including Qantas, Boroko Motors, Dick Smith Electronics

By Max Press

Port Moresby, Nissan, Trans Pacif Travel PNG. The first prize in the IOR Division over the series was worth \$10,000. Individual legs for the IOR, Arbitrary and Cruising Divisions offered first prizes at \$1000 each second prizes of \$750 and third prizes of \$500. Any yacht entering two or more of the

four race series got double its entry fee refunded. Line honours in the Cairns to Port Moresby race carried a \$2000 prize. The rules allowed one race to be dropped in the series.

Prior to this series, the Classic was a single race from Cairns to Port Moresby, being won by Jack Rooklyn's *Apollo* in 1979. Jack enjoyed the race and suggested the name Coral Sea Classic. This was held in the same year as the Admiral's Cup so it was changed to run it in every 'off' year to attract more entrants.

This year, the Race Committee, after getting the Australian clubs involved in Townsville, brought the series up to a four leg 'classic'. The first leg started in Townsville on April 23 with the start in Cairns on May 4. A stopover was arranged in Cairns so the boats could take part in the Fitzroy Island race which carried prizes worth \$10,000! With a few days break in Port Moresby, highlighted by a tremendous Presentation Night at the Royal Papua YC complete with nationals from the National Dance Group, the next and third leg started on May 11 to Samarai, about 240 n.miles distance, and about two and a half to three days sail. Samarai gave the boats a decent break to enjoy the famous cruising areas around Milne Bay, said to have some of the world's best scuba and reef diving. The last leg of the series started off Samarai on May 25 for Townsville.

Eighteen yachts took part in the Cairns to Port Moresby segment which saw line honours going to the MHYC sloop *Sangaree*. The PNG yacht *Indigo* won the IOR with *Di Hard* (PNG) second and *Struth* from Brisbane third.

Sangaree also won the Arbitrary with *Kookaburra II* second and *Adamant* third. In the Cruising Division, *Blithe Spirit* (PNG) won from *Ron of Argyle* with



FLEET in the Coral Sea Classic sets sail on the first leg from Cairns in ideal tradewind conditions. There was plenty of breeze for SEPTEMBER MOON as the fleet headed out for the race from Port Moresby to Samarai, Papua New Guinea. (Pics by Max Press)

Quhalee of Sydney third. Leon O'Donahue's new *Adams 12, Whitsunday Passage* which he and his wife are entering in the two-handed Round Australia Race was an interesting entrant, sailed two handed, Leon has rented his Airlie Beach

house for 12 months whilst shaking down in the Coral Sea Classic in preparation for the RA Race.

The final Samarai to Townsville leg was won by *Indigo* (PNG) whilst *Sangaree* again took line honours. *Struth*

(Bill Webb) was third followed by *Kookaburra II, Whitsunday Passage* (Leon O'Donahue), *Arkarana Instinct, Flamenco II* and *Skye II*.

Overall Results of the Classic are — IOR — *Indigo*, Arbitrary — *Sangaree*, Cruising — *Tooka T*.

Placings for the Samarai-Townsville leg:

IOR — first *Indigo*, — second *Struth*, third *Arkarana*.

Arbitrary — first *Sangaree* — second *Whitsunday Passage* (watch this yacht in the Round Australia Race) and third *Kookaburra II*.

What makes this series look like it has a bright future is its close proximity to Australia, with Townsville and Cairns offering a reasonably easy fetch up the coast from the Whitsundays and Hamilton Island and Shute Harbour. The yacht clubs in both cities are excellent and very hospitable. Of course, you have to have your passports and other papers ready for Papua New Guinea

when entering Port Moresby, but the Royal Papua YC Officials, especially Commodore Peter Cartwright, went to exceptional efforts to ensure entrants were looked after by Customs, and the Club extended itself to assist all yachts and crews whilst in port. They put on special bus tours to the start of the Kokoda Trail, the War Cemetery, and other major points of interest including a luncheon feast on one trip. Many crews were billeted out in Moresby by club members who opened their homes and loaned cars.

Samarai is an interesting and picturesque little island right at the south eastern tip of PNG on China Strait, bordered by many other islands. It was a major trading town which once boasted a white population of 2,000. Today, it languishes with only six permanent whites and about 800 nationals who all speak English and openly displayed enthusiasm for the race visitors, even hosting a rock dance party at the local club. John Wild, a naturalised PNG citizen and ex-Australian owns a plantation a mile away on the mainland and had twenty three yachties staying at the house. He owns Milne Bay Air which boasts a three plane fleet including a 1944 Grumman Goose sea plane which overflew the fleet on that leg.

If you have the time, the 1990 Coral Sea Classic will attract those of us dreaming of tropical sailing and cruising in a not hard to get to venue... and a very different and very enjoyable way to go sailing... better book now... the queue will be starting to lengthen as many of those racing this time are planning to go back in two years.



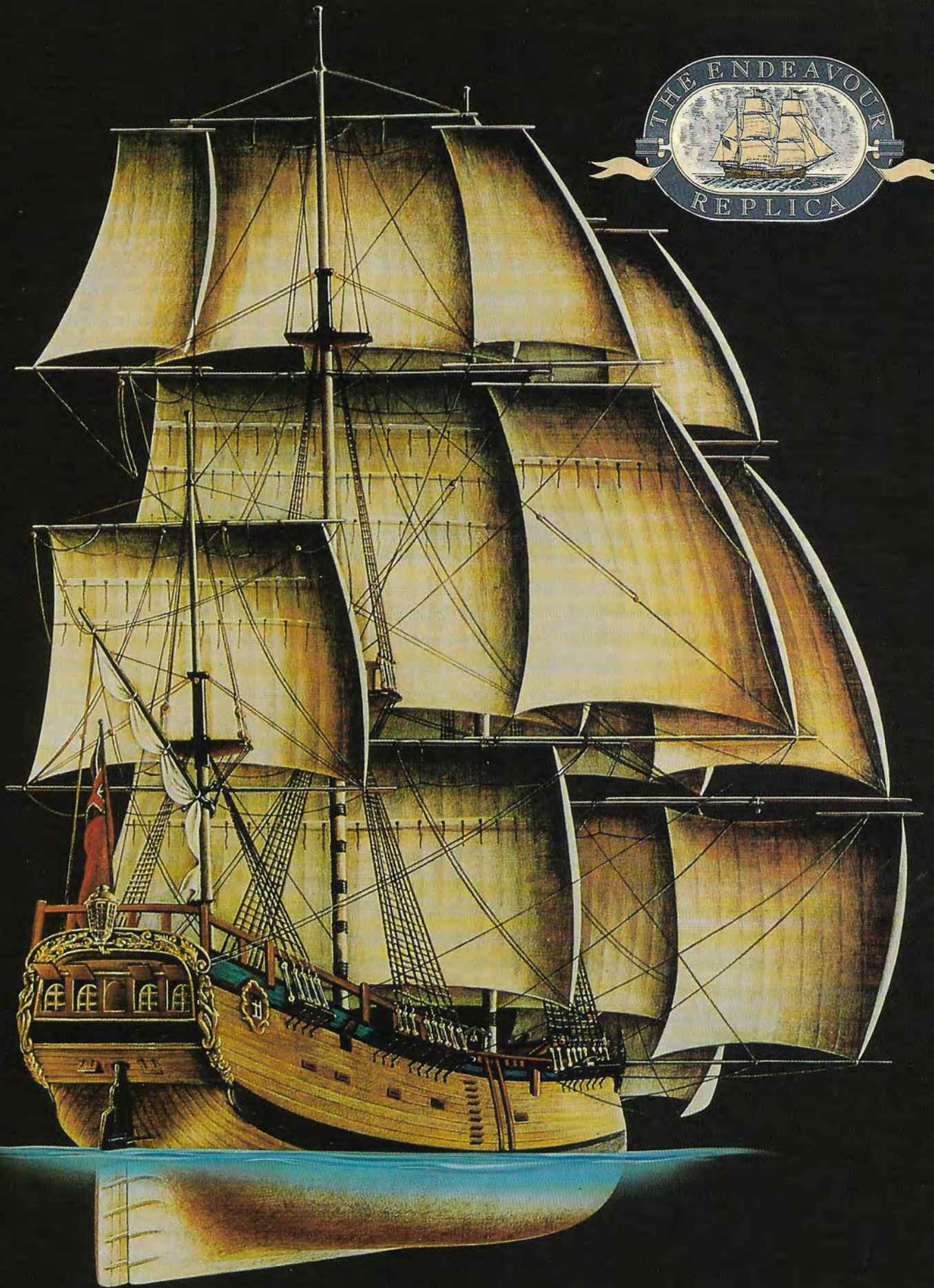
SOUTH Australian entry in the Coral Sea Classic, TOOLKA T, a Joubert-designed Cape Barren Goose, skippered by Don Martin from Adelaide, contested the Cruising Division of the Coral Sea Race. Max Press pictured TOOLKA T, reefed down as she headed out of Port Moresby Harbour, going on to win the Cruising Division of the race to Samarai, off south-east tip of Papua New Guinea.



