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Offshore

AUGUST/SEPTEMBER
1989

Yacht Racing & Cruising

- MAJOR CHANGES
FOR SYDNEY-HOBART

- FLEET FOR THE
WHITBREAD

- WE SAIL ABOARD
BOND'S DRUMBEAT

- TRICOLOR FLIES
FOR NOUMEA

- NEW YACHT
RACE RULES

The Magazine of the Cruising Yacht Club of Australia



Two days of heavy snowfalls and the chalet was as isolated as Ice Station Zebra.

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"Welcome to the chalet," he said, breaking the ice.

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we took it all in.

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a snowcat. The low ratio gears made light work of the haul up the slope, while the rubber body mountings and long coil springs easily accounted for any hidden rocks or potholes.

It was hard to imagine a more delightful conclusion to our trip.

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"Welcome to the chalet," he said, breaking the ice.

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The Magazine Of The Cruising Yacht Club of Australia



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Publisher
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Published by

NATIONAL
PUBLICATIONS

191 Arthur St, Homebush West, 2140.
(PO Box 297, Homebush, 2140).
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Distribution: Network Distribution Co., 54 Park Street, Sydney 2000.
The opinions expressed in this magazine are not necessarily those of the publisher.
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* The cover price of \$4.95 (\$NZ6.50) is the recommended maximum charge for this publication. **ISSN** 0819-7479
Typeset and printed by Rotary Offset Press Pty Ltd, 119 Arthur St., Homebush West, 2140 (02) 764 1111.



THE spinning and rolling wasn't confined to the Casino during last year's Sydney-Gold Coast, with "Sir Robbo" Robertson giving a display of out-of-control antics in Queenslan Maid. Hammer of Queensland led the fleet in 40 knots from the south-west. Hammer took line honours in record time.

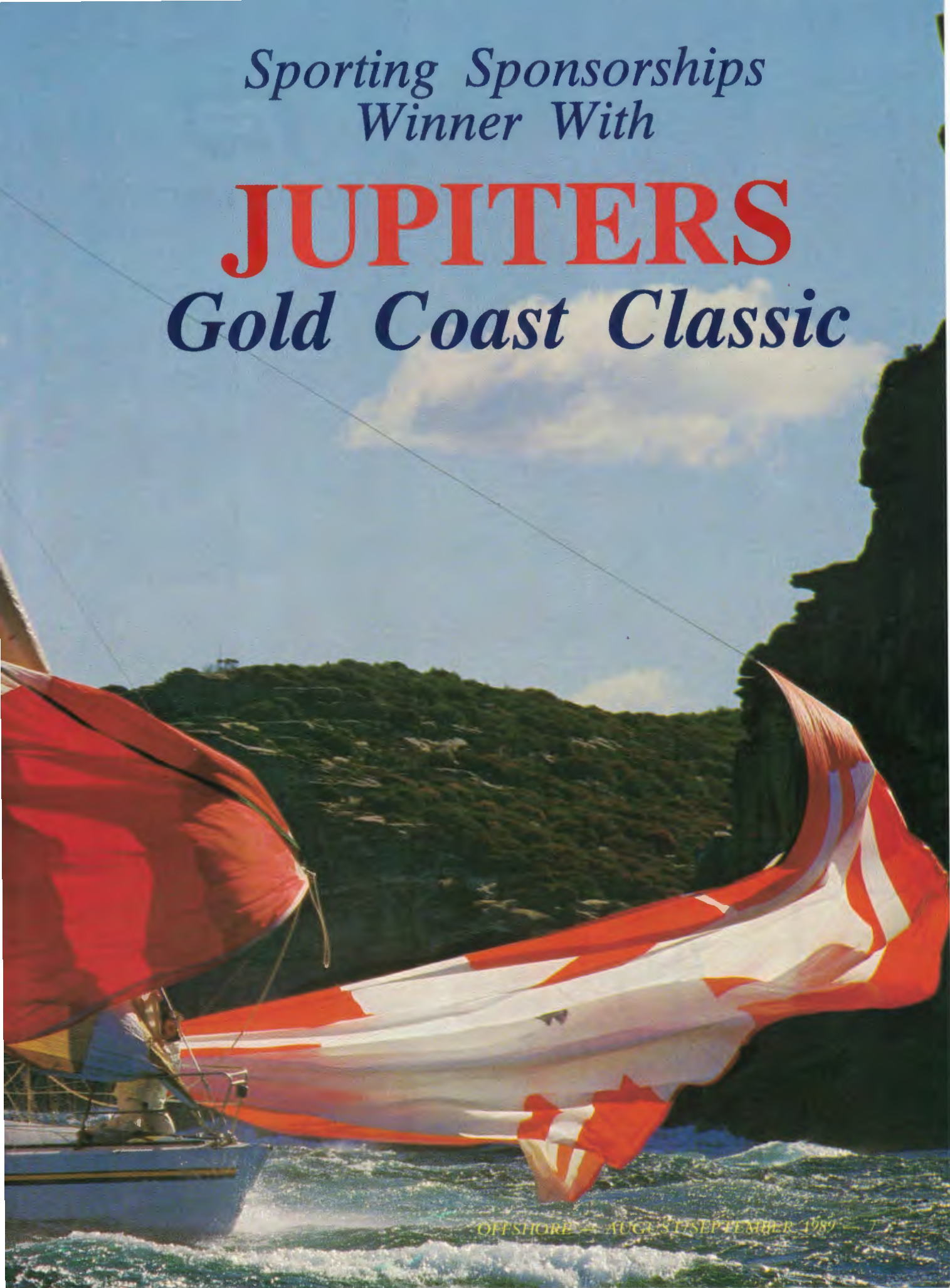


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Sporting Sponsorships Winner with Jupiters

FOR the third year running, Conrad International Hotel and Jupiters Casino will again put its support behind one of the most prestigious yachting events in the country — the Jupiters Yacht Classic, off the Australian East Coast in August.

For the first time since its introduction by the Cruising Yacht Club of Australia, in association with Southport Yacht Club, the Classic this year takes in three States — Victoria, New South Wales and Queensland. In addition to the traditional dash up the NSW coast from Sydney to Southport, there is an earlier leg, from Melbourne to Sydney, for yachts coming from the southern States.

Conrad/Jupiters sponsorship has allowed the Jupiters Yacht Classic to make a niche in the Australian yachting calendar second only to the famous Sydney-Hobart.

Each year the race to the Gold Coast has grown in popularity and prestige, the yacht fleet growing consistently since Conrad's initial involvement in 1987. This year, CYCA officials are confident the race will attract close to 100 entries heading north from Sydney on Saturday, August 5.

The marketing benefit from the race can be seen in the vast quantity of national media coverage the race receives, with a growing interest at an international level.

The value of sponsorships of sporting events is further evidenced by the variety of other sports that Conrad/Jupiters have continued to support.

Conrad/Jupiters has got behind just about every sport possible — from basketball and soccer to horse racing and golf. And the backing continues to pay off.

In 1987, Conrad began sponsorship of the Gold Coast Gamblers soccer team, now the confident holders of the prestigious Ampol Cup.

Conrad has shown its support for the Gold Coast's two premier horse racing events, both well known on a national scale — the Magic Millions and the Prime Ministers Cup.

From horse racing to foot racing, the name Jupiters is now synonymous with the country's second largest sprint — the Jupiters Gift, held on the Australia Day weekend each year.

Also in the winning league are the Gold Coast Cougars Basketball team, sponsored by Conrad for the first time in 1989 as they energetically pursue entry into the National Basketball League.

Various golf events have also been backed by Conrad over the years — not least of which is the Daikyo Palm Meadows Cup which attracts world famous golfers. Also on the sponsorship calendar is the World Cup Triathlon, which also attracts a world-class field.

Strong Fleet Expected

BECAUSE of the late closing of entries for the 1989 Jupiters Gold Coast Classic, a complete list of entries cannot be published in this issue of OFFSHORE.

However, when the magazine went to press, the club was confident that between 80 and 100 yachts would line up for the start on Sydney Harbour on Saturday, August 5, for the 380 nautical mile dash up the NSW North Coast to Southport on the Gold Coast.

Unfortunately, with *Sovereign* in the United States and *Windward Passage II* undergoing a refit in Hobart, there will be no maxis in this year's fleet, but the fast Queenslanders, *Walk on the Wildside*, *Innkeeper* and *Hammer of Queensland*, along with Sydney speedster, *Rager*, are expected to set a cracking pace northwards.

The race record, set by *Hammer of Queensland* in 1988, stands at 38 hours 57 minutes 12 seconds for the 380 nautical mile dash with 11 yachts breaking 48 hours as they surfed northwards in fresh to strong sou'westers.

On these pages are profiles of some of the early entries and their skippers heading north to the Gold Coast.

Australian Airlines Backs Yacht Classic

AUSTRALIAN Airlines are making it very easy to take part in the Jupiters Yacht Classic, by linking up Melbourne, Sydney and the Gold Coast.

The package enables Melbourne supporters to fly to Sydney with Australian Airlines on Wednesday, August 2 and

stay four nights at the Sebel Town House, view the Sydney race start and then join the Sydney participants to fly to the Gold Coast on Sunday, August 6 to stay at the Conrad International Hotel and Jupiters Casino.

Return flights to the port of origin are included in the package cost. Out of Melbourne the cost, which includes 4 nights at the Sebel Town House and 4 nights at Conrad is \$1,215 per adult — twin share. Out of Sydney, four nights at Conrad is \$605 per adult — twin share.

Additionally, up to three nights extra at Conrad can be included at a cost of \$50 per adult, per night, twin share.

The package not only includes economy air fares and accommodation, but admission to 'Hollywood Legends' at Conrad's International Showroom, transfer from airports to hotels and for Melbourne passengers, a Skipper's Cocktail Party at the CYCA and a Harbour Cruise to view the Sydney race start.

Melbourne Leg in Jupiters Classic

THE Jupiters Yacht Classic, now in its fourth year as the Cruising Yacht Club's major midwinter offshore race from Sydney to the Gold Coast, has been extended this year to start with a leg from Melbourne.

The objective is to provide yachts from the Southern States which have previously cruised to Sydney for the Gold Coast Race to now race all the way in a challenging two-stage race of 900 nautical miles.

Cruising Yacht Club of Australia officials are hopeful the expanded Jupiters Classic will attract entries from Victoria, Tasmania and South Australia, particularly with the introduction of an IMS Division.

This will be the first race in Australia to have an IMS Division, with the CYCA already having announced the inclusion of an IMS division for the 1989 Sydney-Hobart. By the end of July, up to 30 yachts will have been measured and rated through IMS.

Sandringham Yacht Club is conducting the Melbourne-Sydney leg of the race, with a small fleet expected to set sail from Portsea, just inside Port Phillip, at 1300 hours on Saturday, July 29, for the 590 nautical mile dash around the South-East coast of Australia.

They will join an expected fleet of close to 100 yachts for the 380 nautical mile course to Southport, setting sail from Sydney Harbour on Saturday, August 5 to the sunshine and celebrations at the hospitable Southport Yacht Club and Conrad International Hotel and Jupiters Casino.

Announcing the expanded August event, CYCA general manager John Terry said Jupiters Gold Coast Classic had become one of the most popular offshore events on the Australian calendar, with fleet sizes second only to the Sydney-Hobart.

"Obviously, a midwinter destination such as the Gold Coast is a big attraction for friends and families of competing

yachtsmen while the race itself has proven to be a challenging race, attracting the best racing yachts on the Australian East Coast," Terry said. "It's a race that requires accurate navigation, expert tactics and good seamanship as the fleet 'rock-hops' to Southport."

Apart from competing for the Sydney-Gold Coast trophies, yachts racing from Melbourne will also have the chance to win new trophies for the total distance race, both on line honours and corrected times.

The new Jupiters race from Melbourne is the first from there to Sydney in more than a decade. Between 1956 and 1978 the Cruising Yacht Club of Victoria (now the Ocean Racing Club of Victoria) held a race from Queenscliff to Sydney each December for Victorian boats entered in the Sydney-Hobart.

The fastest race time was recorded by the famous cutter *Winston Churchill*, which sailed the distance in 71 hours 34 minutes 30 seconds in 1960. No yacht had bettered this time up to 1978.

Pittwater "Push" Back Again

THAT remarkably successful group of Half Tonner sailors from the Royal Prince Alfred Yacht Club on Pittwater, led by Richard Hudson and Max Tunbridge, will be back again in this year's Jupiters Gold Coast Race.

Last year they won the Sydney-Gold Coast Race with *Pemberton III*, surfing across the finish line of Southport's Main Beach just under 50 hours after leaving Sydney in the teeth of a 40-50 knot gale.

Formerly raced as *Ruzulu*, designed by Kel Steinman of Melbourne, the 31-footer was bought by a syndicate comprising Hudson, Tunbridge, Tony Carr and Colin Mitchell only a week before the 1988 race.

For skipper Hudson, the victory added to an exceptional sequence of successes sailing small boats in long ocean races to and in Queensland waters. He had already won two Sydney-Mooloolaba races, three Brisbane-Gladstone races, and one from Pittwater to Coffs Harbour.

So far this year, he and Tunbridge have added another victory to *Pemberton III*'s record, winning a third Sydney-Mooloolaba race.

Built in 1985, *Pemberton III*, as *Ruzulu*, was one of the Geelong-built "Zulu tribe" of yachts which have achieved so many successes in the past four years. Sistership *Nuzulu* won the 1988 Sydney-



WINNING crew of *Pemberton III* ashore at Southport Yacht Club. The yacht is expected to be back again this year. (Pic Geoff Errington)

Mooloolaba race, with *Ruzulu* second.

The 1988 Jupiters Sydney-Gold Coast Race got away to an extraordinary start, with the fleet hit by a 40-50 knot south westerly "blast" shortly after they started from Sydney Harbour. At least 20 yachts were flattened as they attempted to carry spinnakers, three were dismantled and the One Tonner *Queensland Maid* provided photographers with a remarkable "chinese gybe" just under North Head.

Despite the wild winds, seas were flat and the Queensland yacht, *Walk on the Wildside*, set a cracking pace up the coast, with *Hammer of Queensland* in hot pursuit.

Hammer of Queensland finally overtook *Walk on the Wildside* halfway up the coast, finishing in the new race record time of 38 hours 57 minutes and giving designer Kel Steinman the double of designing both line and handicap winners. In fact, 32 yachts smashed the record set by *Apollo* in the inaugural race in 1986.

Pemberton III took first place overall in the IOR category and won Division B from the Davidson 33, *Singapore Girl*, skippered by Peter Steingrad. The Farr 40, *Witchcraft II*, skippered by Bruce Staples, finished third overall and first in Division A.

Second in Division A was the Tasmanian One Tonner, *Sheraton Hobart*, skippered by Ian Smith, with *Phoenix Contractors*, sailed by David Hundt and Ian Dale from Sydney, taking third.

In the Performance Handicap (PHS) Division, the winner was *Sailaway* (Bob Byrne) another entry from the RPAYC, while winner of the Channel Handicap (CHS) Division from *Haupia* (Tom Johnston).

Last year the Jupiters Classic included three short races off the Gold Coast to complete a four-race regatta, with the overall winner being *Singapore Girl*. Her regatta places were 2-1-2-5 for a total of 118 points, with *Witchcraft II* second with 108 points. *Sheraton Hobart* third with 95 points.



WALK ON THE WILD SIDE

JIM Inglis, the modest yacht sailor and designer who sailed with *Gold Coast Express* in her PanAm Clipper Cup win, has recently gained new-found fame with the success of his line drawings.

His first yacht, the 37ft *Boundary Rider*, a radical lightweight, has proved her speed potential particularly in the Brisbane-Gladstone race.

Boundary Rider, rating .8900, finished with a corrected time of just over 26 hours for the 308 nautical mile race in the record-breaking year of 1987. She was only 28 minutes astern of the Davidson 55, *Starlight Express*, and 1 hour 45 minutes astern of the former Whitbread Race maxi, *Enterprise NZ Castaway Enterprise*.

Inglis realised he had established a very fast concept, and then created a radical 58-footer for Ken Lipke; named *Walk On The Wild Side*.

The super-lightweight proved Inglis was on the right track when she almost caused a major upset in her first ocean race, the 1988 Jupiters Sydney-Gold Coast Yacht Race.

Power-sailing sou'westers recorded to 50 knots gave the fleet a wild ride out of Sydney Heads. The battleship-grey lightweight was in her element, wave-riding with hull speeds to 22.5 knots and comfortably balanced under spinnaker.

Her ex-skiff skipper and his sailing mates from Brisbane's Darling Point Skiff Squadron, made a major assault on the race record set by Jack Rooklyn's *Apollo* in the inaugural race of 1986.

North of Newcastle, *Wildside* bounced off a big wave and the resultant pressure sheared a metre of the bottom of her rudder blade. But the crew drove her hard only to surrender the lead in soft wind on the second morning.

They finished a close second across the line to record breaker, Arthur Bloore's Kel Steinman-designed *Ham-*

The Yachts

mer of Queensland to also eclipse *Apollo's* record by over 10 hours.

Lipke will be looking for similar conditions in this year's race to win his first major event line honours. He has also finished second in the 1989 Brisbane-Gladstone race behind another Steinman design, *Innkeeper*.

QUEENSLAND MAID

SIR Robbo Robertson, Queensland's self-proclaimed "knight of the sea" and the State's best ambassador in ocean yacht racing in terms of miles raced from Hobart to Hamilton Island, expects to race with greater comfort in this year's Jupiters Sydney-Gold Coast Yacht Race.

At the start of last year's race Robbo's Farr 40, *Queensland Maid* provided the national press with the spectacular "Chinese" gybe frightening the barnacles on North Head. The pictures and story appeared nationally and internationally.

Robbo certainly goes to great lengths to promote offshore yacht racing, but the performance gave him little chance of winning in a tough downwind race.

Despite her gyrations *Queensland Maid* is always a major contender and Robbo needs the results to support his claim as the East Coast's best Farr 40 combination.

She will sail this year's race with a different crew, as most of those who sailed last year have vivid memories of that sensational North Head "crash dive".