CORAL Sea Classic fleet rafted up off Royal Papua Yacht Club at Port Moresby before race to Samarai.

LEFT: Husband and wife crew, Leon and Judy O'Donahue sailed their new Adams 12, WHITSUNDAY PASSAGE, in the Coral Sea Classic in preparation for the Two-Handed Round Australia Race starting in August. (Max Press pics)





The Endeavour Replica

By Peter Campbell

ALAN BOND'S ambitions to regain the America's Cup may have been temporarily thwarted by the procrastinations of the San Diego Yacht Club and Sail America, his plans shelved to build a supermaxi sloop to match Michael Fay's mammoth Cup challenger, *New Zealand*.

But that does not mean that the man whose determination and money finally extracted the America's Cup from the portals of the New York Yacht Club has turned away from the sea. Quite the opposite.

There is no question that Bond will return to the America's Cup battleground following the Challenge Match between *New Zealand* and the US defender, set down (at last report) for September 3, 1988, off San Diego.

In the meantime, Steve Ward, the Perth boatbuilder who constructed that magnificent 12-metre, the wing-keeled *Wonder* from Down Under, *Australia II*, has begun the building of the Bond Corporation's Bicentenary gift to the Nation — an authentic replica of that other most famous of sailing vessels in Australian history — Captain James Cook's bark *Endeavour*.

Costing \$12-million to re-create over more than two years, *Endeavour* will be launched in Fremantle's Fisherman's Harbour, the centre of the America's Cup harbour of 1986-87, in February, 1990. By June, 1990, she will be ready for sea trials before a triumphal voyage to Sydney, taking in 16 ports of call on the way.

In November 1990, *Endeavour* will sail proudly through Sydney Heads leading a huge maritime parade of honour to the Australian National Maritime Museum at Darling Harbour where she will have her permanent home.

In contrast to the secrecy that surrounded the building of Alan Bond's other great sailing vessel, *Australia II*, the construction of the replica of *Endeavour* will be a very public process, with the people of Australia able to view every phase of construction from the laying of the keel to the crafting of the ornamental carvings on her stem and stern.

Steve Ward is already well under way with the massive project, using copies of the original plans of the ship, which



Alan Bond alongside the famous portrait of Captain James Cook by James Webber B.A.

began life as the Whitby collier *Earl of Pembroke*, and plans of her reconstruction and fitting out as HM bark *Endeavour* for her Voyages to the South Seas under the command of then Lt. James Cook RN. In his boatshed at Coogee, south of Fremantle, the lofting of the *Endeavour's* hull plans has begun and a team of shipwrights is well advanced in assembling the massive timber pieces that made up a timber ship of the 1760s — the keel, stem and stern posts, floors, futtocks, keelson, knees, hooks and so on.

Down at Fisherman's Harbour, bulldozers have demolished the building that was Bond's 1987 America's Cup Defence facilities in Mews Road, Fremantle, and work has begun building a traditional shipyard to construct the hull of *Endeavour* and launch her down a slipway.

Endeavour will be built inside a huge boathouse which will also provide public viewing galleries to enable the public to follow all stages of the construction of the vessel. Once launched, the fitting out and rigging of the famous bark will be undertaken at Fremantle — again with the public able to watch it all.

The ship is surprising in that it is comparatively small. She is only 106 feet overall, being 97-feet on the loaded waterline, 30 feet on the beam, and having a Thames tonnage of 367 tons. Originally named the *Earl of Pembroke*, she was a collier that traded on the north-east coast of England and the North Sea until her purchase by the Royal Navy. As such she is quite an unpretentious ship and is therefore comparatively easy to build.

Steve Ward is constructing the replica of *Endeavour* at an acceptable level of authenticity where possible, using traditional ship building techniques but making use of modern machinery and fastenings. She is being constructed out of Australian hardwoods, predominantly Western Australia's famous timber, jarrah.

The Endeavour Project has been fortunate in obtaining the services of Englishman David White as chief naval architect for the building of the replica of *Endeavour*. Regarded as the current world expert in the construction of ships of the mid-18th century, he has just recently retired from the National Maritime Museum in Greenwich, England, and has complete access to that august body's comprehensive *Endeavour* collection.

In fact, the Royal Navy has made available to the Australian builders a copy of the original plans of the *Earl of Pembroke* but also two subsequent sets of plans of the modifications that were made to the hull and accommodation before Cook set sail with *Endeavour* for Tahiti for his observation of the Transit



BOATBUILDER
Steve Ward, who built Alan Bond's famous 12-metres, including America's Cup winner AUSTRALIA II, has transferred his talents to constructing the wooden-hulled replica of ENDEAVOUR. LEFT: shows Ward with prefabricated jarrah frames for the 106-foot ENDEAVOUR. BELOW: shipwrights prepare the floors for the ENDEAVOUR which will be assembled on Fremantle foreshore. (Peter Campbell pics).



of Venus in 1769 which led to the circumnavigation of New Zealand the subsequent discovery and charting of the eastern coast of Australia in 1770.

Builder Steve Ward also has as his 18th century boatbuilder's bible, a much-thumbed volume of "The Shipwright's Vade Mecum", first published in 1805 at a time when Britain was

building 600 warships a year. Ward's copy was re-printed in 1882. "It's an extraordinary insight into the skills of the shipwright of that era," Ward told me recently. "It is invaluable in our efforts to re-create *Endeavour*."

The first task of Ward's team of shipwrights has been to construct the massive wooden keel for the new *En-*

deavour, 30m x 38cm x 30cm, laminating it from the super-tough West Australian jarrah. The second task has been to build what will be a cutaway section of *Endeavour's* hull to enable the public to see just how a great wooden ship was built more than two centuries ago, an authentic version with the exception that the timber is jarrah instead of English oak from which Cook's ship was built, with the frames and planks glued and laminated instead of steam-bent. Where possible, however, 18th century methods of joints and fastenings have been used, including trunnels (or tree nails).

Ward and his team are building the frames for the hull from 1½-inch kiln-dried jarrah, cut from 100 to 150 year old trees felled in the south-west of WA. All told some 300 tonnes of jarrah will be used to build the hull, in addition to other WA timbers. Specialist timbers will be used for the wooden fittings, such as she-oak for the blocks, fine-grain Douglas fir or spruce for the masts. Jarrah will be used for the below-waterline part of the hull, with oregon for the topsides. The original hull had oak below the waterline, larch and line for the topsides and deck, with spruce for a fine-grain fir for the spars.

The 50-odd frames for the hull are all being prefabricated in Ward's boatbuilding shed south of Fremantle and will be transported to the main building centre at Fremantle's Fisherman's Harbour in July for the assembling of the hull. Interestingly, back in Cook's days most Royal Navy dockyards actually had pre-fab frames made up on a production line ready for building the Navy's fighting ships. Similarly, rigging blocks was also mass-produced, the production totalling 110,000 blocks a year in the 1760s.

While Steve Ward and his team are building the hull, the other major task under way is the making of authentic sails, rigging and spars, fittings and general equipment for *Endeavour*. Students at technical schools around Australia will be given the opportunity to participate in building the ship's blocks, dead-eyes, lanterns, belaying pins and perhaps even anchor and cannon.

The BCH director in charge of the programme is Warren Jones, the executive director of Alan Bond's winning America's Cup Challenge in 1983. Project manager is John Longley who supervised the construction of *Australia II*, *Australia III* and *Australia IV*. Promotion and marketing of the project is the responsibility of Vern Reid, who played a similar role promoting the last Bond America's Cup Defence programme.

Another major project is the construction of a replica of the 25-foot pinnace which was one of *Endeavour's* three ship's boats. The sails for *Endeavour* will be of synthetic materials, but looking



BOATBUILDER Steve Ward is using this old "Shipwright's Vade-Mecum", first published in early 18th century, to help with the authentic construction of the ENDEAVOUR replica. (Peter Campbell pic)

of ornamental carving on her stem and stern. These carvings will be produced at the Fremantle facility in a special area set aside for the purpose. It is planned that this carving will take place, on and off, during the whole construction period.

The Spars: The spruce for the masts and yards will be imported from America. They will be imported as bare timbers and will be fitted out at the Fremantle facility.

Sails: The sails for the vessel will be produced partly by modern methods and partly by hand finishing. They will be manufactured in the existing America's Cup sail loft in Fremantle.

Running and Standing Rigging: The ship's running and standing rigging will be produced in a section of the sail loft throughout the length of the construction time. Professional riggers will be employed as well as students from the Fremantle Technical School who specialise in shipbuilding trades.

The Ship's Boats: The *Endeavour* had three ship's boats, a 31 foot yawl, a pinnace and a long boat. These boats were clinker built and will be built in the traditional method alongside the ship's hull. As the first is finished it will be put on display, while the second is commenced and so forth.

All of the above activities will be able to be viewed by the visiting public.

FEBRUARY 1990

— Launch:

Following the launch of the ship she will be moored in the existing 12-metre pens at the Fremantle facility.

FEBRUARY 1990 - MAY 1990

— Fit-out:

At the Fremantle dock the masts will be stepped, the yards hoisted and the ship given her final fit-out.

JUNE 1990 - AUGUST 1990

— Sea Trials;

Initial sea trials will be conducted off

and feeling almost like the original flax sails which powered the bark on her long voyages of discovery.

The idea of reconstructing *Endeavour* and in effect creating a national historic site, has for many years remained little more than a dream. In the 1960s, a replica *Endeavour* scheme proposed by the master mariner and endorsed by the Federal, NSW and Tasmanian Governments, came to nothing because of financial difficulties. Alan Bond is the first Australian with the wherewithall and the will to match his imagination.

This is the programme for the Endeavour Replica — the Bicentenary gift to the nation of the Bond Corporation:

MARCH 1988 — FEBRUARY 1990:

The construction of the boat will proceed as follows: lofting, laying of the keel, standing of the stem and stern posts, assembly of floors, futtocks and timbers, assembly of deck beams, fitting of keelson, knees, hooks, etc., fitting of hull planking, fitting of ceiling, laying of deck, completion of bulwarks, stanchion and cappings, internal fit-out, fitting of deck furniture, fittings and rudder caulking, paint, varnishing, launch.

In addition to the construction of the hull there will be additional ancillary work taking place during the two years which it will take to build.

The Hull's Carvings: Although the *Endeavour* was a comparatively simple vessel compared with naval ships of her era, she still had a considerable amount

Fremantle followed by a shake down voyage to Geraldton, a coastal city some 200 miles to the north of Fremantle.

SEPTEMBER 1990

- NOVEMBER 1990:

In September 1990 the *Endeavour* will leave Fremantle on her delivery voyage to Sydney. This voyage will be the highlight of the project and will lead to a heightened second stage of promotion. The plan is to deliver the ship to the ANMM in Sydney during November 1990 via sixteen capital and regional centres and visiting every State of the Commonwealth.

The initial itinerary that is proposed is:- Fremantle, Bunbury, Albany, Esperance, Port Lincoln, Adelaide, Hobart, Devonport, Melbourne, Jervis Bay, Wollongong, Port Macquarie, Brisbane, Coffs Harbour, Newcastle and Sydney.

An important aspect of this voyage is the intention to show the vessel to as

The delivery voyage will culminate in the *Endeavour* sailing through Sydney Heads and leading a huge maritime parade to Darling Harbour where the official hand-over to the ANMM will take place. This event will rival the great events which have taken place on that famous waterway.

NOVEMBER 1990

— Foreseeable Future:

The *Endeavour* will become the prime exhibit and focal point of the Australian Maritime Museum, a magnificent living historical and educational exhibition which will be manned by a crew of costumed actors who will play Captain James Cook RN, the botanist Sir Joseph Banks, the naturalist Daniel Solander, and other leading figures who accompanied the great navigator on the first of his voyages of discovery from 1768 to 1771.

ANCILLARY PROGRAMMES:

Tourism: During the construction phase of the vessel our Fremantle ship building

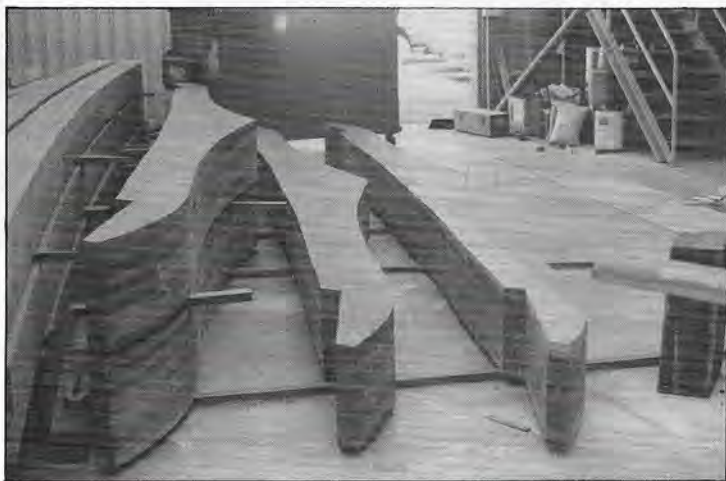
facility will be open to the public seven days with tour guides who will show the large number of visitors expected over the vessel's construction activities.

During the delivery voyage tens of thousands of Australians will visit the ship as it tours Australia's coastal centres.

Finally, the vessel will reside in Australia's largest city in its premier tourist location for the foreseeable future. The ANMM anticipates receiving one million visitors annually at its Darling Harbour development.

Education: For the first time the Bond group of companies will make a direct contribution to the education of young Australians. It is proposed that all State Education authorities will be provided with project and study material associated with the building of the ship.

A strong liaison will be established with the technical divisions of each State Education Department. It is planned to encourage students all over the country to actually make blocks and fittings from materials and drawings provided to them. These will then be used on the vessel and documentation of usage will be sent back to the schools. In 60 years time today's children could be telling their grandchildren that they made a piece of history, a component of the *Endeavour*, the ship that Alan Bond gave to the people of Australia.



many Australians as possible. The gift will be seen not simply as a Fremantle/Sydney promotion but one that involves the vast majority of Australians.

During the delivery voyage the ship will be crewed by a combination of a full-time delivery crew and a super cargo. The delivery crew will be drawn from Sail Training groups around Australia. The super cargo would be changed at each port and would consist of a number of passengers who will be drawn from people directly involved with the construction of the vessel, school children, competition winners and suitable people nominated by the Bond group of companies.

At each port on the delivery voyage, a civic and media reception is planned. These receptions will be set up by a co-ordinator in each State who will organise the events prior to the ship's arrival. Each port will be encouraged to develop its own unique way of welcoming the ship to that port.



BUILDER Steve Ward is constructing the replica of ENDEAVOUR at an acceptable level of authenticity where possible, using traditional shipbuilding techniques but making use of modern machinery and fastenings to pre-fabricate floors and frames in his factory. Hull will be assembled on the Fremantle foreshore where public will be able to view this historic replica being built including mock-up to show frames of hull, pictured at left. (Peter Campbell pics).

News From All Ports

Round Australia Fleet Joins Jupiters Race

AN extra stage has been added to the Round Australia Bicentennial Yacht Race to allow the fleet to take part in the Jupiters Gold Coast Race.

The Round Australia fleet will now sail from Sydney to Southport starting August 6, then from Southport to Brisbane in a short overnight race starting late afternoon on Thursday August 11.

Then it's off into the land of the Great Barrier Reef from Brisbane to Cairns starting August 14 and onwards over the 7,600 nautical mile circumnavigation finishing back in Sydney late in November via Darwin, Dampier, Fremantle, Adelaide, Hobart, Melbourne and Sydney.

At a time notable for its lack of interest by sponsors in yachting in general, three entries have excellent support.

Apple Computer Australia has thrown all of its weight behind Kanga Birtles, the well-known long distance racer and principal of Jarkan yachts. A month before the race start Kanga launched a new John King design especially for the race, named *Apple Endeavour*, the 41-ft Jarkan 12.5 will be the prototype for a new racing production yacht and Kanga is confident the yacht will do very well in the Round Australia Race.

Apple is confident too, they are making it the focal point of their Bicentennial project to the tune of \$500,000.

The whole project is aimed at involving young people in the adventure of a lifetime as well as indirectly assisting disadvantaged youth. Students are being directly involved through partially crewing the yacht while Apple staff and resellers (dealers) will raise money for charities as well as having the opportunity to crew the yacht with Kanga's core crew of experienced yachtsmen of six.

One of the world's biggest banks, the French-owned Societe Generale Australia Ltd has thrown its support behind Tasmania's most experienced offshore yachtsman, John Bennetto.

Bennetto has no fewer than 27 Hobart races behind him but this race fulfils his

ambition of mixing serious racing with long distance cruising, and his Frers designed 47-ft *Mirrabooka* which is a development of the successful Swan 46 will be ideal for the job.

From Darwin comes *Northern Territory Spirit*, which has backing from almost everyone up north, from the Northern Territory Government, through local businesses and the general public.

Owned by the Northern Territory Sailing Trust, the Frers designed 40.5 footer will have a largely different crew on each stage with a total of 60 taking part.