Some of Robbo's old crew-mates from the days of *Hot Prospect II*, including the talented Doug Trott and Rhys Jeffries, have signed on. Their support proved invaluable with *Queensland Maid's* second overall to *Beyond Thunderdome* in the XXXX-Ansett Hamilton Island Race Week.

Robbo has the reputation to extract the best from a yacht and his role of boat co-ordinator, with Trott committed to most of the helming with Jeffries, will be a plus for their chance in this race.

Should any owner deserve a major race win it should be Robbo's turn. He flies the Queensland flag at every opportunity and this alone deserves the opportunity for him to hold the winners trophy.



PLANET X

YOUNG designer, yachtsman and sailing school operator Joe Goddard, has two yachts from his EastSail in the Jupiters Race, the Cavalier 37, *Cav-iar*, and the Cavalier 30, *Pep Talk*, but is looking for the best result from his own Half Tonner, *Planet X*.

Joe designed the light displacement 30-footer in 1987 and has sailed *Planet X* in two Sydney-Hobart, two Sydney-Gold Coast and two Sydney-Mooloolaba races. The sloop finished 25th in the 1988 Sydney-Hobart and fifth in Division D while in the 1989 Sydney-Mooloolaba she was fifth overall and second in her division.

Joe is also looking for better fortune off the Gold Coast than last year when *Planet X* turned turtle after the keel fell off during the final race of the Gold Coast Regatta.

RUSHCUTTER

MORNING television presenter John Barton, believes in comfort when he goes to sea, and his Petersen-designed 46-footer gives him that degree of creature comfort.

The stoutly-built *Rushcutter* won the Cruising Division of the last Sydney-Mooloolaba race and also competed in the 1987 Sydney-Gold Coast Race.

TRADITION

WELL-KNOWN Hobart yachtsman David Gough, will be competing in his third Sydney-Gold Coast with this Max Creese designed and built 40-footer.

Tradition competed in 1986, finished second in the Arbitrary division, and again in 1987, while in 1988 she set sail in the Sydney-Hobart but retired.

Tradition is one of those fast comfortable cruising yachts that are typical of the cruiser-racers built in Tasmania.

SHOSHONE

RETIRED Royal Australian Navy Officer, Captain D.A. (Spike) Ross has been an avid yachtsman all his life, sailing whatever boat was available in

his postings and whenever possible.

In Canberra, he sailed a tiny Mirror dinghy, but since retiring from the Navy and moving to the seaboard, has owned a number of fine larger yachts.

Shoshone is a cruising Swanson 36 and as far as Captain Ross knows, it has never before been ocean raced. He has entered the boat in the PHS category with the alternative provided under the rules "if we are falling too far behind".

'Spike's' personal yachting record includes 12 Sydney-Hobarts (the first in 1955) as skipper and crew, three Fast-nets, including the 1965 Admiral's Cup team, and most other RORC and CYCA offshore races.

LADY ANN

SEAN Kirkjian will be one of the youngest skippers in the race, sailing *Lady Ann*, owned by his parents.

Lady Ann is a Bruce Farr designed 11.41-metre sloop, launched in 1985 and previously raced as *Arabian*.

Sean skippered the family's previous *Lady Ann* in last year's race, with his mother as navigator.

LADY PENRHYN OF NIRIMBA

LADY P is the sail training yacht from the Royal Australian Naval Apprentice Training Establishment, *HMAS Nirimba*, in Sydney's Western suburbs and has been raced extensively in long ocean races since being launched in 1985.

Last Easter completed the inaugural Australian Three Peaks Race in Tasmania, while last year she was second overall in the inaugural 3 Ports Race held in 1988 off the NSW coast.

In this year's Gold Coast race, *Lady P*, a Swarbrick-designed 11-metre sloop, will be skippered by Lt. Richard Catt with a crew of apprentices undergoing a week's adventure training.

Says Lt. Catt: "Whilst the apprentices may not be an expert racing crew, what they lack in experience will be made up for in eagerness."

MORNING TIDE

ONE of the classic S&S 34s whose performances including winning a Sydney-Hobart (*Morning Cloud*, skippered by Ted Heath in 1971), *Morning Tide* has been raced extensively since she was launched in 1975.

Under the ownership of Sydney Amateurs member, Jim Lawler, she can be relied upon to produce an excellent performance. Her Sydney-Hobart record included 22nd overall, fourth Division C IOR and third Division C Illingworth in 1986.

In the 1987 Gold Coast race, *Morning Tide* was first in Division C IOR and in the 1988-89 CYCA pointscore, she

finished first in Illingworth Division 3 and second in IOR Division 3.

Skipper Lawler is coming up for his fourth Sydney-Gold Coast race.



RAGER

FIRST yacht to enter this year's Jupiter's Gold Coast Race was *Rager*, with owner Mike Clements setting a record for buying race posters with an order for 21 copies.

The poster shows *Rager* charging down the Harbour with poled-out headsail in half a gale at the start of last year's race. As anyone who took part, or watched, it was a dramatic start with two yachts dismasted and at least 20 flattened by south-westerly gusts of 50 knots and more.

Rager, a 17-metre lightweight flyer designed by New Zealander Greg Elliott, finished third across the line behind *Hammer of Queensland* and *Walk on the Wildside*, both from Brisbane, and like them, broke the race record set by the maxi yacht *Apollo* in the inaugural race.

Rager's time for the 380 nautical mile course was a remarkable 41 hours 39 minutes 19 seconds.

Since the yacht's launching last year, owner/skipper Clements has competed in almost every major race on the Australian East Coast, but as yet to crack line honours.

CAVIAR

THE Rushcutters Bay-based EastSail sailing school conducted by young Sydney yachtsman Joe Goddard, appears to be going from strength to strength.

The latest training yacht acquired by EastSail is *Caviar*, a Cavalier 37, specifically for offshore training.

Skippered by Simon Kurts and Greg Kay, the Davidson-designed sloop competed in the 1989 Mooloolaba Race, finishing ninth in Division B (Arbitrary).

Kay and Kurts, an internationally-experienced offshore racing yachtsman, are AYF instructors with EastSail. Aboard the yacht will be seven trainees

new to ocean sailing, but keen to 'learn the ropes'.

A second EastSail entry is *PepTalk*, a Cavalier 30.

EastSail's long association with the CYCA ocean racing program has led to many of its trainees securing permanent crewing positions aboard competitive ocean racers.

BLUE MAX II

Ayacht of changing names, this Davidson-designed 12.2-metre sloop is now owned by John King and Fred Williams and races out of the Royal Prince Alfred Yacht Club. She last raced as *Pemberton 4*.

She was a member of the winning team in the 1988 Range Rover Regatta and finished 20th overall in the Sydney-Hobart.

A well-rated and fast 40-footer, *Blue Max II* should be a strong contender in this year's Gold Coast race.

CYAN

LAUNCHED in 1971, the Sydney-Gold Coast will be *Cyan's* first ocean race in 18 years, having been mostly cruised by owners Bill Manning and Paul Kerrigan.

However, the Hobart-built 12.3-metre sloop designed by Sparkman & Stephens has proven to be a fine offshore boat, competing in the Royal Sydney Yacht Squadron's Lord Howe Island Cruise last March.

The crew for the Gold Coast race comprises seven boatowners who have got together to sail a fine-looking boat in a high degree of comfort as befitting gentlemen of their age and status.

The crew comprises *Cyan's* owners, Bill Manning and Paul Kerrigan, along with other yacht owners Mal Levy (*Polar Bear*), Bruce Dickson (*Norske*), Jim Dunstan (*Zeus II*), Leon Cremer (*Coramandel*) and Mike Dawson (*Kokomo*) — with an average age of 45.

Jim Dunstan, incidentally, is a former Sydney-Hobart race winner, with his Joubert-designed 30-footer, *Zeus II*.

ARABESQUE

NORMAN Marr is returning to long offshore racing with this New Zealand-built, Ron Holland-designed 13.09-metre sloop.

Built by Doug Weir, the yacht has yet to race competitively in Australian waters but is one of the growing number of yachts entered in the new IMS Division of the Gold Coast Race.

Owner Norman Marr previously raced the van de Stadt DB1, *Audacity*, with considerable success, finishing second overall in the 1982 Sydney-Hobart.

BIONIC APPLE BOX

DESIGNED and built by Queenslander John Sayer for the Trans-Tasman Two-Handed Race in 1987, this 10.55-metre sloop is a timber-hulled sloop — hence the name.

Now owned by N. Jorgensen and G. Foley from the Royal Motor Yacht Club, Broken Bay, *Bionic Apple Box* has so far achieved no major victories in offshore racing.

However, the new owners are experienced offshore racers and given fast running conditions, she should do well in the PHS division.

ODDS-ON

AN interesting yacht from Lake Macquarie, *Odds-On* was designed by Ian Peden for Gosford yachtsman Don Hinchey.

The 10m sloop is particularly fast off the wind in fresh breezes, and won the PHS division of the last Pittwater to Coffs Harbour race, finishing 14th across the line in the big fleet.

Odds-On's crew are all ex-dinghy and skiff sailors who sail the boat to the limit. If *Odds-On* gets hard downwind running to the Gold Coast, she should do extremely well.

Apart from Don and Michael Hinchey, the crew includes well-known Gosford yachtsman Eddy Collett, along with Reg Wade, Michael Mills, Brendan Hones and Ian Clarke — all widely experienced offshore sailors since their small boat sailing days.



ROUGH seas aboard tiny *Half Tonner*, *Half Hour*. (Pic — Neil McLeay)

PHOENIX CONTRACTORS

DAVID Hundt is going sailing himself in August instead of being the boat and crew minder at Cowes for the Australian Admiral's Cup team.

David has resigned from the position of Chairman of ORCA and also Admiral's Cup team manager after making a considerable contribution to Australia's international challenges.

Now he can go sailing on his Davidson-designed 11.9-metre sloop, the former internationally successful *Szechwan*.

The yacht's record include fifth in the 1986 Sydney-Hobart, representing Australia in the 1984 Clipper Cup in Hawaii and sailing for NSW in the 1983 Southern Cross Cup.

HALF HOUR

ONE of the smallest yachts in the fleet, *Half Hour*, is only 8.97-metres in LOA. Designed by British naval architect Rob Humphreys and built by BoatSpeed, she is owned by John Hancock from the RSYS.

The latest in exotic construction, *Half Hour* made her offshore racing debut in the 1988 Sydney-Hobart and followed this with the 1989 Sydney-Mooloolaba.

Half Hour was leading the Half Ton division in the inaugural XXXX Regatta conducted by Royal Queensland Yacht Squadron and placed fourth overall in IOR when a broken mast forced her out of the series.

Half Hour, a light displacement 30-footer, is just the boat to do well in this year's Gold Coast race.



PHOENIX CONTRACTORS
... bound to go well
in IOR Division.
(Pic — Peter Campbell)

Jupiters Yacht Classic Race Facts

CONDUCTING CLUB: Cruising Yacht Club of Australia.

SPONSOR: Conrad International Hotel and Jupiters Casino.

THE RACE: First leg from Melbourne to Sydney starting at Portsea, Saturday, July 29 at 1pm.

Second leg from Sydney to Southport starting in Sydney Harbour Saturday, August 5 at 1pm.

DISTANCE: Melbourne to Sydney 530nm, Sydney to Gold Coast 380nm.

PREVIOUS IOR WINNERS: 1986 Inaugural Gold Coast Race, 1. *Apollo*, 2. *Another Concubine*, 3. *Witchcraft II*.

1987 Jupiters Gold Coast Yacht Race, 1. *Indian Pacific*, 2. *Too Impetuous*, 3. *Witchcraft II*.

1988 Jupiters Gold Coast Yacht Race, 1. *Pemberton III*, 2. *Singapore Girl*, 3. *Witchcraft II*.

RACE RECORD HOLDER: *Hammer of Queensland* — 1988.

RECORD TIME: 38 hours 57 minutes.

Jupiters Entry List on page 38

New Look For Sydney-Hobart

By Peter Campbell

A new sponsor, new maxi and high-tech 50-footers, the new IMS handicapping system, changes to the international yacht racing rules, including Rule 26, plus the biennial Southern Cross Cup teams series — those are just some of the ingredients that will make the 1989 Sydney-Hobart Race another great ocean racing classic.

With the withdrawal of AWA from consumer marketing, the long-standing sponsor has ended its great contribution to the race, with the new sponsors injecting a vibrant boost to the marketing of the Sydney-Hobart and the Southern Cross Cup series.

Announcement of the new sponsors was due to be made by Cruising Yacht Club of Australia Commodore David Kellett in late July. Commodore Kellett has forecast a strong fleet of overseas and Australian yachts competing this year, including the state-of-the-art maxi yachts, *Windward Passage II* and *Drumbeat*.

Notice of race for the Southern Cross Cup and the Sydney-Hobart are now being distributed to yacht clubs throughout Australia and overseas, with a special promotion of the Southern Cross Cup being undertaken during the Admiral's Cup regatta at Cowes in England, this year being contested by teams from 13 nations.

Early indications are that the British will be back with a team for the Southern Cross Cup, along with New Zealand, Hong Kong, the United States, Papua New Guinea, possibly a French team from New Caledonia, as well as one or two teams from Europe. Certainly, all Australian States will be represented and there are moves to have a team represent the ACT.

Alan Bond intends to seek selection in the Australian team for the Southern Cross Cup with his new Pedrick-designed maxi, *Drumbeat*. She will be brought back to Sydney following the maxi world championships in the Mediterranean in August-September in time for the Australian selection trials in late November-early December. Rod Muir almost certainly will enter *Windward Passage II* for the trials and the three Australian Admiral's Cup yachts, *Madeline's Daughter*, *Joint Venture* and *True Blue* will be back in time for Cowes.

Although New Zealand has a limited number of IOR boats in its fleet, leading NZ yachting officials have indicated that there will be a team from across the Tasman. Stimulated by their performances in the recent Club Med Australia-New Caledonia ocean race, French yachtsmen in Noumea are anxious to



challenge for the first time, probably with one yacht of their own and two chartered boats.

The big boost to the Sydney-Hobart fleet this year seems certain to come as a direct result of the introduction of the International Measurement Scheme (IMS) as a division of the ocean classic. By the end of the year up to 50 Australian yachts will have been measured under IMS, including up to 30 in Sydney, re-opening ocean racing to production cruiser/racers and older IOR yachts which are no longer competitive against state-of-the-art racing yachts.

Chief measurer in NSW, Gordon Marshall, is currently measuring at least one yacht a week under IMS, following the building of a special level platform to facilitate the measuring on the CYCA slipway.

IMS uses a scientifically-developed Velocity Prediction Program (VPP) to produce handicaps for various conditions, by simulating the sailing performance of each yacht in each condition — that is, every point of sailing in every wind strength. This is achieved by obtaining full hull lines of the yacht, thus allowing very accurate values for displacement, sailing length, vertical centre of gravity, wetted surface area, etc.

Under the IOR, which is in reality a development rule, IMS is specifically a handicap rule. Unlike an Arbitrary handicapping system, IMS handicaps the boat, not the crew.

START of last year's Sydney-Hobart . . . much larger fleet is expected this year.

It assumes that crew sails the boat to its optimum at all times; that the sails are of good design and well maintained; that the underwater surfaces are fair and clean. The assessment is for sailing calm waters as wave action and pitching moment are not accounted for.

Only scientific parameters are addressed in the VPP and no conscious attempt has been made to fairly handicap blatantly bad hull form, keels too small for windward performance. In the words of AYF executive director Tony Mooney, a yacht which is:

Badly designed
Badly sailed
Badly maintained
should stay at home and not blame the rule.

The CYCA has already introduced an IMS division for the Jupiters Gold Coast Race and there will be an IMS division in this year's Chickadee Chicken Lord Howe Island race. So there will be ample opportunity to assess its benefits, and any faults as far as Australian offshore yachting is concerned, before the Sydney-Hobart.

Apart from Sydney, IMS measuring is already well under way in Victoria, Tasmania and South Australia, with considerable interest among offshore yachtsmen in Western Australia. New Zealand is moving strongly towards IMS and the small IOR fleet in Noumea

will also convert to IMS next year.

As far as the changes to Rule 26 are concerned, the CYCA has elected to run its 1989-90 ocean racing program under Category D which limits advertising to names of yacht sponsors hulls, clothing and personal equipment, with no advertising on sails.

Most yacht clubs have decided on a similar category.

Apart from changes to Rule 26, the International Yacht Racing Rules have been changed as from July 1 — see separate article by Australian International judge, Gary Stephens — although the CYCA has pre-empted some of these changes, particularly in relation to lesser penalties for more unavoidable breaches of the rules of racing.

Once again, the Ocean Racing Club of Australia plans to hold a combined selection regatta in late November-early December for yachts trialling for places in Australian and State teams. At this stage this regatta, over two long weekends, will be for selection of the Australian, New South Wales and Victorian teams, with other states, including Western Australia, likely to use the series to choose their State teams.

Dates for the Southern Cross Cup are: Thursday, December 14 — Offshore Triangle, 27nm; Friday, December 15 — Ocean Race, 75nm; Sunday, December 17 — Offshore Triangle, 27nm; Monday, December 18 — Spare Day; Tuesday, December 19 — Ocean Race, 75nm; Thursday, December 21 — Offshore Triangle, 27nm; Friday, December 22 — Spare Day; Tuesday, December 26 — Sydney-Hobart Race, 630nm.

Big Increase In IMS

THE results of the Ocean Racing Council Survey of IMS activity worldwide show a considerable increase in interest and fleet size since last season.

With 17 countries reporting, the IMS fleet is expected to number over 2500 yachts by the end of this season and there will be 40 hull measuring machines distributed throughout the world.

It is interesting to note that the large majority of countries reporting are either currently applying the IMS Regulations or plan to do so in the future. This would indicate a substantial interest in limiting IMS to bona fide dual purpose boats, or in providing racing divisions for these boats.

IMS Standard Hulls now total more than 800 production models, which greatly reduces the hull measuring workload during the implementation of IMS.



MEASURER Gordon Marshall used his "magic wand" to measure Apollo (not the maxi) on the CYCA slipway where the club has built special rails to facilitate IMS measuring.