One man determined to win is *Otella's* owner and skipper Colin Montgomery who was one of the men who dreamt up the idea of the race and who has had the 54 footer designed by John King especially for the Race. Montgomery has had the boat built fast, strong and comfortable for the race which he and his crew are treating as a marathon and they're out to win.

Other entries for the whole race at the time of going to press were the sail training ship *Sir Thomas Sopwith* and *Rager* and there had been several yachts entered for various stages of the race including four of the five RAN SIII's, the Polish Tall Ship *Jan Z Kolna*, *Hammer of Queensland*, *Myuna III*, *Overdraft*, *Evergreen* and *Ruthless*.



Darling Harbour Open to Pleasure Craft

THE public can now pull up, park, shop and dine at Darling Harbour - by boat.

Mr Ian Hayson, Chief Executive of Merlin International Properties Ltd., which built and operates 200 specialty shops and restaurants at Harbourside Festival Marketplace said:

"Sydney has one of the most beautiful harbours in the world, but for too long barriers have been placed on harbour foreshore areas.

"With the magnificent Darling Harbour redevelopment, all this is changing.

"Facilities are now available for pleasure craft to moor at Darling Harbour."

Mr Hayson also said that this is the first time that people can go shopping from the harbour for the highest quality merchandise.

Harbourside contains a wide range of shopping from leading fashion stores such as Laura Ashley, Portmans, Sports-girl and Linda Jackson to unique specialty shops, including the only bank in a retail establishment with an international money exchange and a newsagents with papers and magazines from around the world.



SYDNEY'S Darling Harbour is now open to pleasure craft, allowing boatowners to go by boat for sightseeing, shopping and dining by boat.

Harbourside also has eight quality restaurants and cafes as well as a food hall with 30 different cuisines from around the world.

"People can park their boat and dine at a five star restaurant or get a take-away, day and night, seven days a week," said Mr Hayson.

"There is even a store, 'Fancy Fillings', where visitors can select and even prepare their own picnic hamper for a lunch in the park - or on the boat."

For overnight mooring and current bridge opening times, contact the Darling Harbour Authority on 211-2311.

Ben Lexcen Honoured by Museum

THE Australian National Maritime Museum has recognised Ben Lexcen's contribution to Australian maritime affairs in the context of sailing technology development, by naming the forecourt of the Museum's Darling Harbour building in his memory.

The Ben Lexcen Walkway is a harbour-side plaza between the Phillip Cox-designed building and the Museum wharves where the floating ship and boat collection will be on display.

The Federal Minister for the Arts, Mr Gary Punch, announced this during a ceremony to mark the anniversary of the Museum's founding by Prime Minister Bob Hawke last year. With Mrs Yvonne Lexcen, he unveiled a plaque commemorating Lexcen's contributions to yachting. The plaque will be permanently displayed on the Walkway when the building is completed.

Mr Punch said that Ben Lexcen's contribution to winning the America's Cup, designing the winged keel *Australia II*, had given Australia a demonstration that it had the talent and determination to compete in an increasingly difficult high technology world environment.

Kellett Chairman of AYF Offshore Committee

THE annual meeting of the Offshore Committee of the Australian Yachting Federation, held at the Cruising Yacht Club of Australia at the end of April, saw David Kellett, now Commodore of the CYCA and skipper of *Sovereign*, elected Chairman of the Committee for the next two years.

David replaces Bob Gear, from Tasmania, who as AYF President did not stand for a re-appointment.

The new Deputy Chairman is Bernie Case (Victoria), well known in both Kenwood and Admiral's Cup circles, with genial South Australian designer and boatbuilder, John Duncanson, becoming the other member of the Committee Executive.

Bob Gear was re-appointed as the Australian Councillor to the Offshore Racing Council, the world body of ocean racing.

The Committee confirmed a number of initiatives proposed by the Ocean Racing Club of Australia in respect of the 1988 Kenwood Cup and also the 1989 Admiral's Cup for Australian teams.

The meeting, attended by delegates and measurers from all States and the JOGA, dealt extensively with the proposed introduction into Australia of the new Offshore Rule, the International Measurement rule which is designed specifically for the genuine cruiser/racer and not the grand prix boats.

With the arrival from the United States of three hull measurement instruments, preliminary arrangements were taken to commence the measuring of hulls to this new exciting, modern concept of complete hull measuring.

This is a concept where the full hull lines are used in conjunction with advanced hydrostatics and aerodynamics to determine the speed potential of hulls. In the process it produces handicaps which cannot later be influenced by designers to upset the rules. **Bob Gear**

Victoria

Ninda Surprises in Musto Series

AFTER three heats in the In Sail/ Musto Winter Series run by the RMYS Peter Coleman & Roger Townley's UFO 34 *Ninda* is a clear points leader.

Ninda has won two of the heats and providing she maintains consistent performances should take out the series. Winner of the second heat was Ian Torode in his J24 *Cookie Monster* which was Victoria's top performer in the recent J24 World Titles.

Heat Results:

Heat 1.

1st - *Ninda* (P.Coleman/R.Townley)

2nd - *Ariel* (R.Ward)

3rd - *Boambillee* (C.Chapman)

Heat 2.

1st - *Cookie Monster* (I.Torode)

2nd - *Taranaki* (D.Lacey)

3rd - *San Miguel* (B.Walker)

Heat 3.

1st - *Ninda* (P.Coleman/R.Townley)

2nd - *Flying High* (M.Ware)

3rd - *Turbo* (L.Clough)

Pursuit Series Wide Open

THE RMYS pursuit series for the J.H. McDonald Trophy is a wide open competition.

Varying weather conditions have ensured a wide spread of placings in this event that continues to draw large fleets.

Both heat winners so far have been small boats, Reg Orr's *Columbia Justine* and Norm Poole's *Charrisa*.

Completed Heat Places:

Heat 1.

1st - *Justine* (R. Orr)

2nd - *The Roperunner* (P.Robinson)

3rd - *Crocodile* (A.McKenzie)

Heat 2.

1st - *Charrisa* (N.Poole)

2nd - *Koa Tea* (M.White)

3rd - *Flying High* (M. Ware)

*Info kindly supplied by Ms J.Marshall during her lunch break.

Victorians off Overseas

SANDRINGHAM YACHT CLUB has been the scene of much activity as her top, and Victoria's best One Tonners prepare and pack up for their imminent departure in quest of international honours.

Joint Venture, Ron Elliot's highly performed Dubois design, is leaving for the

News From All Ports

USA to campaign in the World One Ton Cup. Ron's experience in this event previously and level rating successes that his crew have augur well for their chances.

Ultimate Challenge and *Once A Jolly Swagman* are leaving for the Kenwood Cup as members of the Australian White Team. Lou Abraham's and his crew know the Hawaii scene well and their extensive international experience should ensure a good performance.

Chas Jacobsen and crew have been continually improving the performance of their boat and campaigned *Indian Pacific* in the last Kenwood Cup. Their dedication and effort should be rewarded by good results.

Lonsdale leads the Transfield

THE RBYC Transfield Winter Series is being led by *Lonsdale* sailed by J. Spencer. Last year's winner *Kate*, Bill Davis and James Mort, is poised only 1 point behind with R. Buxton's *Minerva* ½ a point behind in third place.

Minerva has won the second and third

heats after Paul Woodman's *Farr 37* had victory in the first.

With only 15 points separating the leading seven boats consistent sailing and incredible fortitude, in that these races are held Sunday mornings throughout Melbourne's winter, will be required to take out the series.

Heat Placings:

Heat 1.

1st - Good News (P.Woodman)

2nd - Paddy Wagon (S.Hunter)

3rd - Scared Shipless (S.Walker)

Heat 2.

1st - Minerva (R.Buxton)

2nd - Kate (J.Mort & W.Davis)

3rd - Lonsdale (J.Spencer)

Heat 3.

1st - Minerva

2nd - La Cima (D.Bingham)

3rd - Kate

2 Hot 2 Tutch in Ronstan Red

EX NATIONAL Champion Peter Dore is leading the Ronstan Red Series for *Etchell 22s* at RBYC.

His healthy leading margin of 9.25 points is by virtue of two wins and a second in the three heats run so far. Bill Fairley is placed second with *Shamrock*

VI, S. Hickford, only .25 point behind in third.

Heat Placings:

Heat 1.

1st - Long Elf (B.Fairley)

2nd - 2 Hot 2 Tutch (P.Dore)

3rd - Shamrock VI (S.Hickford)

Heat 2.

1st - 2 Hot 2 Tutch

2nd - Oscar (D.Meik)

3rd - Shamrock VI

Heat 3.

1st - 2 Hot 2 Tutch

2nd - I (C.McSorley/B.Hodder)

3rd - Barracuda (D.Atkinson)

Sandringham Scoops The Trophies

THE VYC'S Association Cup weekend team's races were dominated by Sandringham Yacht Club whose representatives won the trophies in all three sections.

The races, held over two days, were predominantly light air events with changes in wind direction causing some competitors much frustration.

IOR Association Cup

SANDRINGHAM'S IOR Team, which in all probability would have been Victoria's Southern Cross Cup Team except for *Joint Venture* being selected to represent Australia, absolute-



SOUTH Australian yacht GINGERBREAD MAN survived blasts of 40 knots on Melbourne's Port Phillip to win third heat of NEC Victorian NEC Winter Series and JOG championship. (Pic by The Pressure Point)

ly white washed their opponents to post a most conclusive win. In the places counted for the best three of four boat format of this regatta, Sandringham posted 1 win, 2 seconds, 2 thirds and a fourth.

Their winning margin was 24.17 pts from the Royal Yacht Club of Victoria with Royal Brighton's Team third.

Joint Venture, Ron Elliot's Dubois One Tonner won the R.J. Green Trophy for the top Individual Point Score.

Points and Placings:

1st — Sandringham Yacht Club
20.74 pts.

Joint Venture — Ron Elliot 2,1
Ultimate Challenge — Lou Abrahams 3,2
Once a Jolly Swagman — Chas Jacobsen 4,3
Shenandoah II — Ron White 11,6

2nd — Royal Yacht Club of Vic.
54.91 pts.

Great Scott — John Molloy 1,9
Chris' Choice — Mike Walker 6,12
Chutzpah — Bruce Taylor 7,11
United Transport — Charles MacMillan 19,22

3rd — Royal Brighton Yacht Club
81.64 pts

Harbinger — Barry Dean 8,4
Fire & Ice — Brett McEwing 10,5
Once More Dear Friends — David Currie 16,16
Good News — Paul Woodman 31,21



GREAT EXPECTATIONS wasn't so fortunate in NEC Winter Series in Melbourne, losing her mast in 40-knot gale. (Pic by The Pressure Point)

3rd — Hobson's Bay Yacht Club
61.57 pts

Benbow 1,6
Waarana 3,12
Big Foot 14,14
Gondwana 20,20

VYC Presidents Trophy

A runaway points margin in the first race of this series saw the Sandringham Team attain what turned out to be an unassailable lead.

With team yachts taking first place in both heats Sandringham won by over 40 pts. from the Royal Yacht Club of Vic. and Royal Brighton.

Points and Placings:

1st — Sandringham Yacht Club
54.99 pts

Young Nick 4,1
Antares 1, DNF
Lulagui 5,4
Dorado III 26,34

2nd — Royal Yacht Club of Vic
95.63 pts

Crossbow 6,6
Hummingbird 14,8
Deliverance 23,10
Red William 28,17

3rd — Royal Brighton Yacht Club
96.64 pts

Gumblossum 8,5
Half Time 15,7
Rangatira 17,18
Freedom 19, DNF

JOG Hempel Cup

SANDRINGHAM'S win in this event, unlike the Association Cup, was hard fought and their team had to hold out against a spirited fightback by the Cups previous holders Royal Melbourne.

After the first Race Sandringham trailed the Hobson's Bay Team by about 3 pts. Their tight team placings, rather than individual brilliance, in the second race saw them come away with the Trophy.

The top scoring individual yacht was Ray La Fontaine's J 24 *French Connection* which has been showing good speed since returning from the recent World Titles.

Points and Placings:

1st — Sandringham Yacht Club
51.32 pts

Limpid Lizard 5,7
Spaghetti Factory 8,8
Moody Blue 11,3
Bolero 7,11

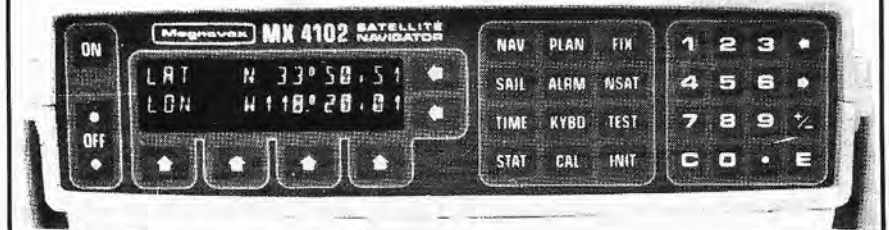
2nd — Royal Melbourne Yacht Squadron
54.73 pts

French Connection 4,1
Divine Madness 10,5
On the Park 13,4
Flash 17,18

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RS30

PORT Lincoln is making a bid to establish itself as Australia's National Regatta Centre . . . and maybe the Olympic training centre.

The energetic fishing town at the bottom of the Eyre Peninsula and about 45 minutes flying time west of Adelaide sees the concept as an essential ingredient in its attempt to lure tourists to the area.

The project has been put in the hands of a business incentive committee which is investigating the feasibility of the plan and incorporating it with the new \$12m. marina development in the town.

Port Lincoln businessman and yachtsman Ross Haldane says there is a strong belief among many people in the town that a National Regatta Centre in the town should be established as a commercial enterprise with the Port Lincoln Yacht Club at the backdrop of the project.

"The whole thing should centre around the new marina and it would seem essential that the yacht club would

Port Lincoln as Olympic Centre

By
Geoff Kingston

need to relocate from its present site," said Haldane.

"It would mean a shift of a couple of kilometres and I think there are people at the club who are grappling with that concept at the moment.

"It is probably a case of hearts versus minds right now but the facilities that could be provided by such a centre at the marina would be fantastic.

"It is sited in a better part of the (Boston) bay for sailing and would afford free moorings in front of the clubhouse, floating marinas or beach launchings — depending on what was required."

Haldane also makes the point that Port Lincoln could be ideally placed as the venue for Australia's Olympic yachting team.

"If it is proved that the weather in Barcelona (site of the 1992 Olympics) is similar to what we have here; and if the

AYF has the money, I imagine it would be cheaper to provide a training camp at Port Lincoln at least for the first one or two years," he said.

"The first two years could be used to concentrate on building the skills of our elite yachtsmen in an environment similar to Barcelona. And the final two years before the next Olympics could then be used to hone those talents with competition overseas."

The move to establish Port Lincoln as a sailing town in the traditions of places like Cowes and Newport; to build not only a National Regatta Centre but also to pin-point it as a wonderful tourist resort should not be dismissed lightly.

It has all the natural resources and apparently the business and yachting know-how to pull it off.

★ ★ ★

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RS29

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COLIN Smith; the former Olympic helmsman, now taking it easier in the big boats, has recently returned from a successful jaunt to The East for the annual China Sea race.

Smith, who has worked and lived in Hong Kong, was on *Hijinks*, a 9.9m X99, for the 650-miles race from Hong Kong to Manila. His friend Neil Pride was first in the IOR group in the One-Tonner *Sun Streaker*. He finished clearly ahead of the rest of the 16-boat fleet in his group.

Smith and *Hijinks* won their Channel Handicap group ahead of 130 boats.

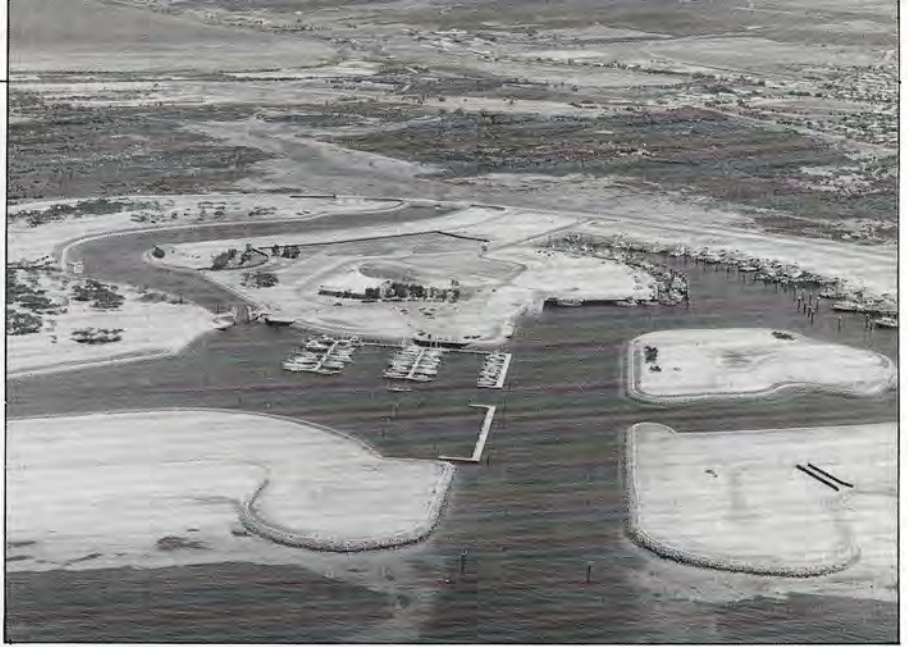
Next season Smith will move into the Etchells. He has already arranged to charter David Henshall's boat *Excalibur* but at this stage has not decided on a crew.