The IMS Regulations book (formerly IMS Optional Regulations) is now available in a metric version from the ORC office.

IMS Technical Developments:

ITC research has begun in Europe and the US on accounting for pitching moment under IMS. A special ITC subcommittee meeting is scheduled for Amsterdam on 6 and 7 May and in the US, ORC Director of Research, Karl Kirkman, has organised initial work on the measurement of pitching moment and its effects.

The use of the various handicapping options has been another subject of interest to committee members, in particular the General Purpose Handicap (Linear Random 10) which is highlighted on the IMS Certificate. Because LR10 contains only 16 per cent beating, it is now felt that for all but some point-to-point racing, a course configuration with more beat content should be used.

The suggestion is to change the General Purpose Handicap to the average of Circular Random 8 and CR12. This would provide for 25% beat content, more typical of "round the buoys" day racing, for example.

The Netherlands will stage the first major IMS international championship in 1990. Interested owners and countries should begin to make plans for measurement and certificates.

New Sponsor for ORCV Winter Series

THE 1989 Ocean Racing Club of Victoria's highly regarded Winter Series has a new sponsor. Western Port Marina has agreed to sponsor the Series for five years. This new move will enable the regatta to be upgraded and significantly improved.

The 1989 Series will be called the Western Port Marina Classic and will comprise six race series to be conducted by the ORCV with five Olympic course races on Port Phillip Bay and the final race a 58 mile short ocean race from Portsea to the Western Port Marina at Hastings.

New inshore Olympic courses, with starts only 400 metres off the Brighton's Green Point will bring this year's action close to spectators watching on Melbourne's eastern bayside beaches. Other changes include computer calculated handicap positions for the fleet which will be determined at key marks during the race enabling progress reports to go to air on Melbourne radio stations during the races.

The first race of the Western Port Marina Classic was due to be held on Sunday July 2. Racing will continue every second Sunday over the 20 mile Olympic courses through July and August.

The final race from Portsea to the Western Port Marina at Hastings will begin on Saturday 9 September. More than 90 yachts and 1,000 crew are expected to start in this first ocean race of the 1989/90 season. This new ocean race has much to offer with almost certain on the wind and running conditions likely for the new course.

The new Marina A\$5million Club and Convention Centre with bars, restaurants and receptions rooms will be opened to the crews and their guests for the weekend. Yachts entered in the Western Port Marina Classic will be invited to link into a follow-up series which is to be raced over Admiral's Cup type courses on Western Port Bay. This mini series will be known as the Western Port Cup. The first race will be the 58 mile Portsea-Hastings ocean race and the Admiral's Cup type races will be held on Sunday 10th September and the last race on the following Saturday (16 September).

All participants in the Western Port Cup series will be eligible to win a voucher for either a new head sail or a new mainsail. The two winners will be drawn out of a sailing boot at the presentation night.

The Commodore of the Ocean Racing Club of Victoria, Mr Robert Green said; "Members of the Club have asked for improved courses, more media

coverage and better end of race facilities."

"The new Western Port Marina Classic retains the best elements of the Winter Series but adds the new elements of a more attractive ocean race which ends at the best marina facilities in Southern Australia."

Western Port Marina Classic:

Dates (On Port Phillip Bay)	Course
Race 1 Sunday 2 July	20 mile Olympic Course
2 Sunday 16 July	20 mile Olympic Course
3 Sunday 30 July	20 mile Olympic Course
4 Sunday 13 August	20 mile Olympic Course
5 Sunday 27 August	20 mile Olympic Course
6 Saturday 9 September	58 mile Portsea-Hastings

Western Port Cup

Dates (On Western Port Bay)	Course
Race 1 Saturday 9 September	58 mile Portsea-Hastings
2 Sunday 10 September	15 mile Admiral's Cup
3 Saturday 16 September	15 mile Admiral's Cup

Budget Marine Finance Helps Solo Sailors

AUSTRALIA now has six official provisional entrants in the BOC Challenge 1990/91 following Budget Marine Finance's generous offer to 'sponsor' the US\$1,000 entry fees of the Australians who have announced that they intend to compete in the event.

Mr Peter Hansen, executive director of Budget Marine Finance presented the entry cheques to the six Australians at a dinner at the Waterfront restaurant in Sydney.

"Our company has been a supporter of short-handed sailing for many years through our involvement with the Budget Lease Management Coffs Harbour Race and I am pleased to be able to provide some real support at this early stage and encourage the BOC hopefuls to secure further sponsorship," Peter Hansen said.

Budget Marine Finance has now sponsored the entry fees of:

Ian Kiernan — Class I 60' Yacht
Don McIntyre — Class II 50' Yacht
David Adams — Class I 60' Yacht
Alby Burgin — Class I 60' Yacht
John Biddlecombe — Class I 60' Yacht

Malcolm Jack — Class II 50' Yacht

As a competitive short-handed sailor, Peter Hansen has recently purchased one of the former Around Australia race



PETER Hansen aboard his newly acquired Adams 15, Budget Orix — plans for Trans-Tasman and Melbourne-Osaka short-handed races.

boats to contest the Transfield Trans-Tasman Race 1990 and the Melbourne Osaka Race in 1991. "Our sponsorship of the six Australians is just to give them a kick along with their campaign plans. As a sailor I appreciate the difference a little encouragement can make," he said.

Peter Hansen has placed only one stipulation over the sponsorship of the provisional entry fees. If any of the competitors don't make it to the starting line on September 15 next year, then the entry fee refund cheque must be donated to the World Wildlife Fund — the organisation which is linked to The BOC Challenge's Oceanwatch program to help educate young people about preservation of the world's oceans.

Sailing To Success

AUSTRALIA'S top sailing coach Mike Fletcher and leading sailmaker Bob Fraser have developed a new advanced skills sailing course for all yachtsmen who want to sail faster. The first Club Marine — Fraser Sails Success Sail will be held in Sydney in August, just before the new racing season.

Mike Fletcher and Bob Fraser are well qualified to head Success Sail which is supported by Fraser Sails and Club Marine. Mike is the AYF Australian National coach and has coached every Olympic team since 1972, the *Australia II* and *Kookaburra III* crews and is presently with the 1989 Australian Admiral's Cup team.

Bob is a leading sailmaker and has helmed or been sailing master aboard

many winning yachts in many major regattas, including the Southern Cross Cups in 1979/81/87, the Clipper Cup 1980, the San Francisco Big Boat series 1986, the Kenwood Cup and ICAYA Maxi Worlds 1988.

Both have long believed there is a need for Success Sail. "Most people learn enough in their general sailing to become good club sailors, but to progress beyond that level they need to be taught the finer skills and techniques," Fletcher says.

"Coaching is an accepted method of learning in all other major sports like golf and tennis. However, in yachting it is a relatively new except at the top levels. Success Sail makes coaching available to everyone who wants to improve their sailing."

Success Sail is divided into two sections, theoretical and practical. The first section consists of four lectures which give all the theory and knowledge as well as comprehensive lecture notes for future reference.



BOB Fraser and Mike Fletcher . . . combining to advise yachtsmen on how to sail faster.



The second part takes participants aboard top IOR ocean racers for two days practical sailing, putting their new-found knowledge into effect under supervision from expert coaches headed by Mike and Bob.

The intensive course teaches the skills and techniques vital for winning races, divided into four sections:

Sailing Sails — Steering, fine trim, controlling the power, changing gears, sheeting methods, tuning/steering combinations, correct angle of heel.

Speed — Sails, spars, tuning and assessing the rig, using the instruments, setting up for conditions, boat layout, crew weight, sail development and photography.

Crew work — The correct elements and timings for all set manoeuvres including spinnaker sets, drops, gybes and tacking as well as strong and light wind techniques, communications and management.

Racing — Strategy, tactics, attack, defence and fleet sailing, sailing the environment, tactical use of the compass and starting techniques.

Bob Fraser sees Success Sail as a good investment. "I've long been a little concerned about the amount of money that some owners spend on their yachts without realising the full potential of their investments.

"After all, a new sail is only as good as the crew's understanding and trimming technique. Success Sail ensures a better understanding of both which, with the other elements, will improve the performance of all who take part."

The first 1989 Club Marine — Fraser Sails Success Sail will run in Sydney from August 16-27, timed to fit between the Southport Race and the opening of the new season.

For further information, contact Success Sail on (02) 358 5877 or the Fraser Sails loft on (02) 361 4836.

"State of Origin" Championship For Lexcen Cup

AMERICA'S Cup skippers John Bertrand, Iain Murray and Peter Gilmour will captain their State teams in Australia's first ever "State of Origin" national yachting championship for the Ben Lexcen Cup this year.

The inaugural Lexcen Cup, with teams from each State, the Australian Capital Territory and Northern Territory competing, will be sailed off Fremantle from November 12-19 this year.

The crews will sail a seven-race regatta in the identical Farr 36 sloops owned by the West Australian Yachting Foundation and used in recent international match-racing contests.

"The concept is a contest equivalent to cricket's Sheffield Shield or a State of Origin football match," America's Cup yachtsman John Longley, who conceived the contest, said in Fremantle yesterday.

"The appeal of an interstate regatta is that it harnesses the natural competitive spirit between the States — in the same way that much of the America's Cup appeal is its internationalism," he added.

Longley said he had discussed the concept of a State of Origin national yachting event with Ben Lexcen, designer of *Australia II*, just before he died. "Benny thought it was a fantastic idea," Longley added. "The Yachting Foundation's Farr 36 yachts had not yet been built and he went off and designed a crazy, big 50-footer especially for the event.

"It was the last boat Benny designed before he died two weeks later on May 1, 1988. Because he contributed so enthusiastically to the original concept, it was only natural that the event should be named after him.

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SA... 77 St Vincent St, Port Adelaide 5015.
Ph: (08) 341 1717, Fax: (08) 47 7331
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For excellence in ocean racing

OCEAN RACER OF THE YEAR

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

OCEAN RACING CREWMAN OF THE YEAR

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

OCEAN RACING ROOKIE OF THE YEAR

The 1988/89 season must be his/her first season in ocean racing

OCEAN RACING VETERAN OF THE YEAR

Must be over 55, have at least 15 years of ocean racing behind him AND have competed in the 1988/89 season. Open to all.

-
- Nominee must be a member of an AYF affiliated yacht club and the letter of nomination co-signed by a Flag Officer, Club Captain or Secretary.
 - Nominations close 23rd October 1989 and should be forwarded to:

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

**Presentation of awards will take place at the CYCA
on Thursday, 26th October 1989**

"However, the plan is now to sail the series with eight of the Farr 36s built last year for the world match-racing championship and used last week for the Australia Cup.

"Apart from being a chance for yachtsmen to represent their States in a truly national competition, the Lexcen Cup will stimulate yachting off Fremantle, helping fill a gap left by the America's Cup, and will be a major money-raising event for State yachting authorities."

The fleet of eight crews representing New South Wales, Victoria, Western Australia, South Australia, Tasmania, Queensland, the Australian Capital Territory and the Northern Territory will race for \$40,000 in prizemoney.

With the winning crew collecting \$25,000, the money will go back to their State yachting authorities to use in their yacht racing development programmes.

John Bertrand, skipper of 1983 America's Cup winner, *Australia II*, will be non-placing captain of the Victorian team, while the 1987 *Kookaburra III* helmsman Peter Gilmour and Iain Murray will captain their home State teams, Western Australia and New South Wales.

Queensland will be captained by Olympic yachtsman John Ferguson while another Olympian, Chris Tillett, will lead the South Australians.

Tasmania's captain will be former Admiral's Cup skipper Don Calvert while champion offshore sailor Teki

THESE Farr 36s will be used for the Lexcen Cup — fleet racing instead of match-racing as pictured here. (Pic — Peter Campbell)

Dalton will lead the ACT team. The Northern Territory Yachting Association will confirm its team captain shortly.

Each State yachting authority, in association with the nominated team captain, will select its team to skipper and crew the Farr 36s, with crews being flown to WA in early November to prepare for the Lexcen Cup.

The Lexcen Cup will be sailed under fleet racing rules over seven races, with each race being sailed in the natural amphitheatre formed off the Fremantle foreshore by the South Mole, Challenger Boat Harbour and Fremantle's historic Bather's Beach.

While races will be over Olympic triangle courses, the difference is that the yachts will finish off-the-wind under spinnakers, bringing them within 200 metres of the foreshore as they cross the line.



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Gilmour/Sovereign Trounce Conner

AUSTRALIA had its greatest week at Newport, Rhode Island, since *Australia II* won the America's Cup in 1983 when Bernard Lewis' red-hulled 84-footer, *Sovereign*, won the US maxi championship in June, the second successive victory for the dual Sydney-Hobart winner of 1987.

The regatta was decided on the final windward leg of the last of six races, with *Sovereign's* helmsman, Peter Gilmour trouncing Dennis Conner in a classic tactical duel to win the series on a countback of placings after a tie on points. Conner skippered the newly launched American maxi, *Emeraude*, a German Frers' development of *Windward Passage II*.

The victory by *Sovereign* was not only good news for owner Bernard Lewis, who has the maxi on the market for \$US1.75 million, but also for Alan Bond, whose newly launched *Drumbeat* is now on its way to the Mediterranean for the 1989 maxi world championships. *Drumbeat* is a fractional-rig development of *Sovereign*, designed by the Newport-based naval architect, David Pedrick, but she has the same "whale-tail" keel that has improved *Sovereign's* performances so dramatically this year.

And, of course, Peter Gilmour will be the skipper of *Drumbeat* in the world championships, with his aggressive starting line tactics winning him almost every start in the Newport series.

The regatta was contested by six maxis, including the newly-launched *Emeraude*, with *Sovereign* the only non-American competitor, sailed by an Australian-American crew with CYCA Commodore David Kellett skippering the yacht for what may have been the last time.

The first three races were sailed in widely varying conditions, with the heavy fog of Narragansett Bay reducing visibility for the first race to almost zero — forcing the New York Yacht Club to make it two short races worth half points. *Sovereign* finished second in the first race and won the second. *Kialoa* and *Boomerang* were both disqualified for rule infringements in these races.

It was *Sovereign's* turn to be penalised in race three. After winning the 25 nautical mile race to Jamestown Island in a light air race, she was penalised three places for fouling *Boomerang* at the start, dropping her from first to fourth.

Race three saw *Sovereign* at her best, powering to victory after being caught on the wrong end of the line because of a major windshift just before the start.

Gilmour and
Sovereign
— a
formidable
combination.



However, after sailing through the fleet, she was second around the weather mark astern of *Congere*. *Congere* proved no match for *Sovereign* downwind and the big red boat passed her on the second reach to power away for a convincing win.

After three races *Sovereign* led the pointscore, with 6½ points, from *Boomerang* 9, *Emeraude* 9½, *Kialoa* 14, *Matador* 14 and *Congere* 17.

The ongoing grudge match between Dennis Conner and Peter Gilmour heated up in race four, with Conner getting *Emeraude* into top gear and, with the help of some major windshifts, winning the race with *Sovereign* only fifth.

Gilmour won the start with a daring port-hand start across the fleet, but soon after the wind swung to the north, putting the Australian yacht back in the fleet. Conner immediately ignored the rest of the fleet to concentrate on pushing the Australian yacht further back, carrying Gilmour more than 15

degrees past the layline to the first weather mark.

After sailing off the course, *Emeraude* and *Sovereign* showed exceptional speed to close on the rest of the fleet, but it was not until the last leg that the big windshifts allowed any change. Unfortunately, it was *Emeraude* that picked the right shift, going to win with *Sovereign* fifth, 90 seconds astern.

Going into the final race, *Emeraude* led by three points, which meant that *Sovereign* needed to beat the American by three places in the six-boat fleet to win clearly or by two places to tie and win on a countback. It turned out to be a classic match-race, with Peter Gilmour trouncing Dennis Conner.

Gilmour again won the start but lost the lead in a 40 degree windshift in the shifty 1-10 knot breeze and trailed for most of the Olympic course race.

On the final downwind leg of the America's Cup type course, *Sovereign* closed on *Emeraude* which was second to *Kialoa*. On the final beat, the Australian-American crew of *Sovereign* picked a favourable windshift and tacked ahead of *Emeraude*.

But to win the series *Sovereign* still had to finish second, with *Emeraude* back in fourth place. Using his finest America's Cup tactics, Gilmour "slam-dunked" *Sovereign* on *Emeraude* and carted her past the starboard layline before tacking towards the finish, still blanketing the US maxi.

This forced Conner to sail in the "dirty wind" of the Australian maxi to the line, losing ground and finally dropping a further place to *Boomerang*, with *Kialoa* winning the race from *Sovereign*, *Boomerang* and *Emeraude*.

Sovereign and *Emeraude* finished equal on 13½ points, but on a countback the championship went to *Sovereign*, with two firsts and two seconds, to *Emeraude's* two firsts and one second place.

"There is no doubt that *Sovereign* is the fastest masthead maxi in the world and probably the fastest of any current maxi going to windward," Commodore Kellett said at Newport where he has left the yacht for sale. "Peter Gilmour was brilliant today, sailing a classic match race to beat Dennis Conner."

Final placings:
Sovereign 2-1-4*-1-5-2 — 13½pts
Emeraude 1-2-4-3-1-4 — 13½pts
Boomerang 4-Dsq-2-2-4-3 — 16½pts
Kialoa Dsq-3-5-Dsq-2-1 — 17½pts
Matador 3-4-5-4-3-5 — 20½pts
Congere 5-5-6-5-6-6 — 28pts
 *Finished 1st but penalised 3 places.

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BARIENT

BOAT TEST

Australia Cavalier 37

THE Cavalier 37 is a yacht without compromise: she fills her role as an easily sailed, ocean-going fast cruising yacht extremely well.

The number of Cavalier 37's sailing out of Australian ports attests to the quality of design and production of this yacht.

Kay Cottee's choice of this yacht for her Single-Handed Around the World voyage is a great endorsement of the yacht's design.

On The Water

Offshore sailed the Cavalier 37 on Pittwater's calm waters in an average 10-15 knot breeze that had plenty of variation in direction and weight.

Under Motor

The Cavalier 37 under motor is very smooth and predictable.

She has a neat turning circle and gives the helmsman a very definite feel of positive control.