His reason for getting into the Etchell class? . . . "It's an old Man's boat!"



SA boatbuilders, Dave Binks Yachts, have just pushed the third of their Farr Phase 4 yachts out the door — two months after the first one was launched at the Cruising Yacht Club. It will go to Queensland to join one of the other three as part of a charter fleet in the Whitsundays.

The other boat was delivered to Geelong and Ron and Joan Spence, who



AERIAL photograph showing the extent of the Lincoln Cove development in South Australia which could become a National Yachting Centre in the future.

will use it for extensive cruising.

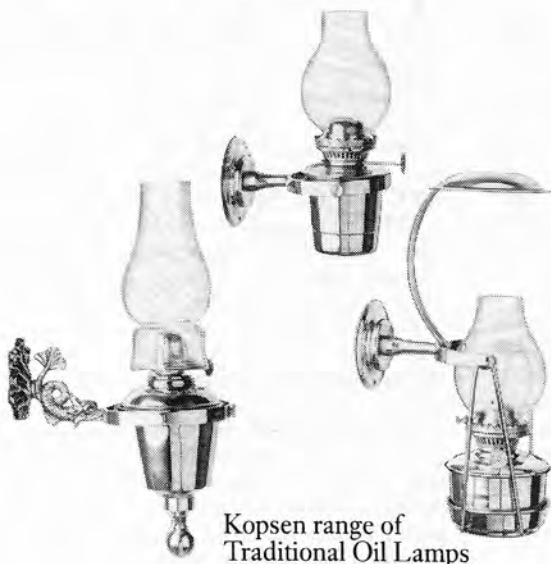
Fred Neill of Binks Yachts said the company was producing one boat a month and that it was envisaged that the first seven Phase 4s would be built at the company's Somerton Park headquarters.

"And around about October it is planned to establish a factory adjacent to Airlie Beach (north Queensland)," Neill said.

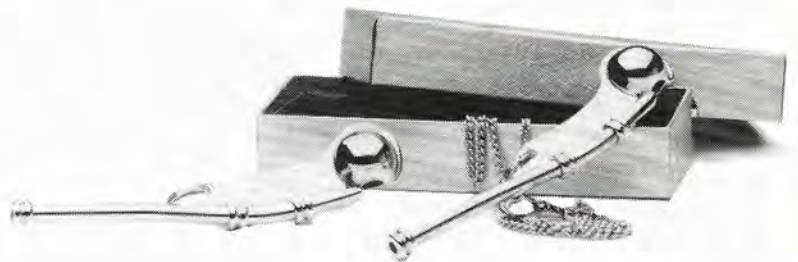
"The new company will be known as Whitsunday Yacht Constructions although we will remain in charge of production and quality control."

The Phase 4 purchased by Ron and Joan Spence was the first in a project which will eventually produce four sizes of yachts ranging in size from 35 to 50 feet. Designed by Bruce Farr, Binks has used very advanced building techniques

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A major breakthrough in the 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.

Because the inside is a moulded surface — like the outside — and incorporates all stringers, frames, furniture bases, engine beds etc., the inside of every yacht is absolutely identical.

This enables craftsmen to produce high quality joinery in a modern cabinet shop safe in the knowledge that every piece will fit perfectly without the need for adjustment.

Features of the Phase 4 include three private double cabins with ample living space and still there is room for two large toilets and showers.

Below deck the fittings are luxurious while above deck one of the most noticeable features is the attractive rounded stern with an opening gate which allows you to walk straight from the cockpit to the large stern swim platform.

The spacious cockpit boasts neatly recessed fittings and the mainsheet traveller, a nuisance in some cockpits, has been removed and taken forward of the companionway. And there is little clutter on the cabin top. All control lines from the mast are led under a flush, self-draining hood.

A unique feature of the high quality Phase 4 is its wide built-in bowsprit, containing at its aft end a powerful anchor winch.

The yacht also includes outstanding instrumentation, a winged keel and luxury fittings and comes complete, ready to go cruising at a cost of \$225,000.

★ ★ ★

IT had been rumoured that *Dr. Dan*, Rod Muir's Davison 50, might be headed for SA. But it seems the deal might have fallen through.

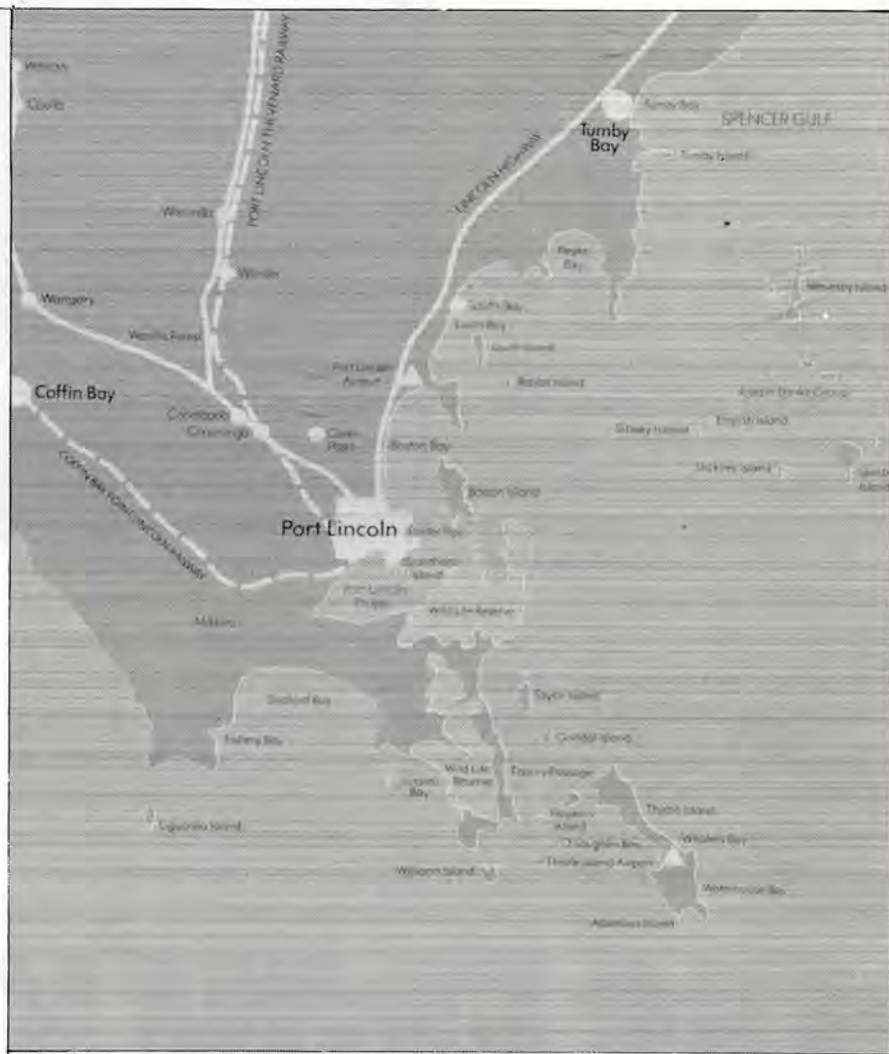
Dr. Dan apparently pulled a chain plate during a Sydney-Hobart a couple of years ago and a marine surveyor's inspection of the boat suggested that some repair work needed to be done.

The prospective SA buyer argued that the repair work should come off the price he offered for *Dr. Dan* and it is thought negotiations fell through at that stage.

★ ★ ★

AT a time when offshore racing is in the doldrums, Bob Edgerton's new Young 11 from NZ is a welcome addition to the SA scene.

He previously owned *Rapid Transit*, a Young 88, and sailing out of the CYC, is still working to get the boat up to its optimum performance.



MAP showing the location of Port Lincoln, South Australia, so close to excellent inshore and offshore racing areas, but also to the extensive cruising waters off Spencer Gulf, such as historic Thistle Island and the Joseph Banks Group.

He launched the boat at the end of the last summer season and the recent poor weather has hampered not only Edgerton, but also the small fleet of boats that have taken part in the winter series so far.

Indicative of the failing interest in the big boat scene is the fact that in the first two races of the winter series the fleet numbered only about six — the number of boats that took part in the recent American River race to Kangaroo Island.

Last year's winter series boasted about 15 starters every race. The IOR winner of the American River race was *Dictator* from *More War Games*. First across the line however was Ray Brown in his Beneteau First 10, *Silicon Chip*. He beat *More War Games* (David Urry) by 11 seconds with *Dictator* (John Gleeson and Richard Fidock) 11 minutes away in third place.

Placings on arbitrary handicap were *Silicon Chip*, *Dictator* and *More War Games*.

THE Cruising Yacht Club and the Royal SA Yacht Squadron have, in a landmark decision, accepted trailerable yachts into their organisations.

Trailer-sailers with a minimum length of 6.7 metres, and with a category B off-shore rating will now be able to take part in the racing programs of both the CYC and the Squadron.

Officials expect about 19 crews to take immediate advantage of the changes with the fleet swelling to many more for next summer.

Gordon Watson, president of the Trailerable Yacht Association, is a strong supporter of the move and will sail his Duncanson 25 out of the CYC.

It is understood the move was triggered by the disenchantment by many trailer-sailer owners who believe that the usual foreshore clubs were not supplying their needs. And it is also thought that the CYC and the Squadron viewed the move as affording trailer-sailer owners and crews a good stepping stone into keelboats.

Inshore

By Ian Grant

POPULAR Etchells personality Peter White (the Quiet Achiever) overcame huge odds to score a deserved win in the 1988 Houghtons Wines Australian championship hosted by the Royal Queensland Yacht Squadron.

White, a Queensland class administrator has worked hard for Etchells in Queensland and salvaged a rewarding experience after many seasons under the 'learning curve' with Olympic team manager John Ferguson.

Ferguson was part owner in the 1988 National champion Men at Work with White and the powerful John Miall but relinquished his share to Steve Girdis in June 1987 when it was obvious he could not commit the time because of the '88 Olympics.

Men At Work was built in 1981 and with Ferguson as skipper, White in the Middle and Miall up front finished second to World champion John Savage in the Melbourne Nationals in 1985.

Expert sail evaluation in the season leading up to the Easter Nationals enabled the *Men at Work* combination to have their fastest rig sorted out for both the Queensland and Australian series.



ETCHELLS 22 class is now the most competitive international keelboat class in Australia, with Victorian John Savage winning the 1988 world championship against a crack international fleet.

Etchells National

They used a Norths (SydneyLoft) jib and main and a new UK crosscut reacher with the marginal edge in boat speed determined from the request of fullness in both working sails.

Crew co-ordination with jib, main and traveller adjustment prevented

pounding in the heavier wind races which proved a deciding factor in the final heat when the winds built above the 20 knot range.

Men at Work showed their speed was in the top bracket when they won the six heat Queensland Title which led into the National series.

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Inshore

At the end of the first heat of Heat I Queensland's top title contender came to a grinding halt when she was holed in a dramatic collision with skipper White protesting for redress.

The committee awarded average points to count as first heat points so the pressure was on in the remaining five races.

Jamie Wilmot sailed an excellent tactical race in variable 15 knot Sou-east winds to take the major points from Cameron Miles and Peter Dore.

As expected the close class racing produced Thrill a Second sailing with results depending on split second decisions.

White and the *Men at Work* crew had little chance to protect the first heat collision average points when they were committed to a 720 on the Gybe mark when they were challenging John Frazier's *Catch 22* for the heat lead.

The error forced them back to 22nd, proving one slip and you're out the back door.

Geoff Davidson applied the ultimate in covering tactics to win from Cameron Miles with Michael Coxon third.

Exciting drama continued with heat 3 postponed due to cyclonic winds and the individual recall flag hoisted at the start of heat 4 indicating a PMS.

Coxon and former Olympian and Etchells champion, amputee James Byrne who won a National series on this course with *Footloose* were the defaulters and lost first and third place points.

Men at Work won the heat from *Long Elf* (Barry Fairley) and *Wood Duck* (Glen Collins).

Cameron Miles who had a 2-2-4 after three races was the overall leader.

Two races in the one day sorted the players from the stayers, particularly as the standard in the top fifteen was exceptionally close and even then it was impossible to be sure to have the pace to fight out of the disturbed wind and water in the bulk of the fleet.

John Harrison displayed a return to 1987 Nationals form by winning heat 3 re-sail from Lake Macquarie's Ross Wilson and Queenslander Peter O'Grady.

Jamie Wilmot won his second heat of the series from Peter Dore and Geoff Davidson to compact the points score and set the foundation for an adrenalin draining final.

Cameron Miles led the series into the final with a slender lead over Wilmot with *Men at Work* 6pts astern third and four points clear of Davidson.

After a light wind start where Wilmot hit the leeward mark and Davidson was



locked in the "Heart Break" Lee bow position both White and Miles made the most of clear wind to be 4th and 5th at the end of the triangle.

Men at Work revelled in the freshening 20 knot Sou-Easter to develop a one minute heat winning lead but Miles was holding the second he needed to wrap up the series.

However 200 metres from the line a shift to the left allowed crafty tactician Noel Brooke to take second by a split margin. This placing and margin decided the 1988 Houghtons Wines Australian Championship in favour of the popular Queensland Crew.

White, Girdis and Miall created history by becoming the States first National Etchells Champion — like Houghtons Wines it was worth waiting for.

Men at Work after the average points of 7.8 finished with a points to count score of 30.8 just .6 clear of Miles with Wilmot third.

Digital Corporate Cup

THE Cruising Yacht Club of Australia's popular Digital Winter Series took on a new competitive aspect this winter with the introduction of the inaugural Digital Corporate Cup over four Sunday races during June and July.

Ten prominent Sydney companies have each "sponsored" an IOR racing yacht in the Digital Winter Series in the form of a \$1000 donation to the Royal Blind Society.

Details of The Digital Corporate Cup devised by Race Officials at the Cruising Yacht Club of Australia and sponsored by the Digital Equipment Corporation (Australia) Pty. Limited, were formally announced at a luncheon at the CYCA. The ten companies involved are Westpac, AGC, Caltex, Samuel Taylor, Amax Resources, Tyrrells, Australian Airlines, Marshalls Motors, Jaguar Rover Australia and Dale Ford Motors.

CYCA luncheon to announce Corporate Cup saw vigneron Murray Tyrell, director of Tyrell's Wines, and Sir James Hardy, this time in his role as a Trustee of the Royal Blind Society, sharing a glass with Nick Ramensky, director of marketing, Digital Equipment Corporation, sponsors of the Corporate Cup and the CYCA Winter Harbour racing.

In a random draw each company was allocated an IOR division yacht, complete with skipper and crew, for the duration of the series of races to be held on Sydney Harbour over four weekends, beginning on Sunday June 26.

David Kellett, Commodore of the CYCA said that since Digital has sponsored the Winter Series it had gained both in numbers and quality of yachts participating. This additional competition for IOR yachts was designed as an early lead up to the Jupiters Gold Coast Regatta in August.

Sir James Hardy, one of Australia's most prominent yachtsmen and a trustee of The Royal Blind Society, was on hand to accept the cheques from the various company executives.

The Corporate Cup will be run in conjunction with Digital's Winter Series of pointscore races. Nick Ramensky, Director of Marketing for Digital, said he was excited by this new dimension to one of the major sporting events held in Sydney during Winter and explained that Digital's sponsorship sits well with the fact that Digital is the world's leading manufacturer of network computer systems.

The draw for yachts was as follows: AGC — *Stormy Petrel II*; Westpac — *Salty Lady*; Australian Airlines — *Spirit*; Tyrrells Wines *Raucous*; Caltex — *Marloo*; Jaguar Rover Australia — *Madeline's Daughter*; AMAX — *Haupia*; Marshalls Motors — *Mercedes IV*; Dale Ford — *Phoenix Contractors*; Samuel Taylor — *Big Schott*.