Acceleration is very smooth and the boat responds well to changes of throttle. It is wise to remember that, despite being very light on the helm and easily driven, that the boat does displace 5897kg (13,000lb) and requires time to stop when put in reverse. I must stress this is not a negative factor.

She is predictable in reverse at low speeds as demonstrated by backing into a pier in a cross breeze to drop off Offshore's publisher, Max Press, who didn't fall in — we'll try again.

Under Sail

The sails set during our test were a full mainsail and No. 2 headsail which, while ideal in the higher winds we experienced, left the boat a bit underpowered in the lighter wind ranges.

In the variable breezes, the Cavalier showed no vices at all. She was always light on the helm, without any loss of feel, and extremely easily sailed.

Upwind, while not having the gust response of a specialised racing boat, she accelerated smoothly and reacted to the many gusts and lulls without fuss. In the gusts she heeled slowly, giving ample time for slight feathering in the stronger ones, and decelerated slowly into the lulls.

Beam reaching in the stronger winds showed the Cavalier in her element.



Pedigree Personalised

Remaining stiff and light on the helm, she sailed a straight line with no need for sail adjustments and only minimum rudder control required.

Unfortunately the yacht was not equipped with a spinnaker, but with the headsail set, remained very predictable and well mannered downwind.

In general terms the Cavalier 37 is a yacht with the characteristics necessary for someone contemplating extended cruising — she virtually sails herself once set up and gives the feeling that she would not react harshly to being a little overpressed.

This is in no way meant to suggest that the boat is slow. On the contrary, she shows good speed and has proved many times she's no slouch on club racing courses.

The Rig

The test boat was the standard mast-head rig set up with a two spreader (slightly swept back) Sparcraft section keel-stepped mast.

All control lines and halyards, except the main, run aft.

The yacht is equipped with a solid boom vang which does away with the need for a boom topping lift and is of great advantage when reefing short-handed and, as demonstrated, while dropping the main.

The combination of the solid vang, lazy jacks and the main halyard winch located on the mast, allowed one person to easily drop and stow the main.

I was interested to note the adequately controlled mainsail leach in the absence of a traveller.

The test boat was also equipped with an hydraulic backstay which, while not standard, in my opinion would be a preferred option.

On Deck

The deck layout of the Cavalier is fairly standard for this type of yacht with halyards and control lines running aft to banks of clutches on either side of the companionway.

Liferaft stowage is provided on top of the coach-house just aft of a generous mid-hatch.

The cockpit is generous in area and very well planned to maximise usability. Excellent seating is provided on both sides, with the coaming as a back, and aft of the wheel.

Without having a traveller, the main-sheet is anchored to the floor, mid-cockpit, which results in a surprising increase in people space.

The high cockpit coamings should ensure those seated remain fairly dry. They have teak layed on their tops, which provide good footing and add a bit of warmth and character.



The deck and cockpit layout of the Cavalier is trim and spacious with teak layed on the coaming tops which adds character and provides stable footing.



Below Decks

The hull volume and long coach-house gives the Cavalier more room below than most yachts of this size.

She has an owner's double cabin aft with access through a door on the port side, at the aft end of the navigation area. To enable ease of access to the aft cabin, the chart table does not have a permanent seat, but is designed in such a way that it is functional and attractive.

Opposite the navigation area is a well layed out U-shaped galley with adequate work areas and ample stowage.

The main saloon has a dinette to port, which can be made up as a double bunk, with a settee/single bunk opposite. The backs of both the dinette and settee are padded and upholstered attractively,

giving very comfortable seating for 9 people.

Forward of the main bulkhead on the portside is the enclosed head with basin and shower. On the starboard side is stowage. Through the door forward of the head is a double V-berth.

The generous use of teak below gave the boat an attractive appearance and a traditional feel.

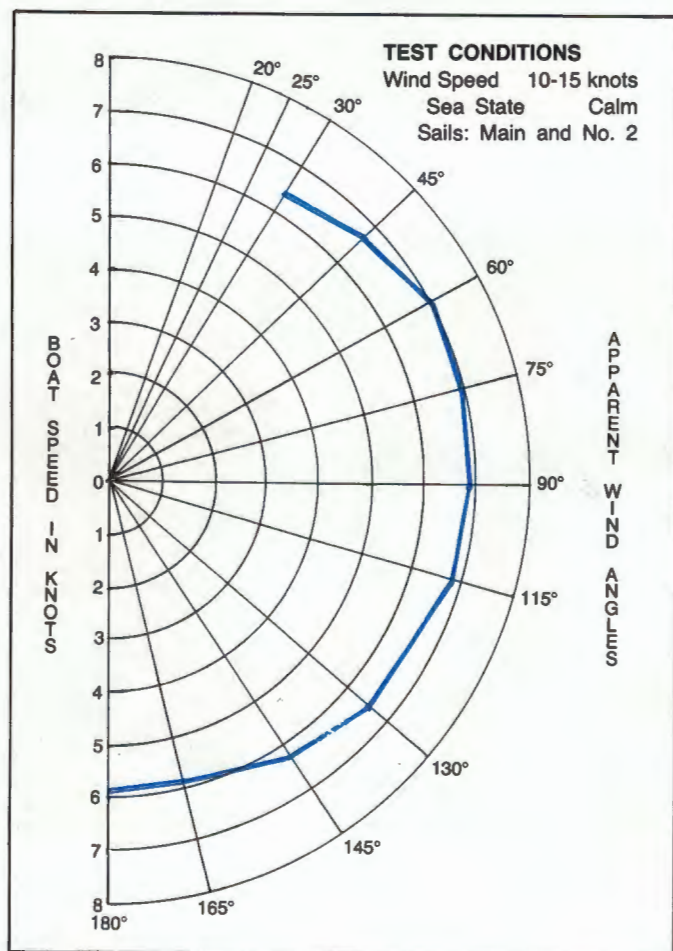
Conclusion

The Cavalier 37 benefits from her excellent design by Laurie Davidson, is well constructed and, with many of the class sailing, is a well sorted-out yacht.

Her manufacturer's confidence is borne out by their two year factory warranty.

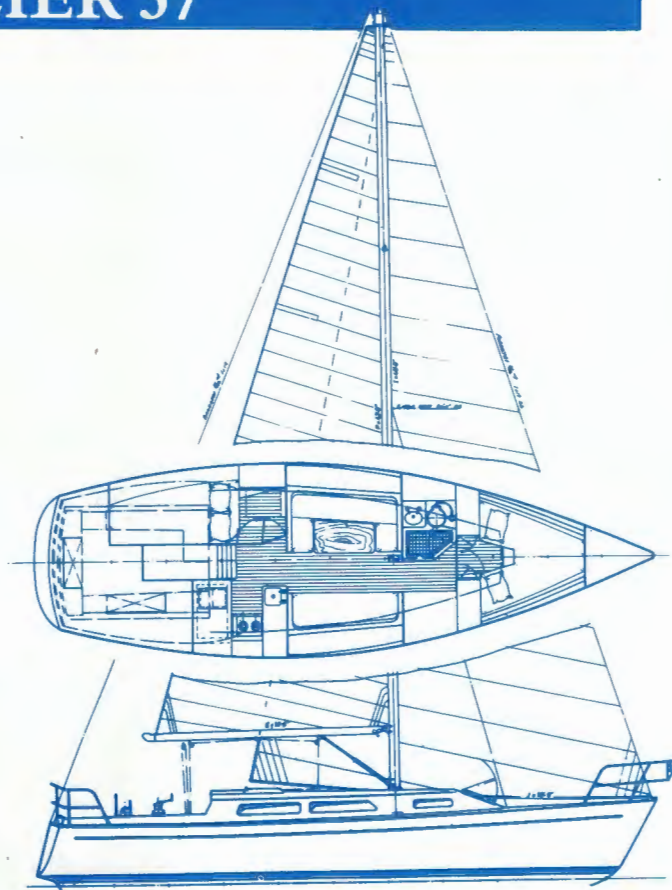
CAVALIER 37

Designer — Laurie Davidson
Manufacturer — Spartec Marine Industries Pty Ltd
Distributor — Club Yacht Sales
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 Mitala St.
 Newport
 NSW 2106
 Phone: (02) 997 1144
Price: \$165,000



SPECIFICATIONS

Hull — Solid Hand Laid GRP
 Deck — Divynicell Cored GRP
 Keel — Lead
 Rudder — Shaft-Stainless Steel
 — Blade — GRP
 Engine — Nanni 4.110HE 4 cyl. 30HP
 Prop — 15" folding
 Spars — All Sparcraft
 Winches — Bariant 32ST x2, 24ST x2, 22 x1, 1 Wire Winch
 Electrics — 12V-2x90 Amp. Hr. with circuit breakers



DESIGN MEASUREMENTS

LOA	11.25m
LWL	9.53m
Beam	3.50m
Draft	1.90m
Displacement	5892kg
Ballast	2515kg
Sail Area	59.92sq.m
I	14.63m
J	4.57m
P	12.80m
E	4.27m
Ballast: Displacement Ratio	36.53
Sail Area: LWL Ratio	.8127
Sail Area: Displacement Ratio	18.99
Displacement: LWL Ratio	190.17

ENGINE PERFORMANCE

Head Wind 10-15 kts. Sea Calm	
Revs	Speed (kts)
1000 (idle)	2.79
1500	4.67
2000	6.10
2500	6.90
Consumption — 2.3 litres/hour.	



CAVLIER 37s, designed by Laurie Davidson, have proven to be outstanding offshore racing and cruising yachts, with excellent qualities of seaworthiness combined with spacious comfort below decks.

She possesses excellent cruising qualities being comfortable, dry and easily sailed short-handed.

Without prejudicing these qualities, she would also give her owner's excellent racing. The yacht has proved herself on Channel Handicap System. With the wide acceptance of IMS, Cavalier owners should also have the arena of competitive ocean racing opened to them.

BRAVO FOR BRAVA

By Tim Jeffery



IF the number of new IOR boats is thinning out, then the intensity of competition certainly is not. Bar a few weak makeweights, the 28 boats that lined up for the One Ton Cup in Naples, Italy, represented the toughest IOR fleet we will see in 1989.

Nineteen of the boats were less than 12 months old, commissioned, built and worked-up very much with the One Ton Cup and Admiral's Cup double in mind.

You didn't need to be a sage — once a common feature of the Bay of Naples whose shores are flanked by the Roman settlements of Pompeii and Ercolano which were, drowned in lava when Versuvius erupted — to guess that Bruce Farr would be the best represented designer. Twelve of his boats competed for the five race series. Denmark's Niels Jeppesen could count four boats though only one of those was a serious one-off, Germany's Judel/Vrolijk team three boats and the rest one and twos.

If one thing detracted from the calibre of the event, then it was the weather. Naples Bay has a regular afternoon gradient wind, yet it blew for only two of the three inshore races. In fact, so farcical was the first inshore that the race committee was on the brink of cancelling it twice during the first beat, but the international jury urged for the race to run its course.

It was one of those races where *Fram X* from Norway (winner in 1987) took 1hr 10 mins to reach the first weather

mark, while others sailed up to it under spinnaker. Just four legs were sailed, and by no stretch of the imagination could it have been called a triangle: more like a fragmented and squashed L would be closer to the truth. On each leg, yachts could be on opposite tacks or gybes, under spinnaker or jibs within boat-lengths of each other.

"I quite like this casino racing," admitted American Dee Smith who was sailing on the German *ABAP/4*, though he was one of the few to retain his sense of humour. One oddity prevented the race being a total farce. As in the other four races, the wind's constant direction and velocity changes came through so quickly that all the fleet got a roll of the dice.

Offshore it was a different matter. Light though the winds were during the day, at night they died to nothing. Even with the Ton Cup offshore races reduced to just 143 and 95 miles, they took 27 and 24 hours to complete. Should a world championship go to a venue where the short offshore race is sailed at a desolatory average of 3.85 knots the crews wondered?

"It was the Hare Krishna school of sailing," joked Britain's Graham Walker whose crew aboard the Daniel Andrieu-designed *Indulgence VII* burnt joss sticks at night to detect the wind. Certainly the overnight races utterly exhausted their crews for the level of concentration required to coax their boats along was enormous.

BRAVA, designed by Bruce Farr and built in New Zealand by Cooksons, won the 1989 World One Ton Cup at Naples for her Italian owners, finishing the series without winning a race. (pic by Tim Jeffery).

It was *Indulgence* which looked as if she would win. She won the first two races and was points leader until the fourth, the short offshore race. In fact she was leading that, too, in the early morning when the dawn breeze brought a bunch of six, including Pasquale Landolfi's Farr-designed *Brava*, to the front. In the chase, *Indulgence* cut too close to the island of Ischia and struck a rock. "It was like a garage," explained tactician/navigator Derek Clark. "We had to come out backwards using the spinnaker pole as a punt."

At the climax it was *Brava* who took the title, her 9-5-4-2-4 record boasting the consistency which *Indulgence* lacked with a 1-1-13-11-13. Walker was bitterly disappointed having tried five times to win the One Ton Cup. With his old style Ron Holland Tonner he posted 2nd, 2nd, and 3rd back in 1979, 1980 and 1981 while *Phoenix* in 1985 made up for an average showing in Poole by being top Admiral's Cup boat.

Brava's owner Landolfi has been in the game a long time too, often playing it with American help. In Naples, J24 champion Francesco de Angelis steered while calling tactics and trimming the main was Paul Cayard, the Milan-resident American whose *Star*, Amer-

ica's Cup, match race and maxi experience makes him the hottest property in yachting. He's fronting the next Italian America's Cup bid.

In truth though, talent ran deep in the fleet. Take *Indulgence* with Eddie Warden-Owen and Stuart Childerley; *Aria* with Mauro Pelaschier and Erico Chieffi; *Bravura* with Robbie Haines and Peter Lester; *Joint Venture* with Colin Beashel, Bobbie Wilmot and Geoff Stagg; *Mean Machine* with Jens Christensen; *Saudade* with Achim Griesse and Ib Ussing Andersen and so on.

Six boats probably had the pedigree and speed to win, and the top 10 placings show that Farr no longer has the One Ton fleet in the palm of his hand. Designwise the top of the fleet reads: *Brava* (Farr), *Indulgence* (Andrieu), *Stockbroker* (Jeppeson), *Aria* (Judel/Vroljik), *ABAP/4* (Farr), *Shardana 2* (Paperini), *Bellatrix* (Farr), *Saudade* (Judel/Vroljik). *Brava* and *Bellatrix* were more light air orientated than last year's *Saudade*, now sold to computer software entrepreneur Hasso Plattner as *ABAP/4*, and the San Francisco based *Bravura* was optimised for breezier winds. All four, except *Bellatrix* were built by Terry Cookson in New Zealand. The Farr boats appeared to have a slight edge downwind while their upwind penetration is as good as ever.

In *Indulgence*, and her erratically sailed French sistership, *CGI*, Daniel Andrieu has attempted to get some windward bite without giving up his design's well-known reaching and running speed. *Indulgence* is finer forward from previous Andrieu boats and she was fast upwind in light ghosting conditions and from 12 knots true wind speed and upwards. But where there was a slight chop and 6-10 knots, she seemed to labour in both height and speed. Andrieu's boats had 2cm less freeboard than the others to lower total weight and pitch centre.

While the Farr/Cookson tie-up produces near-series production custom boats (forgive the apparent contradiction), Niels Jeppeson has ditched the old X One Ton mould and created Jens Erik Host's *Stockbroker* from a new design. Whereas previous X yachts have been built in female moulds, *Stockbroker* was built over a male plug from SP System pre-prags. At first the Admiral's Cup was the sole goal, but when Naples was added to the boats' programme Jeppeson re-orientated the boat.

In creating *Stockbroker*, Jeppeson noted that rated lengths were around 1005-1015 in the 1988 fleet and that waterline beams varied less than 5cm. So noting the success of *Propaganda* and *Container* (now *Aria*) he chose a high stability boat with a Righting Moment of 150, unlike the Naples average of some 138-140. To pitch the boat more



Australian One Tonner, *Joint Venture*, contesting the One Ton Cup off Naples, as part of her preparation for the Admiral's Cup in England. Owned by Melbourne yachtsman, Ron Elliott, *Joint Venture* had a luckless series, her best placing being a second. (Pic - Peter Schroeder).

to light airs, the engine was moved aft, a strut drive installed and keel's lead shoe removed to get the RM down to 147. Like *Indulgence*, *Stockbroker* was good in flat water, but for the Admiral's Cup she will benefit from more lateral area and her original stiffness.

Finally, Judel/Vroljik's revised thinking appears bang on target. *Container* gave notice in last year's Sardina Cup that their clean-sheet-of-paper One Ton design was a powerful replacement for the line begun in 1981 with *Dusselboot* which had clearly run out of steam.

In proportions, the new J/V boats are very close to the Farr design though differ in keel and rudder shape. The keel itself on the new *Saudade* has more area and less weight than the Farr foil on last year's Cookson built Farr-designed *Saudade*.

Based on the 1988 *Container*, this year's *Saudade* has a 6cm longer waterline and more stability for the same sail area and, while fast in waves and better downwind than the old style J/V boats,

she and *Aria* were very evenly matched. Owner Albert Bull hopes the differences will be more telling in German Admiral's Cup trials, and hopefully in English conditions.

So while Cayard clinched *Brava's* victory on his 30th birthday, the 1989 One Ton Cup won't go down as one of the more memorable series in other people's books. Such a stunning fleet rally deserved better conditions and a better deal from the race committee. They could have re-sailed the first race and they could have avoided obvious errors such as laying a weather mark for the short offshore race right in the airless lee of Capri Island.

But that's Italy. . .

As for Ron Elliott's *Joint Venture*, inconsistency was her downfall. She certainly did not lack talent with a crew line-up of Colin Beashel, Peter Elliot, David Gilles, Steven Kemp, Ross Lloyd, Doug Millar, Alan Smith, Geoff Stagg and Bobbie Wilmot.

Yet ever since her unloading was held up by a dock strike in Naples, things conspired for it "not be her series." The time lost in the strike was damaging, for the Italian boats were well sorted for the conditions. *Indulgence* too, had spent a month in the Mediterranean and competed in the Italian IOR Championships two weeks before the One Ton Cup to judge the opposition and read the conditions. Wind sheer was very marked in Naples and *Indulgence* had their own sailmaker with team to constantly tweak the sails.

On the two occasions *Joint Venture* was at the front of the fleet she had the required pace. In fact, she lead the double points long offshore race until she sailed into a windless hole near an island and finished amid fleet.

On second inshore did she come out strongly from the start, hold 5th for much of the race, move up to second on the run and hold it on the final beat to score her only respectable result.

A 17-14-2-25-11 score was less of a case of doing things wrong, but instead of things not going right.

One Ton Cup — at Naples, Italy, May 1989 Final Placings

Pl.	Yacht	Designer	Skipper	Country	Race Placings				
					1	2	3	4	5
1.	Brava	Farr	B. Finzi	Italy	9	5	4	2	4
2.	Indulgence	Andrieu	E. Warden-Owen	UK	1	1	13	11	13
3.	Stockbroker	Niels Jeppeson	J. Host	Denmark	8	4	20	5	6
4.	Aria	Judel/Vroljik	E. Chieffi	Italy	3	7	11	6	14
5.	ABAP/4	Farr	H. Plattner	Germany	2	10	5	4	24
6.	Shardana	Paperini	A. Melis	Italy	12	9	21	1	7
7.	Bellatrix	Farr	S. Guazotti	Italy	24	11	8	8	1
8.	Saudade	Judel/Vroljik	A. Griesse	Germany	5	18	1	3	21
9.	Bravura	Farr	I. Loube	USA	24	6	9	14	2
10.	Mean Machine	Judel/Vroljik	P. de Ridder	Holland	22	3	7	17	20
Australian Entrant									
16.	Joint Venture	Farr	R. Elliott	Australia	17	14	2	25	11



Sydney Boat Show Comes of Age

By Rob Williams

THE Darling Harbour Exhibition Centre and Marina provided a world class venue for the 1989 Sydney International Boat Show, and, despite the rainy days, the crowds flocked in.

The Exhibition Centre was chock full of stands, ranging from fittings to ocean going yachts and punctuated with service stands of sailing schools and charter companies.

Outside at the Marina, the giant mast of the Tasmanian catamaran, *Australian Spirit*, reached skyward over the most comprehensive range of production yachts ever seen at an Australian Show.

The sights of long queues, often forming in the rain, prior to the daily opening times was pleasing to the show's organisers and the exhibitors.

Enthusiasm seemed the catch word of the Show from the organisers, the exhibitors and, most importantly, the paying public.

Roy Privett, general manager of the New South Wales BIA, the show's organiser, while very pleased with the attendances and feedback, was already planning improvements for next year's Show. One of these is the possibility of linking, hopefully with boats, the Marina display to the Exhibition Centre. His message to next year's potential exhibitors . . . Book Early!

Beneteau Australia won the Stand of the Show award. Their display featured eight yachts, four each from their Oceanis and First ranges, was impressive in both presentation and marketing. Before entering the stand, people were required to give certain details to computer operators to obtain entry passes ensuring an effective follow-up service could be provided.

Marc Rambeau, the head of Beneteau in Australia, was very pleased with the Darling Harbour venue and felt that the option of having the yachts inside was a real plus for the Show. He was enthusiastic with the level of interest of the Show goers and had double the number of visitors on the stand compared to last year. The sale of a number of Beneteaus at the Show bore testament to the amount and detail of preparation that the company undertook this year.

DARLING Harbour was host to the 1989 Sydney International Boat Show for the first time this year, providing a world class venue for afinr display of craft, and attracting large crowds throughout the Show. (Pics - Max Press).

Another big yacht displayed inside was the impressive Bavaria 340 from Lamoore Yacht Sales. The strength of the Kevlar laminate used in the yacht's construction was demonstrated on a video showing the boat being run into a breakwater at full speed and then hauled out to inspect the damage, which was basically cosmetic.

Of the smaller stand holders, Musto's Ian Treleven was very enthusiastic with the response to their exhibit. He commented that the show gave Musto the opportunity, through direct contact with the boating public, to evaluate the effectiveness of their marketing programs. He also noted that the Show's

Continued on page 44



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TRICOLOR FLIES

In Noumea Race

By Peter Campbell

SUNBURNT COUNTRY, the 16.4m ketch from Mackay, on the coral reef of New Caledonia — only a dozen from the finish of the race from Brisbane. She was finally salvaged and is being repaired in Noumea. Below right: the big cruising cutter from Sydney, Four Sea Sons, owned by John David, heads out into the Tasman — with gales ahead. (Pics - Peter Campbell.



— the first French yacht to achieve this and, of course, the first woman to skipper a line honours winner. Then 31-year-old master fisherman Aymeric Desarmont sailed the smallest yacht in the race, the Van de Stadt DB1, *Noumea Shopping/NRJ 2001*, to victory on corrected time — both under IOR and Arbitrary ratings.

Races to Noumea in the May-June timeslot are always tough races, at least until the fleet passes to the north of Middleton Reef and out of the influence of the Tasman Sea. This year's event was no exception. In fact, it was tougher than most, forcing 22 out of the 47 starters from Sydney and Brisbane out of the race within three days of the start.

The cause was a severe northerly gale in the Tasman, north-east of Sydney, which belted both fleets with constant headwinds of 40-50 knots, with gusts of

THE French tricolour flew with added pride over the Cercle Nautique Caledonien at the end of this year's Club Med Australia to New Caledonia ocean race — for the first time in the long history of the event French yachts from Noumea had taken top honours.

It was an appropriate year for the success, as the CNC billed the race as the Bicentennial Race to mark the 200th anniversary of the founding of the Republic of France and a record dozen French yachts entered the race from Sydney. The Australian Government also organised a special Bicentennial Trophy.

Vivacious Frenchwoman Anick Da-Ros set history in her own right by skippering her Davidson 55, *Sofrana Night Raider*, to a line honours victory





HOPING for sunshine in the Pacific, the fleet heads out to sea on an overcast day for the Club Med Sydney-Noumea Race, with line honours winner, Sofrana Night Raider already near the the lead. In fact the fleet was battered by gales for five days — as this onboard pic shows of a weary skipper, Anik Da-Ros, at the end of the storm. (Pics - Peter Campbell, Alex Da-Ros).

up to 70 knots being recorded by several yachts. The seas were huge — piled up by the joint effect of the wind and the exceptionally fast-running Eastern Coast Current sweeping down the NSW North Coast with some unpredictable eddies offshore.

While a few yachts had gear problems, the majority of retirements were due to fatigue with only two or three crew members keeping the boats going while others lay in their bunks below

suffering severe seasickness. Most of the retirements were cruising yachts, although the French lost half of their contingent of racing boats.

Of those who kept going, most chose to hove to during the worst of the storms — in fact, there were three successive low pressure systems through which the fleets had to sail. It was a wise move, as the conditions moderated once the fleet had cleared Middleton Reef — although several were swept to the

South of Lord Howe Island and had a longer slog north to reach the rhumbline course.

And then, of course, the wind died away, giving the fleet light headwinds to slowly finish the course. Those promised south-easterly tradewinds never arrived with the only spinnakers being set for the last 12 miles across the lagoon from Amedee Lighthouse to the finish inside Noumea harbour.

Despite the gale, every yacht which retired made its own way back to either Sydney or Newcastle, the crews somewhat battered. A Frenchman aboard *Plume-de-Chevre* broke his nose, causing the French Navy escort vessel, *La Moqueuse*, to retrace her track to rendezvous and give medical aid before the little Noumea sloop headed back to Australia.

Coffs Harbour yachtswoman Jan Partridge, sailing her 12m sloop *Outrageous* with the Brisbane fleet, was tossed overboard at the height of the gale, breaking two ribs as she fell across the cockpit against the leeward gunwale.

Continued on page 38

Designed to race in comfort and cruise with speed.



28

Class Racing

Designed by Laurie Davidson of New Zealand, the Cavalier 28 is truly a cruiser for the racing man. The emphasis is on class racing with a Harbour Division of 18 yachts. Her beamy hull ensures that underwater volume is evenly dispersed to provide stability and reduce the tendency to round up in a heavy breeze. Whilst below decks she is far roomier than you'd expect in a yacht this size. There's comfortable accommodation for six people and headroom a plenty!

30

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37

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Ownership of a Cavalier yacht is an achievement in its own right. Family cruising becomes more exciting with exhilarating performance that is easily controlled – what an ideal way to take the family sailing! Now you can reach those far away places in safety and comfort. Cavalier 37 smooths out the bumps to get you there. Whether it is long distance voyaging, weekend cruising with friends beating the fleet around the buoys or the offshore pointscore ... Cavalier 37 – you're a winner!

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Sydney-Noumea Race

continued from page 33

Fortunately, she was hooked on to the weather side and her 21-year-old son, Truman, dragged her back aboard. "It was frightening and then I had to spend four days in my bunk, my chest strapped with electrical tape," Jan said later.

Despite her painful injuries, Jan elected to withdraw from the race but cruise on to New Caledonia and at least enjoy the hospitality and the Route du Paradis cruise to the Isle of Pines. Which she did!

Extraordinarily, the only major disaster of the race happened in calm weather, daylight and just over a dozen miles from the finish of the 800 nautical mile course from Brisbane. The 16.4m cruising ketch *Sunburnt Country* crashed onto the coral reef that surrounds New Caledonia as skipper John Firth was sailing through what he believed was the safe Boulari Passage at Amedee Lighthouse.

Firth had made a compass bearing adjustment error and instead of entering the lagoon, *Sunburnt Country* ended up high and dry on the reef, the coral grinding a hole in the starboard side of her fibreglass hull. Under the direction of Club Marine insurance assessor Gilbert Sutter (who was also radio operator for the race along with Roger Mary) efforts were being made to refloat the yacht.

The plan was to roll the ketch onto her portside, to lie on a protective bed of old tyres, and then patch the hole at low tide before pumping out the hull and using a powerful tug to haul her off to seaward.

This year's race attracted a remarkable 76 firm inquiries with paid up entries totalling almost 60. Late withdrawals, mainly because of difficulty in recruiting experienced return crews, reduced the final fleet to 47, with 32 setting sail on the 1060 nautical mile voyage from Sydney and 15 starting the next day on the shorter 800 mile race from Brisbane.

Cruising boats dominated the fleet, using the Club Med New Caledonia race as a means of beginning a cruise to the South Seas under the umbrella of safety organised by the Cruising Yacht Club through Penta Comstat and the French Navy. The French came with a strong fleet of IOR-rated racing boats but the CYCA was unable to even put together a team of three IOR boats to take on the French in a teams series for the Bicentennial Cup.

However, the introduction of IMS as an alternative measurement system for the cruiser/racer will almost certainly open up a new era of racing to the South Pacific. While in Noumea, race director Alan Brown had discussions with French yachtsmen and has convinced



The crew of SCB Flying High camp it up in French colours before going on to take out third place in the IOR Division. While the only female skipper in the race, Anik Da Ros, finished first in the Arbitrary Division and second in IOR with Night Raider. (Pics — Peter Campbell)



them that IMS is the way to go for long passage races. Next year's proposed South Pacific Circuit series of races from Auckland to Noumea and then to the Gold Coast will almost certainly be raced under IMS and Arbitrary handicaps rather than IOR.

While the IOR competition was lacking, this does not detract from the fine effort of the French boats in winning overall the 1989 Club Med Sydney-Noumea race. It was a thorough test of good seamanship, navigation and tactics under the most trying conditions and a tribute to those who made it to Noumea, both racing and cruising.

Of the 47 starters, two boats retired from the Brisbane fleet, although subsequently cruised to Noumea. The Syd-

ney fleet, however, was decimated, with only 12 out of 32 boats making the distance. First to retire, only a few miles off Sydney Heads, was the Geelong three-masted schooner *Ile-Ola*, skippered by 73-year-old Geoff Wood, sailing his 12th voyage into the Pacific. *Ile-Ola* lost her rudder and had to be towed back into the Harbour.

The fleet sailed into the first of the strong winds and rough seas on the second morning of the race, as most of them headed north up the NSW coast before taking a leg to seaward. By Monday afternoon, 11 yachts had retired from the 32 boats which had sailed from Sydney on the Saturday.

The retirements continued for the next three days and nights, with crews



First home in IOR and second in Arbitrary, the crew of *Noumea Shopping 2002* take on vital provisions in Noumea.

John David and Glen Miles took out the Cruising Division aboard *Four Sea Sons IV*. (Pics — Peter Campbell)



finding the continuous bash to windward just too much to take and turning to run back for shelter in ports along the NSW coast. Several considered heading for Lord Howe Island, but the entrance into the lagoon there was running heavily.

As the wind from the north and north-east continued unabated at 30-40 knots the seas built up. By Tuesday, a gale warning had been issued and as CYCA race officials flew to Noumea in the UTA airliner, we sighted one yacht under reefed sails, surfing back to Sydney in heavy seas.

Later that day, Anick Da-Ros reported galeforce winds reaching 65 knots from the north, but from there on the weather began to slowly moderate. A day out of Noumea, Anick was reporting zero wind.

Anick and her crew sailed *Sofrana Night Raider* across the finish line just after midday on the ninth day out of Sydney, taking 8 days 23 hours 26 minutes 51 seconds to sail the 1060 nautical mile course.

A veteran of several previous races between Australia and New Caledonia, Anick and her husband Alex said this had been their toughest South Pacific crossing.

Stoutly-built in Auckland by Peter Snowman, the Laurie Davidson-designed 55-footer is a near sistership to *Dr Who* and *Starlight Express*. Built of Kevlar composite 18 months ago, the yacht finished second to *Dr Who* in the 1988 Brisbane to Noumea race.

Night Raider's time for this race would have been much better, had the condi-

tions been more favourable, and had she not had to sail for up to 30 hours under reduced sail while repairs were made. The problems began on the first night at sea when the wire strop on the storm jib "exploded", wrapping itself around the headfoil. Conditions were too dangerous for anyone to go aloft at night and even when it was cleared, conditions were too wild for a No. 4 headsail. So for 15 hours *Night Raider* sailed under a triple-reefed mainsail, making only 1-2 knots to windward.

Two days later, *Night Raider* sailed into another low pressure system, and in galeforce winds the leech line was ripped out of the mainsail. Rather than risk losing the entire sail, the crew took off the main — taking another 15 hours to repair the sail. By that time the wind had died away.

Incidentally, the crew found a new material for repairing the mylar mainsail — wide Elastoplaste from the first aid kit.

"We were very pleased with the way the boat stood up to the pounding," Anick Da-Ros said in Noumea after the race. "But it was not the right weather for this type of boat because it was almost all hard on the wind — up to 60 knots and then down to none at all.

"But we maintained a very good ambience throughout the race — at the height of the gale, we turned on the stereo and played 'Don't worry — Be happy'."

Anick Da-Ros and *Sofrana Night Raider* crossed the line just after midday on the ninth day of the race, and she was back on the water three hours later in a small runabout, taking bottles of champagne out to greet the next French boat, *Noumea Shopping/NRJ 2002*, skippered by Aymeric Desurmont, as it crossed the line as the likely overall winner.

Third racing boat to finish was Bruce Hitchman's *Pacific Breeze* from Manly, although the first Sydney yacht to cross the line was the 20.4m cruising cutter, *Four Sea Sons*, owned by prominent Sydney businessman John David. His crew included former NSW State Government Minister Laurie Brereton, who was one of the helmsmen.

Finishing times over the next day confirmed that *Noumea Shopping* (nee *Pomme de Api*) was indeed the winner on corrected time under both IOR and Arbitrary ratings. The smallest yacht in the fleet, the 10.2m sloop is a Van de Stadt DB1, owned by well-known Noumea yachtsman Charles Poisson. Desurmont's own yacht, the Farr 1104, *Chalandage-Neptune*, was also in the race, skippered by Philippe Mazzard.