Offshore Racing Calendar

AUSTRALIA 1988

AUGUST

6-13th Jupiters Gold Coast Regatta, Sydney & Gold Coast
6th Start, Bicentennial Round Australia Race, Sydney
8th Start, Two-Handed Round Australia Race, Sydney

JUPITERS GOLD COAST REGATTA

AUGUST

6th Sydney-Gold Coast Passage Race, 380 nm
11th Vanguard Offshore Triangle, 16 nm
12th Jupiters Ocean Race, 25 nm
13th Pacific Fair Offshore Triangle, 16 nm

NEW SOUTH WALES

SUMMER SEASON 1988

SEPTEMBER

3rd Short Ocean Race (SOPS)
10th Short Ocean Race (SOPS)
17th Seamark-Lion Is & Botany Bay finish (LOPS)
Approx 75 miles
24th Short Ocean Race (SOPS)

OCTOBER

1st MMI 3 ports race (MHYC) (NPS)
Bicent. Naval Review on Sydney Harbour
5th Twilight Racing Commences
Start 1700
8th-9th JRA Range Rover Regatta
15th Short Ocean Race (SOPS)
22nd Gascoigne Cup (RSYS) (NPS)
26th Twilight Race - Start 1700
28th Seamark-Lion Is & Botany Bay finish (LOPS)
Approx 75 miles
30th Silver Committee Sail for Kids

NOVEMBER

2nd SPL Twilight Race - Start 1800
5th Short Ocean Race (SOPS)
Gosford Aquatic Lord Howe Is Race
12th Short Ocean Race (SOPS)
First of seven races for the Bluewater
Championship
18th Halvorsen Bros. Trophy Race (LOPS)
Second of seven races for the Bluewater
Championship, Long Ocean Race - 180 miles
25th MHYC Club Marine Challenge (NPS)
26th MHYC Club Marine Challenge (NPS)
27th MHYC Club Marine Challenge (NPS)

DECEMBER

3rd Short Ocean Race (SOPS)
Third of seven races for the Bluewater
Championship
10th Short Ocean Race (SOPS)
Fourth of seven races for the Bluewater
Championship
17th Race 1: AWA Ocean Racing Championship
Short Haul - Race to Pittwater
18th Race 2: AWA Ocean Racing Championship
20th Race 3: AWA Ocean Racing Championship
75 miles
22nd Race 4: AWA Ocean Racing Championship
23rd Alternative Race Day
26th AWA Sydney-Hobart Race: Start 1300 (LOPS)
Fifth of seven races for the Bluewater
Championship

1989

JANUARY

11th Twilight Race
21st Short Ocean Race (SOPS)
Sixth of seven races for the Bluewater
Championship
28th Sydney-Pittwater, (NPS)
Paul Royal Memorial Trophy
28th MHYC - Bruce & Walsh Regatta
29th MHYC - Bruce & Walsh Regatta

FEBRUARY

4th RSYS - Milsons Cup (NPS)
11th Short Ocean Race - Race for Cancer (SOPS)
Seventh and final race for the Bluewater
Championship
17th 3 Race Regatta - Seamark - Start 1800 (SOPS)
18th 1 x Short Race (SOPS)
19th 1 x Short Race (SOPS)
25th Short Ocean Race (SOPS)

MARCH

4th MHYC - Sunset Cup (NPS)
5th Sail for Cancer
Organised by Leo and Jenny Leukemia and
Cancer Foundation
14th MHYC Sydney-Mooloolaba
15th Twilight Race (Last Race) Start 1800
18th Harbour Race (NPS)
23rd Club Cruise

APRIL

1st Short Ocean Race (SOPS)
Race I: Royal Clubs Trophy
8th Short Ocean Race (SOPS)
Race II: Royal Clubs Trophy
15th Short Ocean Race (SOPS)
Race III: Royal Clubs Trophy

WINTER SEASON 1989

MAY

7th Ladies' Day Race (NPS)
Jill McLay Trophy
See Divisions & starting times in list of entries
14th Commodore's Day (HPS (1))
See Divisions & starting times in list of entries
20th Veterans Race
21st Sydney-Noumea Race (HPS (2))
Harbour Race
Divisions & starting times in list of entries
28th Harbour Race (HPS (3))
Divisions & starting times in list of entries

JUNE

4th Harbour Race (HPS (4))
Divisions & starting times in list of entries
11th Harbour Race (HPS (5))
Divisions & starting times in list of entries
18th Harbour Race (HPS (6))
Divisions & starting times in list of entries
25th Harbour Race - Warren Evans Trophy (HPS (7))
Divisions & starting times in list of entries

JULY

2nd Harbour Race (HPS (8))
Divisions & starting times in list of entries
9th Harbour Race (HPS (9))
Divisions & starting times in list of entries
16th Harbour Race (HPS (10))
Divisions & starting times in list of entries
23rd Harbour Race (HPS (11))
Divisions & starting times in list of entries
30th Harbour Race (HPS (12))
Divisions & starting times in list of entries

AUGUST

5th Sydney-Gold Coast Regatta
14th Ladies' Day Race (NPS)
Chris Lec Trophy
Divisions & starting times in list of entries

VICTORIA

1988

JULY

3rd ORCV Winter Series - Race 1
17th ORCV Winter Series - Race 2
31st ORCV Winter Series - Race 3

AUGUST

14th ORCV Winter Series - Race 4
28th ORCV Winter Series - Race 5

SEPTEMBER

10th ORCV Winter Series - Race 6
Apollo Bay Race

OCTOBER

28th Queenscliff to Port Fairy
Bicentennial Race

DECEMBER

26th Cock of The Bay Race
27th Melbourne to Hobart Race
27th Melbourne to Devonport Race

INTERNATIONAL

1988

JULY

19th-26th Tornado World Championships, Tallin, USSR
23rd-24th Armada Regatta, Plymouth, UK
25th-29th Swan Atlantic Regatta, Newport, Rhode Island, USA
22nd-31st Aegean IOR Week, Greece
29th RORC Channel Race, Cowes, UK
30-7 Aug Cowes Week, Isle of Wight, UK
30-13 Aug Kenwood Cup & Int 'A' Class World Cup, Hawaii, USA

AUGUST

1st-7th Six Metre Coupe de France, Marstrand, France
6th RORC Lymington-La Rochelle
6th Round Australia Bicentennial Race
6th-13th Jupiters Sydney-Gold Coast Regatta, Sydney & Gold Coast, Qld
8th Two-Handed Round Australia Race
26th RORC Solent-Le Havre, UK
27th-29th 150th Anniversary Regatta, Le Havre, France

SEPTEMBER

1st-12th Sardinia Cup, Porto Cervo, Sardinia, Italy
4th-16th One Ton Cup 1988, St Francis YC, San Francisco, USA
16th RORC Solent-Cherbourg, France
18th-25th Big Boat Series, San Francisco, USA
19th America's Cup, San Diego, California, USA
20th-28th 1988 Olympic Regatta, Seoul, South Korea
26th-30th British-America Cup, Seawannaka YC & Long Island YC, New York, USA

OCTOBER

7th-9th Cal Cup, Los Angeles, USA
22nd-31st Genoa Boat Show, Italy

NOVEMBER

5th-11th IYRU Meetings, London
7th-12th ORC Meetings, London

DECEMBER

2nd-12th Paris Boat Show, France
4th Route of Discovery, Spain-San Salvador
26th AWA Sydney-Hobart

1989

JANUARY

15th Around Antarctic Race, New Zealand

MAY

6th Auckland to Fukuoka, Japan

JULY

9th Carlsberg Round Britain & Ireland, Plymouth, UK
23rd-29th Round Europe Race
28-6 Aug Champagne Mumm Admiral's Cup, Cowes, UK
29-6 Aug Cowes Week, Isle of Wight, UK

LEVEL RATING REGATTAS 1988

July 28-Aug 7 Mini Ton, Varberg, Sweden
Aug 2-13 Quarter Ton, Travemunde, Germany
Sept 5-17 Half Ton, Poole, UK
Sept Three-Quarter Ton, Elba, Italy
Sept 4-16 One Ton, San Francisco, USA

CHAMPAGNE MUMM ADMIRAL'S CUP 1989

Thurs July 27 Solent Race, 30 nm
Fri July 28 Channel Race, 210 nm
Mon July 31 Olympic Course, Christchurch Bay
Tues Aug 1 Olympic Course, Christchurch Bay
Thurs Aug 3 Long Inshore Race, east of Isle of Wight, 40 nm
Sun Aug 6 Fastnet Race, 605 nm

KENWOOD CUP, 1988 HAWAII

Sat July 30 Ocean Triangle
Sun July 31 Ocean Triangle
Mon Aug 1 Molokai Race, 150 nm
Thurs Aug 4 Ocean Triangle
Sun Aug 7 Around The State Race, 850 nm

QUEENSLAND

1988

JULY

9th Noumea-Brisbane Race, CNC, New Caledonia
10th QCYC Winter Series, Race 4
16th-17th Monte's Reef Resort Series, Whitsunday Sailing Club
21st Cairns to Cooktown, Cairns YC
24th QCYC Winter Series, Race 5

AUGUST

6th-13th Jupiters Sydney-Gold Coast Regatta, Sydney & Gold Coast
6th AYF Round Australia Bicentennial Race, Sydney-Gold Coast
8th Two-Handed Round Australia Race, Sydney
13th-14th Pre-Season Regatta, RQYS
14th AYF Round Australia Bicentennial Race, Brisbane-Cairns
14th Opening Day, Wynnum Manly YC
15th-20th SCOR Series, Mooloolaba YC
15th JOG, Shorncliffe-Mooloolaba
17th Lord Mayor's Cup, Brisbane YC
20th-21st Fosters Whitsunday Classic, Whitsunday SC
27th RQYS Opening Day, RQYS
28th CYCA Opening Day, QCYC



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Instead, you may find quite a few of them skimming across the water in the Round Australia Bicentennial Ocean Yacht Race.

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