Explaining the swap of yachts, Desurmont, a 31-year-old master fisherman working for the New Caledonian Government, said that when the proposal for

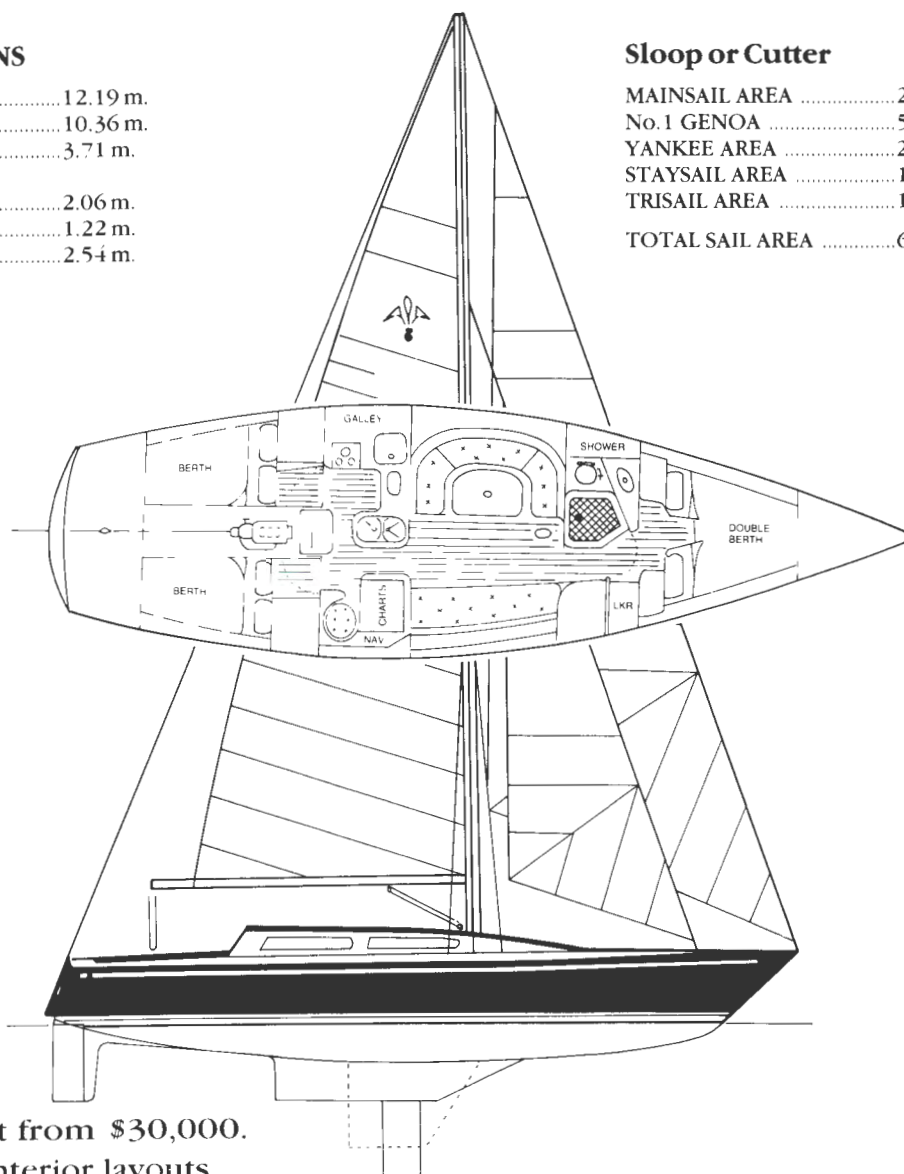
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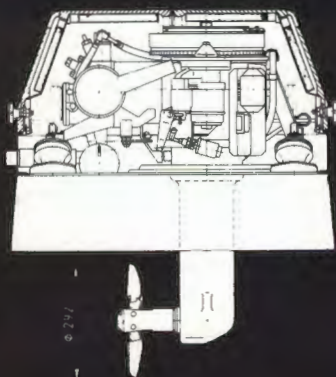
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1989 Jupiters Sydney-Gold Coast Race ENTRY LIST

Sail No	Yacht Name	Owner	Category
3807	ALEXANDER OF CRESWELL	DEPT OF DEFENCE	
5013	ALFA POWA	NEIL STATIS	PHS
1520	ANIMAL FARM	ANTHONY BEILBY	PHS
4544	APOLLO BATTERIES	ROD NYMAN	IMS
4408	ARABESQUE	NORMAN MARR	IMS
4489	AUSTRALIAN MAID	TREVOR BEGGS	PHS
224	BENELEC	M. GROUT/S. WILTON	IMS
4351	BIONIC APPLE BOX	W. JORGENSEN/G. FOLEY	PHS
189	BLUE MAX II	J. KING/F. WILLIAMS	IOR
3700	CAVIAR	EASTSAIL	
PH36	CEILIDH	JOHN EWBANK	IOR
5339	CHALLENGE II	JIM DALEY	IMS
611	CHINA BEAR	A. CLUBB	
4671	CIAO	BRUCE WEBB	
4525	CONTINENTAL	MIKE CHAMPION	IMS
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5131	DOUBLE IMAGE	GEOFF JARRETT	PHS
4214	EXTENSION	TONY DUNN	
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A50	FIRETEL	R. LAWLER/K. TAYLOR	
4141	FIRST CLASS	PETER BAIRD	PHS
3152	FORCE ELEVEN	J. GALLOWAY	
645	FORTLET	JOHN MACONOCHIE	IOR
4173	HALF HOUR	JOHN HANCOCK	IOR
5350	HAUPIA	TOM JOHNSTON	IMS
1794	HELENA	IAN COX	CRUISING
4570	HIGH ANXIETY	PEER HAYES	
3712	HORNET	STING SYNDICATE	
4490	HYPERDRIVE	JOHN CLARK	
383	INCH BY WINCH	JOE GODDARD	IOR
3209	INVADER	BILL MOUNTFORD	IOR
MH14	JENZMINC	ANDREW BRENNAN	CRUISING
2288	KINGS MESSENGER	HARRY BRIGDEN	
5426	LADY ANN	SEAN KIRKJIAN	IMS
3809	LADY PENRHYN	DEPT OF DEFENCE	PHS
933	LEROY BROWN	WARREN WIECKMANN	IOR
1224	MERCEDES IV	PETER STRONACH	
237	MIDDLE HARBOUR EXPRESS	RAY STONE	IOR
3767	MISTRESS AGAIN	D. SENOGLES	IOR
711	MOONWATCH	M. WYATT	
A94	MORNING TIDE	JAMES LAWLER	
M236	NEW HORIZONS	MIKE KELAHER	PHS
3663	OCEAN BLUE RESORTS	LAMBERT & PARTNERS	IOR
M168	ODDS ON	DON HINCHEY	PHS
M1125	OTELLA	COLIN MONTGOMERY	IMS
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MH80	RUFF N TUMBLE	LINDSAY ROSE	IMS
3998	RUSHCUTTER	JOHN BARTON	
3303	RUTHLESS	PETER HILL	IMS
3598	SEAFARRER	NOEL ALLEN	PHS
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5255	2001	BARRY BARNES	PHS
4105	THE DOCTOR	IAN MANSELL	
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A bleak day on Sydney Harbour as the fleet bunches up for the start of the 1989 Club Med Sydney to Noumea race

the *Noumea Shopping* sponsorship came up, the organisers wanted two yachts with the best prospects of winning. "We did not think my own yacht was up to winning, so we arranged for me and my crew to sail *Pomme de Api*."

"I had a great crew aboard, particularly Cathy and Manu (I don't think they know the meaning of seasickness) who served up hot meals throughout the race," Desurmont said. "The worst weather we had was 45 knots, gusting to 50, but that was only for a short period. We kept plugging on, never giving a thought to hoving to or running before the wind. We were hard on the wind all the way."

The young Frenchman said, however, that at one stage they had to take down all sails to tighten the rigging which had been replaced before the race. "My brother, Alex, went up the mast and it was no easy task working up there to tighten up the intermediates."

"It was worth the effort, to finish so close to *Night Raider* and, in fact, near the end we were in front of the fleet in real time for one day," he added.

Aymeric Desurmont comes originally from the Basque area of Southern France and has lived in New Caledonia, instructing the locals on fishing practices, for the past six years. "It was a great race, a great win, but I'm going to call it a day for 1989 as my wife is expecting our first child later in the year."

Third place overall in the IOR division went to another French yacht, *SCB Flying High*, a Beneteau 14m sloop skippered by Jean-Claude Rodatin, while two Australian boats filled the placings in the Arbitrary division.

Second place went to the comfortable ketch, *Cedar Party*, from Sydney, a 12.5m cruising boat skippered by John Black, with navigator Des O'Connell winning the Navigator's Trophy. The Victorian yacht, *By Order of the Secretary*, a Cavalier 37 owned by Alan Collins and Rex Billing, placed third.

Brisbane barrister Dayle Smith dominated results in the Brisbane fleet, with all but two of the 15 starters finishing the course — and, in fact, those two still cruised to Noumea. Sailing his John Green designed, stoutly-built 40-footer, *Overdraft*, Smith took line honours, first on Arbitrary handicaps (there was no IOR) and also won the Cruising division — for which he had also entered.

Overdraft was, in fact, the first yacht out of both fleets to cross the finish line at Noumea, with two cruising yachts, *Fortress* and *Infinity*, having to wait until one racing yacht had crossed the line, in this case, the racing-cruising entry *Overdraft*.

On corrected Arbitrary handicaps, *Athena*, skippered by Alex Stuart took second place with *Veloce* (Seaforth Matheson) third.

Cruising Division entries accounted for some 70 per cent of the total entries in the 1989 Club Med Australia to New Caledonia Race, competing for trophies on a pointscore method which took into account their predicted times, time sailed as against motor-sailing, seamanship, radio work, and navigation. Obviously, in this type of passage race, the Cruising Division deserves a high status and the quality of the trophies presented recognised this.

In the Sydney fleet, the Cruising Division winner was John David's, Ron Holland-designed 20.4m cutter, *Four Sea Sons*, skippered by Glen Miles. Their log showed that *Four Sea Sons* motor-sailed only 150 miles, taking 8 days 12 hours 38 minutes 18 seconds to complete the course.

"We had to virtually hove to between Coffs Harbour and Lord Howe Island," skipper Miles said. "We were looking at Lord Howe as an option for lunch." However, *Four Sea Sons* kept battling on and the next day recorded a remarkable run of 260 miles in 24 hours from Middleton Reef towards Noumea.

CYCA officials awarded *Four Sea Sons* 417.9 points in the Cruising Division, with *Don Pedro* (Ross Marks) taking second trophy with 368.60 points and *Pisces II* (Jim Sanders) third with 349.5 points.

In the Brisbane fleet, *Overdraft* won with 482.10 points, from John Pfoor's splendid-looking Herreschoff ketch *Fortress* second with 364.75 points and third *Infinity*, skippered by Hans Thorei up from the Royal Melbourne Yacht Squadron, with 325.85 points.

Once again, the French Navy made a major contribution to the success of this long and, at times, hazardous ocean race as the radio relay vessel but also an escort in times of need. In fact, *La Moqueuse* sailed two-and-a-half times the rhumbline distance between Sydney and Noumea, at one stage turning back to render medical advice and possible assistance to an injured crewman aboard the French yacht *Plume-de-Chevre* which later retired from the race and returned to Australia.

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Aymeric Desurmont comes originally from the Basque area of Southern France and has lived in New Caledonia, instructing the locals on fishing practices, for the past six years. "It was a great race, a great win, but I'm going to call it a day for 1989 as my wife is expecting our first child later in the year."

Third place overall in the IOR division went to another French yacht, *SCB Flying High*, a Beneteau 14m sloop skippered by Jean-Claude Rodatin, while two Australian boats filled the placings in the Arbitrary division.

Second place went to the comfortable ketch, *Cedar Party*, from Sydney, a 12.5m cruising boat skippered by John Black, with navigator Des O'Connell winning the Navigator's Trophy. The Victorian yacht, *By Order of the Secretary*, a Cavalier 37 owned by Alan Collins and Rex Billing, placed third.

Brisbane barrister Dayle Smith dominated results in the Brisbane fleet, with all but two of the 15 starters finishing the course — and, in fact, those two still cruised to Noumea. Sailing his John Green designed, stoutly-built 40-footer, *Overdraft*, Smith took line honours, first on Arbitrary handicaps (there was no IOR) and also won the Cruising division — for which he had also entered.

Overdraft was, in fact, the first yacht out of both fleets to cross the finish line at Noumea, with two cruising yachts, *Fortress* and *Infinity*, having to wait until one racing yacht had crossed the line, in this case, the racing-cruising entry *Overdraft*.

On corrected Arbitrary handicaps, *Athena*, skippered by Alex Stuart took second place with *Veloce* (Seaforth Matheson) third.

Cruising Division entries accounted for some 70 per cent of the total entries in the 1989 Club Med Australia to New Caledonia Race, competing for trophies on a pointscore method which took into account their predicted times, time sailed as against motor-sailing, seamanship, radio work, and navigation. Obviously, in this type of passage race, the Cruising Division deserves a high status and the quality of the trophies presented recognised this.

In the Sydney fleet, the Cruising Division winner was John David's, Ron Holland-designed 20.4m cutter, *Four Sea Sons*, skippered by Glen Miles. Their log showed that *Four Sea Sons* motor-sailed only 150 miles, taking 8 days 12 hours 38 minutes 18 seconds to complete the course.

"We had to virtually hove to between Coffs Harbour and Lord Howe Island," skipper Miles said. "We were looking at Lord Howe as an option for lunch." However, *Four Sea Sons* kept battling on and the next day recorded a remarkable run of 260 miles in 24 hours from Middleton Reef towards Noumea.

CYCA officials awarded *Four Sea Sons* 417.9 points in the Cruising Division, with *Don Pedro* (Ross Marks) taking second trophy with 368.60 points and *Pisces II* (Jim Sanders) third with 349.5 points.

In the Brisbane fleet, *Overdraft* won with 482.10 points, from John Pfoor's splendid-looking Herreschoff ketch *Fortress* second with 364.75 points and third *Infinity*, skippered by Hans Thorei up from the Royal Melbourne Yacht Squadron, with 325.85 points.

Once again, the French Navy made a major contribution to the success of this long and, at times, hazardous ocean race as the radio relay vessel but also an escort in times of need. In fact, *La Moqueuse* sailed two-and-a-half times the rhumbline distance between Sydney and Noumea, at one stage turning back to render medical advice and possible assistance to an injured crewman aboard the French yacht *Plume-de-Chevre* which later retired from the race and returned to Australia.

Sydney International Boat Show

continued from page 30

visitors seemed much more product educated than in previous years.

A number of exhibitors came up with novel ways of displaying their wares. My favourite was VDO's offering of their instruments functioning while submerged in a full fish bowl, complete with live fish.

The on-water marina display was as comprehensive as it was impressive. Despite being located a short walk from the Exhibition Centre, and more than the occasional period of rain, the crowds arrived in significant numbers and product interest was high.

The Tasmanian Development Authority showed a uniquely inventive approach to increasing industry awareness of their competitive and rapidly expanding marine industries with their presentation on the big catamaran, *Australian Spirit*.

The most comprehensive display of local products was that of the Northshore range displayed by the Sydney Sailboat Centre. Included in their exhibition were the Farr 1020 and 1220 from New Zealand and a Hunter from the USA.

Prominent broker Maurice Drent had an impressive display of his new boat range that included the locally built Farr Phase 4 and the range of imported Gib'Sea yachts from France.

Catalina were also prominent with their three boat display of the Catalina 30, 34 and 42.

Of the smaller exhibitors, Club Yacht Sales exhibition of the Cavalier 37 and 30 attracted much interest as did the



Sydney's skyline provides a stunning backdrop to the yachts displayed at the Sydney International Boatshow at Darling Harbour. (Pic — Max Press)

Frers 38 and Jarkan 10 and 12.5m of Northbridge Yacht Sales and Southern Pacific's Ross designs.

As a single exhibition, the Wayworld 45 made her boat show debut. Joe Brookes, from Wayworld, was ecstatic with the yacht's reception, with around 300 people each day being shown over the boat.

VDO's novel presentation of its waterproof instrument range.



The growth of the Show's international status was reinforced by Val Thorncroft, of the British Marine Industries Federation, who hope to have a stand at next year's Show.

Val spends about five months a year travelling to Boat Shows and is therefore in an excellent situation to make comparative assessments.

She thought Darling Harbour was a "fabulous venue" and that the Sydney Show "is coming up to International Standard after being a local show".

Reference to the Australian marine market and industry, with particular reference to the area of larger yacht manufacture, Val assesses that there is a market for English manufacturers such as Oyster Yachts here. She feels our industry has become a bit insular and the injection of international competition would result in more rapid product advancement that would propel our products onto world markets. The prospect of manufacturing for a world market, rather than a local market, is indeed appealing.

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TO my eyes, yachts are things of beauty and the best I have seen in Australian waters is undoubtedly *Jessica*, the new plaything of Alan Bond's Castlemaine Brewery which arrived in Australia as a stunning sideshow attraction to the ANZ Australia Day 12-Metre shootout between Iain Murray and Dennis Conner.

This 203ft (61.8m) three masted gaff topsail schooner is all grace, now in Queensland waters where she is based in Southport as the glamorous plaything of the brewery under the name, for tax and promotional purposes, of *Schooner XXXX*.

Just before she left Sydney I was invited aboard for a day, an invitation not to be knocked back. Remarkably it was one of the few in Sydney's first half year when it did not rain, but as it was a social day for some equally lucky publicans, no sails were set.

As it turned out that would have been just "cream", because even being on this boat was great.

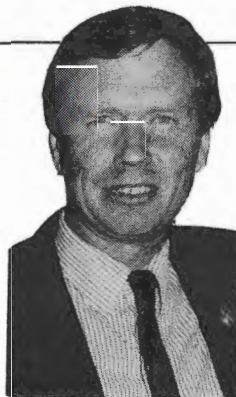
I must admit I was nonplussed when skipper John Bardon of Ireland described the boat as "pretty small really, comparable to a 180ft motor yacht".

To me there was nothing small about this boat at all which Bardon said would cost \$US12-14 million to replace.

John has been involved with the yacht

Not the House Customs Again!

By Rik Dovey



since her original owner, Argentinian businessman Carlos Perdomo decided to build her.

Perdomo, obviously a lover of fine toys and not a victim of his country's mega-inflation, originally owned a replica of the schooner *America* which started off the whole America's Cup.

When he decided to update, he went to British designer Arthur Holgate for a light displacement, traditional schooner that was good to live on at sea. Nothing hi-tech, he stipulated, that was unnecessarily expensive.

The yacht was built from steel in the Astilleros de Mallorca shipyard in Spain under Bardon's supervision. The teak interior was designed by Englishman

John Munford with accommodation for eight in a private owner's suite aft, three double cabins, a study and superb midships salon. The front half of the boat provides stowage and crew and service accommodation.

Jessica was launched in December 1983 and rigged and completed in England six months later, a yacht that is superbly comfortable without being ostentatious, very functional and an excellent performer on the high seas.

"Except for close windward work, the gaff rig is the most efficient of any for a three masted schooner," Bardon says. "You can reef the topsails in two minutes. The rig is completely contained within the lower shrouds and headstays so the topmasts can carry away but the rig stays intact.

"And she is fast. The only limitation is your nerves and how far you want to push the crew. We've done 22 knots in the Roaring Forties and on the delivery to Fremantle as we neared Australia, we notched up one run of 328 miles in 24 hours very comfortably.

"Even though this yacht is a traditional design, those of the 1920s and 30s were so different. Here we are today, sailing deep south in freezing temperatures on deck but going off watch to complete comfort in heated cabins with videos to watch."

Perdomo lived aboard for two of the four years he owned it, sailing 45,000 miles in the North Atlantic, the Mediterranean and around the USA before selling it to the Australian brewery.

The hull is built from steel with teak decks and teak clad deckhouses, displacing 378 tons (including 80 tons fixed ballast) with a waterline length of 138ft (40m), beam of 28ft 2in (8.6m) and draft of 12.8ft (3.9m).

It takes a crew of 13 to 14 to handle the working sail area totalling 15,000sq ft (1,391sq m) which is carried on aluminium masts with booms and gaffs of Colombian pine. With a mast height of 132ft (40.2m), she just fits under Sydney Harbour Bridge.





Auxiliary power is supplied by a 650hp engine at 2,300rpm and three generators supply plenty of power for the airconditioning, watermakers cap-

able of making 12 tonnes a day, freezers etc. It is all designed so that the whole ship can run on eight hours of generating a day.

While the rig gives her the appearance of being a blast from the past, her hull shape is quite modern, not the V-shape you would expect but a U-shape.

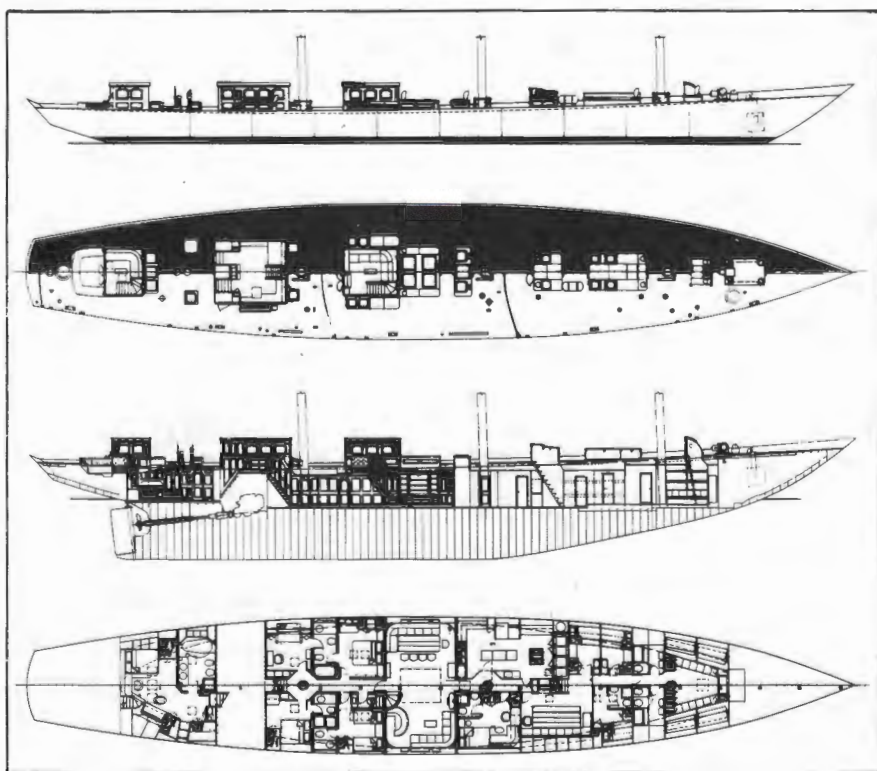
Below decks that cuts down her accommodation. Normally in a vessel like this you would have two decks, this has just the one.

Aft is the comfortable owners cabin with big bathroom complete with legged bath and double marble basins and trophy room or study.

Moving forward there are three double cabins for guests, all with ensuite bathrooms, and finally the magnificent saloon with gimballed table for ten and open fire. The bulkhead half way down the length of the ship divides the guests from the crew.

The lack of portholes in the topsides is more than made up for by the skylights that double as hatches over every cabin.

On deck there is the charthouse and a day cabin, three speed power Lewmar winches and full width travellers that remind guests that this is a sailing ship — not designed to be kept looking pretty in the marina but to go to sea and burn up the miles in comfort.



REICHEL/PUGH IOR 44 FOOTER

THIS design was commissioned by Peter Wesphal-Langloh, specifically for the West German Admiral's Cup Trials in 1989. The boat will be partially sponsored by Becks Beer and will be named *Becks Diva*.

The design concept for this yacht carries on Reichel/Pugh's development that has previously produced such successful yachts as *Sidewinder* and *Quintessence '87*. The computer modelling program used to develop this design has been backed up by strong performances of the two European 43-footers *Nitissma* and *Pinta*. In comparison to these designs *Diva* has the lowest DSPL:L ratio and the narrowest BWL. Her 36ft IOR rating will allow her to carry a crew of 13 for the Admiral's Cup.

The monocoque style hull utilises a thick and high density foam core to achieve stiffer panels in the stress zones and to assist longitudinal stiffness. The complex laminate is designed to achieve



Edited by Rob Williams

full design optimisation using individual layers and orientation of fibres. The load-bearing skins are exclusively uni-directional carbon fibre.

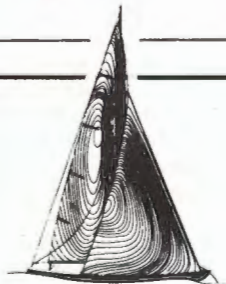
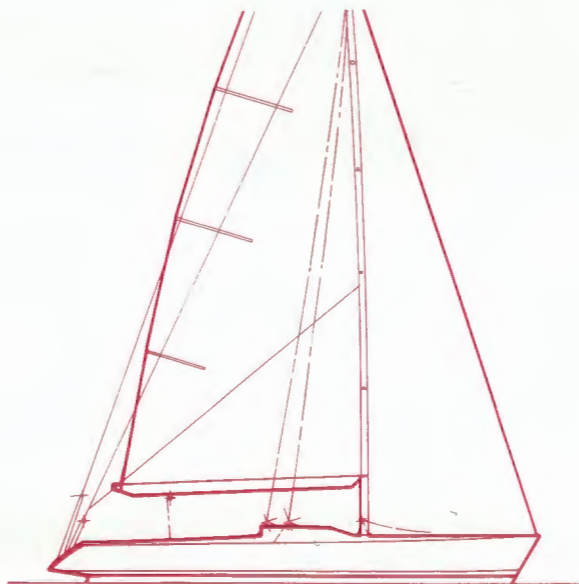
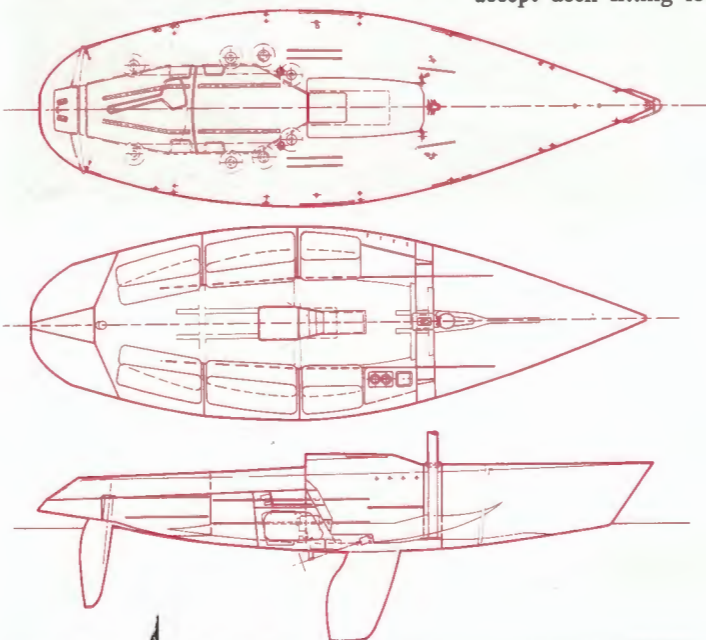
The deck is a carbon fibre with a Nomex honeycomb core incorporating some localised structural beams to accept deck fitting loads.

The laminate design and details were supplied by Reichel/Pugh in conjunction with SP Systems England's Chief Engineer, Giovanni Belgrano. An automatic prewet machine is used to wet out the fabrics, to control the resin to fabric ratio and the vacuum bagged laminate uses ATL resin; a high strength, slow cure epoxy from Adhesive Technologies.

FACT BOX

LOA	13.59m
L	11.59m
B	4.08m
BWL	3.27m
CGF	.9760
DSPL	5257kg
SHR	16.0411
RSAT	102.95sq.m
I	16.214m
J	4.710m
P	17.983m
E	6.675m
IOR Rating	36.00ft

Contact: Reichel/Pugh Yacht Design Inc. PO Box 6050, San Diego, CA 92106. Ph: 619 223 2299. Fax: 619 224 1698.



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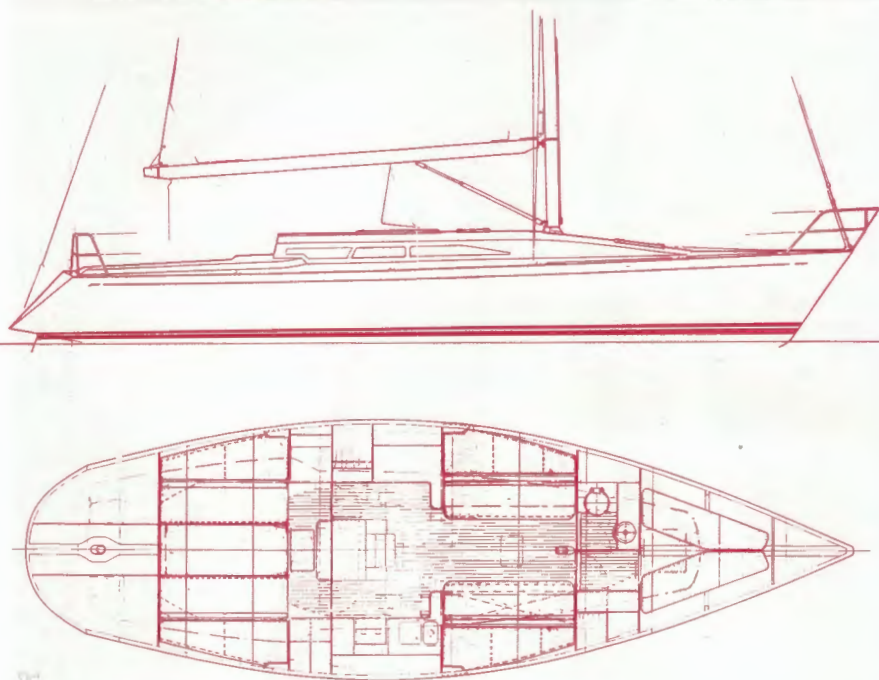
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40FT IMS/CHS YACHT BY ROB HUMPHREYS

THE design brief of this boat was to produce a really fast yacht that is on a different plane of elegance and fit-out to the racing yachts we have become accustomed to in recent years.

This yacht was designed for an owner who had been unable to find a production yacht that met his requirements in performance and appearance. He liked Humphrey's previous design Apriori and maintained that boats concept in this larger boat.

The boat is now racing and has proved extremely powerful and capable of beating some Admiral's Cuppers around the course.

The lavish interior is designed to comply with IMS requirements.

The fractional-rig has slightly swept back spreaders to remove the harness that accompanies those of more 'critical' design.

Her hull is cold moulded western red cedar and Brazilian mahogany with composite frames and is finished with longitudinal mahogany veneers.

The deck is composite sandwich construction with bi-directional glass and is fished with laid teak.

FACT BOX

LOA	12.460m
LWL	10.020m
Beam	3.803m
Draft	2.390m
Displacement	7217kg
Sail Area	74.72 sq.m

Contact: Robert Humphreys Yacht Design, Lymington Marina, Bath Rd, Lymington, Hampshire UK. Ph: 0590 679344. Fax: 0590 671651.

SHORT-HANDED RACER — JUTSON 50

PROGRESSIVE Australian designer has been commissioned to design this yacht by Melbourne's Ken French for the next Melbourne-Osaka Race.

This design was created from extensive utilisation of the data base developed from the Jutson Offices Advance Performance Analysis system. This system allows for the detailed assessment of a wide range of dynamic

variables and its application to the relatively unconstrained brief of a short-handed racer allows for the perfect marriage of all the relevant performance ratios.

The result is more conservative than many people have become accustomed to from this type of boat, but performance predictions for it look impressive.

The main features of the design are a moderate displacement, a masthead cutter rig and low drag laminar flow appendages.

The upper limits of stability were carefully examined in light of high drag, poor handling and maximum induced pitching moment of the classic fin/bulb approach and it proved unsupportable.

A pop in/pop out interior is provided for post race amenities and delivery comfort as well as resale ability.

The yacht is structurally optimised to ABS Cat 0 for construction in varying densities of 25mm PVC foam, knitted and unidirectional E-Glass, and a vinylester matrix.

Scott is sure advances in short-handed racing designs have a very beneficial flow on to cruising yachtsmen who by necessity often sail short-handed.

FACT BOX

LOA	15.24m
LWL	13.84m
BMAX	4.25m
Displacement	9.54T
Draft	2.65m
Sail Area: Main	70sq.m
100% FT	60sq.m

Contact: Scott Jutson and Associates, Yacht Designers, 7/80 West Esplanade, Manly, NSW 2095.



September 2
Start for
Whitbread

Round the World Race



SEPTEMBER 2, 1989, will see the start of the fifth Whitbread Round the World Race. For the expected 30 yachts which will finally line up for the spectacular farewell off the famous English port of Southampton, August will see last-minute preparations for what is considered the ultimate challenge in long-distance, fully-crewed ocean racing.

Entries have come from Britain, New Zealand, Finland, The Netherlands, Belgium, France, Spain, Switzerland, Ireland, Sweden, West Germany and, for the first time, from the Soviet Union. Sadly, there is no Australian yacht in the fleet, although for the first time since the inaugural round-the-world race, there is a stopover in Australia — at Fremantle in December this year.

The nearest Australia has to representation in the Whitbread are the two

New Zealand ketches, *Fisher & Paykel* and *Steinlager II*. Both skippers, Grant Dalton of *Fisher & Paykel*, and Peter Blake of *Steinlager II*, are well-known to Australians, with Blake a past Sydney-Hobart line honours winner and the winner of the Bicentennial Around Australia Race in his giant trimaran, *Steinlager I*. There are, however, one or two Australians in the crews of the competing yachts.

The Whitbread will be the greatest yachting event for Fremantle since the 1986-87 America's Cup regatta with close to 8,000 people expected during the time the yachts are in port as they finish their long leg from Punta del Este, and prepare for the Fremantle to Auckland leg starting December 23. They will include the incoming crews, the replacement crews for some yachts, some 500 journalists and television crews covering the race, and friends and

relatives of the yachtsmen who are flying out from Europe for holidays in WA.

The Whitbread Race was conceived by Britain's Royal Navy Sailing Association in 1969 with the single objective of being the world's toughest yacht race open to yachts across the globe. It is a race for monohull, IOR-rated yachts, fully crewed and meeting the toughest safety regulations possible under the rules of international yachting. Twenty years later the Whitbread Round the World Race maintains this original objective, attracting the world's best yachtsmen and yachtswomen from more than a dozen nations.

Entries had not been finalised when this issue of OFFSHORE went to press, but a fleet of around 30 yachts is expected to start in the race of 32,932 nautical miles. Of these, 10 are new boats built specially for the race, with

budgets ranging up to \$10 million. Most competitors have been fully sponsored — even the Russians, who have received sponsorship from Pepsi-Cola with the help of Dennis Conner.

For the first time in its history, the Whitbread has women competing in their own right — in fact, there are two all-female crews. In addition to *Maiden Great Britain*, skippered by Tracy Edwards, an American all-women crew has been put together by Nance Frank. Private backing to the tune of \$2.4 million has covered initial costs, including the lease of the Spanish yacht, *Inespal*, but the American girls were still looking for a further \$1.2 million to fully finance their project.

The first-ever Soviet challenge with their maxi yacht *Golden Fleece*, is revolutionary in more ways than one. Not only is it their first involvement in an international yachting event of this kind, they have designed and built a boat which promises to be the lightest of all the maxis.

Made of high-tech aluminium alloys, it uses a new technique which allows very thin plates to be welded without distortion, producing a hull at once very strong and very light — almost 9 tonnes lighter than the other aluminium maxi, *Union Bank of Finland*. The yacht's designers and builders are from the Leningrad Shipbuilding Institute with the boat being built at Poti, on the Black Sea. However, the yacht is using spars and rigging from Britain with the keel and rudder from West Germany.

The name, *Golden Fleece*, comes from the fact that Jason, of Greek mythology, and his crew of the *Argonaut* sailed near there in search of the Golden Fleece. In contrast to Jason's crew, the yachtsmen aboard the Russian *Golden Fleece* will wear warm, lightweight clothing adapted from the suits worn by the Soviet cosmonauts and will eat food specially developed for the Soviet space programs.

The strong British challenge will be headed by the newly-launched *Rothmans*, a state-of-the-art, 24.5m fractional-rigged sloop designed by Rob Humphreys Yacht Design and built with an \$8 million budget. Skipper will be former America's Cup helmsman Laurie Smith, sailing with a highly professional crew.

Rothman's hull is of monocoque construction developed by SP Systems — similar to that used in the building of Australian maxi yacht, *Windward Passage II*. Working with designer Humphreys, SP Systems chief structural engineer, Giovanni Belgrano, has developed a hull of minimum weight, immensely stiff, and strong enough to withstand the worst possible sea conditions encountered during the Whitbread Race.

The monocoque construction is a

system which incorporates the stiffening matrix within the hull laminate rather than incorporating large numbers of bulky ring frames and structural bulkheads which more conventional designs employ. To achieve the designed strength for the Whitbread Race, *Rothman's* hull laminate features a 50mm thick foam-core which is covered inside and out with exotic laminates of carbon fibre and Kevlar, as well as conventional glassfibre.

However, the two New Zealand ketches, *Fisher & Paykel* and *Steinlager II*, remain the outright favourites for the 1989-90 Whitbread Round-the-World Race. *Fisher & Paykel* has already set a sailing record for the Tasman Sea, and in June broke the record in winning the TransAtlantic Race from Newport, Rhode Island to Cork in Ireland.

Both Grant Dalton and Peter Blake are vastly experienced former Whitbread competitors and have put together highly professional campaigns. Of the many Bruce Farr designs in the fleet, these two ketches have been specially designed to take advantage of the added legs of reaching conditions under the new course. According to Blake, who has competed in all four previous Whitbread Races, *Steinlager II* will be able to carry more sail than other maxi yachts in the race.

Starting and finishing off Southampton, the 1989-90 Whitbread Round-the-World Race goes counter-clockwise around the world, plying the traditional trading routes which were once the domain of the clipper ships. In the process it takes in all of the famous and infamous maritime landmarks, such as the legendary Cape of Good Hope and Cape Horn. The "bottom" legs of the course take the yachts deep into the most desolate and lonely stretches of ocean on the globe — the Southern Ocean — that vast expanse of water that

circles the earth between the southern most capes of Africa, Australia and South America and the northern shores and broken icefloes of the Antarctic continent.

The traditional course for the Whitbread covered 27,000 nautical miles from Portsmouth to Cape Town, Cape Town to Auckland, Auckland to South America, and South America to Portsmouth. Politics and wars have forced several changes over the years and for the fifth race, the Royal Naval Sailing Association has revamped the course, extending the distance to almost 33,000 miles and introducing new ports of call.

The first leg of 6,281 nautical miles will be from Southampton to Punta del Este in Uruguay, starting September 2 with the fleet arriving between October 9-18. Leg two will start on October 28, giving the fleet a 7,650 nautical mile nonstop leg to Fremantle, where the yachts are expected between November 29 and December 10.

After a three-week break in Western Australia, the fleet will set sail for Auckland, a distance of 3,434 nautical miles, on December 23. They are due in Auckland between January 12-16 and will restart on leg four on February 4. This will take the yachts down in the lower latitudes of the Great South Ocean, on a 6,225 nautical mile leg around Cape Horn to the second call at Punta del Este, arriving between February 28 and March 8.

A new leg of the course will take the fleet up the east coast of South America to Fort Lauderdale in the United States, sailing from Punta del Este on March 17 on the 5,475 nautical mile course and arriving between April 13-21.

The final leg of the Whitbread, 3,837 nautical miles across the Atlantic back to Southampton, will start from Fort Lauderdale on May 5, 1990, with the fleet expected to finish at Southampton between May 21-29.

The Steinlager II crew: Back Row (l to r) Peter Blake, Cole Sheehan, Mike Quilter, Brad Butterworth, Barry McKay, Don Wright, Ross Field and Kevin Shoebridge. Front Row: Godfrey Cray, Greame Fleury, Craig Watson, Glen Sowry, Tony Rae, Mark Orams and Dean Phipps.





The second New Zealand maxi to line up for the Whitbread, Fisher Paykel, is another Bruce Farr design.

Line-up for Whitbread Race

MERIT — Switzerland

Race No. — 1. Division — A
LOA — 24.6m (80.71')
Displacement — 32,270 kg
Sail area — Main: 184 sq m
Genoa: 150 sq m
Spi: 360 sq m
Rating — 69.62' IOR
Designer — Bruce Farr
Type — Fractional sloop
Construction — Exotic composites
Year built — 1988
Skipper — Pierre Fehlmann
Crew — 14-16
Sponsor — Philip Morris

Specially designed for long maxi races by Bruce Farr, using high-tech composites. Winner of last year's Race of Discovery.

STEINLAGER II — New Zealand

Race No. — 2. Division — A
LOA — 25.6m (84.00')
Displacement —
Sail area — Main: 140 sq m
Genoa: 250 sq m
Spi: 366 sq m

Rating — 70.0' IOR
Designer — Bruce Farr
Type — Fractional ketch
Construction — Exotic composites
Year built — 1988
Skipper — Peter Blake
Crew — 15

Sponsor — Steinlager

Second in a three yacht project undertaken by Peter Blake who last year sailed *Steinlager I* to victory in the Bicentennial Around Australia Race. Blake is the most experienced Whitbread skipper in the race.

MAIDEN GREAT BRITAIN — Great Britain

Race No. — 3. Division — D
LOA — 17.6m (58.0')
Displacement — 31 tonnes
Sail area — Main:

Genoa:
Spi:
Rating — 46.80' IOR
Designer — Bruce Farr
Type — Fractional sloop
Construction — Aluminium
Year built — 1980
Skipper — Tracy Edwards
Crew — 12 all female
Sponsor — Royal Jordanian Airways

All female crew sailing for Britain aboard the former *Disque D'or III*, which has undergone a \$600,000 refit for the race.

FISHER & PAYKEL — New Zealand

Race No. — 4. Division — A
LOA — 24.99m (82.0')
Displacement — 34 tonnes
Sail area — Total: 957 sq m

Rating — 70.0' IOR
Designer — Bruce Farr
Type — Masthead maxi ketch
Construction — Exotic composites
Year built — 1988
Skipper — Grant Dalton
Crew — 14

Sponsor — Fisher & Paykel

Second New Zealand maxi ketch which has already set sailing records for the TransTasman crossing and the TransAtlantic race.

BRITISH DEFENDER — Britain

Race No. — 7. Division — A
LOA — 24.38m (80.0')
Displacement —
Sail area —
Rating — 70.0' IOR
Designer — Martin Francis
Type — Masthead cutter
Construction — Exotic composites
Year built — 1989
Skipper — Lt Col Frank Esson AAC
Crew — From Army, Navy and RAF
Sponsor —

Combined British Defence Services effort launched by the Duke of Edinburgh at a Royal ceremony under the Tower Bridge in London. The first Combined Services entry in 10 years.

THE CARD — Sweden

Race No. — 10. Division — A
LOA — 24.2m (79.0')
Displacement — 29.84 tons
Sail area — Upwind — 340 sq m
Downwind — 700 sq m

Rating — 70.0' IOR
Designer — Bruce Farr
Type — Masthead ketch
Construction — Exotic composites
Year built — 1988
Skipper — Roger Nilson
Crew — 15
Sponsor — Mastercard/Eurocard/Access

Has completed an extensive refit in Sweden as a final preparation for the race — let's hope the crew remember their pin numbers!

NCB IRELAND — Ireland

Race No. — 20. Division — A
LOA — 25.00m (81.00')
Displacement — 31.00 tonnes
Sail area — Main: 210 sq m
Genoa: 160 sq m
Spi: 350 sq m

Designer — Ron Holland
Type — Fractional sloop
Construction — Epoxy composites
Year built — 1988
Skipper — Bobby Campbell
Crew — 16
Sponsor — Aer Lingus, Jameson

Whiskey, ESB International
Highly professional effort by the Irish, with the crew having extensive preparation in long distance sailing. However, beaten by NZ's *Fisher & Paykel* in TransAtlantic race.

MANCHESTER 96 — Britain

Race No. — 21. Division — A
LOA — 24.32m (80.0')
Displacement — 28.54 tonnes
Sail area —
Rating — 70.0' IOR
Designer — Bruce Farr
Type — Masthead sloop
Construction — Exotic composites
Year built — 1984
Skipper — Bob Salmon
Crew — 16
Sponsor —

Raced as *Atlantic Privateer* in the previous Whitbread Race.

UNNAMED — Finland

Race No. — 23. Division — A
LOA — 24.6m (81.0')
Displacement — 29.2 tonnes
Sail area — Main: 167 sq m
Genoa: 160 sq m
Spi: 380 sq m

Rating — 70.0' IOR
Designer — German Frers
Type — Fractional sloop
Construction — Advanced exotic composites including kevlar/carbon fibre
Ampreg 25 with PVC, Nomex & balsa core

Year built — 1989
Skipper — Markku Wiikeri
Crew — 15
Sponsor —

Built with a budget of \$7.2 million, this is one of the most expensive projects for the race.

BELMONT FINLAND II — Finland

Race No. — 33. Division — A
LOA — 24.3m (79.73')

Rothmans' Round The World entry under construction. She is due for launch in mid-April.

Displacement — 27.5 tonnes
Sail area — Main: 202 sq m
Genoa: 150 sq m
Spi: 360 sq m

Rating — 70.0' IOR
Designer — Bruce Farr
Type — Fractional sloop
Construction — Exotic composite
Year built — 1984
Skipper — Harry Harkimo
Crew — 16
Sponsor — Philip Morris
Raced as *UBS Switzerland* in previous Whitbread Race.

ROTHMANS — Britain

Race No. — 100. Division — A
LOA — 24.54m (80.0')
Displacement — 26,750 kg
Sail area — Main: 190 sq m
Genoa: 170 sq m
Spi: 220 sq m

Rating — 70.0' IOR
Designer — Rob Humphreys
Type — Fractional sloop
Construction — Carbon/Kevlar skins, Divynicell Nomex core

Year built — 1989
Skipper — Laurie Smith
Crew — 14
Sponsor — Rothmans UK
Former America's Cup yachtsman Laurie Smith, heads a topline crew on this British designed and heavily promoted maxi, with a building and campaign budget of \$8 million.

COMMODORE RUCANOR — Belgium

Race No. — 29. Division — D
LOA — 15.65m
Displacement — 6,500 kg
Sail area — Main: 50 sq m
Genoa: 93.2 sq m
Inter: 62.1 sq m

Rating — 40.46' IOR

Designer —

Type — Masthead sloop

Construction — GRP

Year built — 1987

Skipper — Bruno Dubois

Crew —

Sponsor —

Extensively raced yacht which will finalise its preparation by competing in the Fastnet Race.

Other likely entries —

FOCUS (Ted Alison, UK)

LA POSTE (Daniel Malle)

EQUITY & LAW (Dirk Nauta)

RUCANOR SPORT (Bruno Dubois, France).

UNION BANK OF FINLAND — Finland

Race No. — 14. Division — A
LOA — 25.1m (82.0')
Displacement — 29 tons
Sail area — Main: 200 sq m
Genoa: 160 sq m
Spi: 350 sq m

Rating — 70.0' IOR
Designer — Michael Joubert/
Bernard Nivel

Type — Fractional sloop
Construction — Aluminium hull/
composite deck

Year built — 1988
Skipper — Ludde Ingvall
Crew — 14-16

Sponsor — Union Bank of Finland plus
50 co-sponsors

Strongly supported challenge from Finland, designed by successful Dutch design team.

HISPANIOLA — Spain

Race No. — 15. Division — C
LOA — 19.85m (65.0')
Displacement — 18,000 kg
Sail area —



Rating — 54.30' IOR
 Designer — Pepin Gonzales
 Type — Fractional sloop
 Construction — Exotic composites
 Year built — 1988
 Skipper — Jordi Brufau Redondo
 Crew — 10
 Sponsor —

Spanish designed light displacement sloop, indicative of growing international yachting interests in Spain.

US WOMEN'S CHALLENGE — USA

Race No. — 17. Division — C
 LOA — 17.37m (57.0')
 Displacement —
 Sail area —
 Rating — 46.7' IOR
 Designer — Guy Ribandeau-Dumas
 Type — Masthead sloop
 Construction —

Year built —
 Skipper — Nance Frank
 Crew — all female
 Sponsor — Family Circle, Cruising World, Yachting World

Second all-female crew which has acquired *Inespal*, originally entered by a Spanish syndicate. Racing in the same class as the other all-female crew, Tracy Edwards' *Maiden Great Britain*.

EQUITY & LAW — The Netherlands

Race No. — 20. Division — A
 LOA —
 Displacement —
 Sail area —
 Rating —
 Designer —
 Type —
 Construction —
 Year built —
 Skipper —
 Crew —

Sponsor — Equity & Law

More than 120,000 people saw this boat on display at the Amsterdam Boat Show and since then the veteran maxi has undergone extensive work to reshape the keel and get a new mast.

CREIGHTONS NATURALLY — Great Britain

Race No. — 37. Division — Cruiser
 LOA — 24.25m (80.0')
 Displacement — 34,546 kg
 Sail area — Main: 107 sq m
 Genoa: 183 sq m
 Spi: 250 sq m

Rating — 70.0' IOR
 Designer — David Alan-Williams and Doug Peterson

Type — Masthead sloop
 Construction — GRP
 Year built — 1980
 Skipper — John Chitterden
 Crew — 20

Sponsor — Creighton Laboratories

The yacht's sponsors have set up a fund to channel money into environmental charities and as well will supply

all crews with toiletries throughout the race.

SCHLUSSEL VON BREMEN — West Germany

Race No. — 38. Division — D
 LOA — 19.20m (63.0')
 Displacement — 23,830 kg
 Sail area — Main: 77 sq m
 Genoa: 92 sq m
 Spi: 280 sq m

Rating — 47.49' IOR
 Designer — Judel/Vrolijk
 Type — Masthead sloop
 Construction — GRP sandwich
 Year built — 1983
 Skipper — Harm Muller-Rohlck
 Crew — 14
 Sponsor — Beck's & Co
 Previously raced as *Sisili*.

WITH INTEGRITY — Great Britain

Race No. — 40. Division — Cruiser
 LOA — 23.53m (77.2')
 Displacement — 32.6 tonnes
 Sail area —
 Rating — 67.8' IOR
 Designer — Alan Gurney
 Type — Masthead cutter
 Construction — Composite
 Year built — 1972
 Skipper — Andrew Coghill
 Crew — 19
 Sponsor — Peter Barclay

The "Old Lady" of the fleet, the former *Great Britain II*, showed there is still plenty of life in her by taking line honours in the Miami-Montego race earlier this year.

FORTUNA EXTRA LIGHTS — Spain

Race No. — 44. Division — A
 LOA — 23.46m (77.0')
 Displacement — 23 tonnes
 Sail area — Main: 140 sq m
 Genoa: 136 sq m
 Spi: 290 sq m

Rating — 68.0' IOR
 Designer — Javier Visiers
 Type — Fractional sloop
 Construction — Composite sandwich
 Year built — 1988
 Skipper(s) — Jan Santana
 Javier de la Gandara
 Jose Luis Doreste

Sponsor — Tabacalera, SA (Fortuna)

Heavy sponsored Spanish entry with a budget of \$A4 million. Three skippers include famous Spanish Olympic sailor Jose Luis Doreste, winner of the Finn gold medal at Pusan.

OUTBORN 52 — Germany

Race No. — 45. Division — D
 LOA — 15.84m (57.0')
 Displacement —
 Sail area —
 Rating — 45.5' IOR
 Designer — Peter Rommel
 Type —
 Construction — Aluminium

Year built — 1989

Skipper —
 Crew — 10
 Sponsor —

Newly launched German yacht of which few details were known at the time of going to press.

GOLDEN FLEECE — USSR

Race No. — 46. Division — A
 LOA — 25.0m (82.00')
 Displacement — 16 tonnes
 Sail area — Main: 210 sq m
 Genoa: 160 sq m
 Spi: 350 sq m

Rating — 69.9' IOR
 Designer — Leningrad Shipbuilding Institute and Leningrad Design Group

Type — Ultra light-displacement maxi sloop

Construction — Aluminium alloy
 Year built — 1989
 Skipper — Alexei Grischenko
 Crew — 14-18
 Sponsor — Fakis, Pepsi

First Russian entrance in the Whitbread Race, *Golden Fleece* has a \$US5.5 million budget, with sponsorship from Fakis and Pepsi, the latter organised with the help of Dennis Conner. The boat is an ultra-light displacement boat with hull nine tonnes lighter than any other aluminium maxi.

GATORADE — Italy

Race No. — 88. Division — A
 LOA — 24.38m (80.00')
 Displacement — 28.7 tonnes
 Sail area — Main: 180 sq m
 Genoa: 148 sq m
 Spi: 360 sq m

Rating — 70.0' IOR
 Designer — Bruce Farr
 Type — Fractional sloop
 Construction — Exotic composite
 Year built — 1984
 Skipper — Giorio Falck
 Crew — 16
 Sponsor — Gatorade

Formerly *NZI Enterprise* which competed in the last Whitbread Race but lost its mast.

OPERATION CARGO — France

Race No. — 92. Division — A
 LOA — 22.00m (72.00')
 Displacement — 35,000 lb
 Sail area — Main: 1560 sq ft
 Genoa: 1076 sq ft
 Spi: 2798 sq ft

Rating — 70.0' IOR
 Designer — Guy Ribandeau-Dumas
 Construction — Pre-preg carbon composites

Type — Fractional sloop
 Year built — 1989
 Skipper — Alain Gabbay
 Crew — 12

Sponsor — Bistefani

Exotic-built 72-footer from France with \$3-million budget.



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... to the Maxi Yachts

*By OFFSHORE's
Editor, Peter Campbell,
who sailed aboard
DRUMBEAT during one
of her trial days off the
Western Australian coast
— among 29 crew on the
weather rail!*

*Alan Bond at the helm of his new maxi
yacht Drumbeat at its christening in
Fremantle. Bond plans to be aboard
during the world maxi championships in
the Mediterranean in August-September.
(Pics by John Robeson).*

"DRUMBEAT is the most powerful maxi yacht in the world." That confident prediction came from the yacht's designer, American David Pedrick, as we crammed the weather rail of Alan Bond's new 83-



footer as skipper Peter Gilmour drove the huge fractional-rigged sloop to windward during trials off Fremantle in May.

Drumbeat, a development of Pedrick's design for *Sovereign*, with his new "whale-tail" keel, has two very significant features to underline Pedrick's optimism — a huge sail plan that gives the yacht some 20 square metres more sail area than any other fractionally-rigged maxi and a high righting moment to support that sail plan. According to Pedrick, she is 10% stiffer than any other maxi in the world.

Equally significant is that *Drumbeat* is the first maxi yacht built exclusively for racing — on the maxi yacht circuit of round-the-buoy 30-mile races and for the offshore 80-90 milers which are no more than long day races. While most maxi yacht owners require some degree of comfort below decks for themselves and their guests, Alan Bond sought no creature comforts in his commission for *Drumbeat*. He wanted a yacht to go fast and win races.

The sailing off Fremantle was early days in the planned campaign for *Drumbeat*, commissioned by Bond with a twofold purpose:

- For his personal return to offshore yacht racing after more than 15 years of building 12-metres for others to sail in his bid to win the America's Cup, and
- As the keypad for Peter Gilmour and his young Australians as they develop Bond's challenge for the America's Cup in 1992.

In fact, while *Drumbeat* is an offshore racing maxi yacht, the deck layout is pure America's Cup — an enlargement of the most efficient working space developed for the 12-metres.

The maxi is about three-metres longer than the new America's Cup Class and has been built using the latest composite construction to be used for the new class, giving Bond's America's Cup Challenge syndicate vital practical information on construction methods and time. In addition to the America's Cup racing deck, all computers and navigation equipment for the America's Cup will be tested aboard *Drumbeat*.

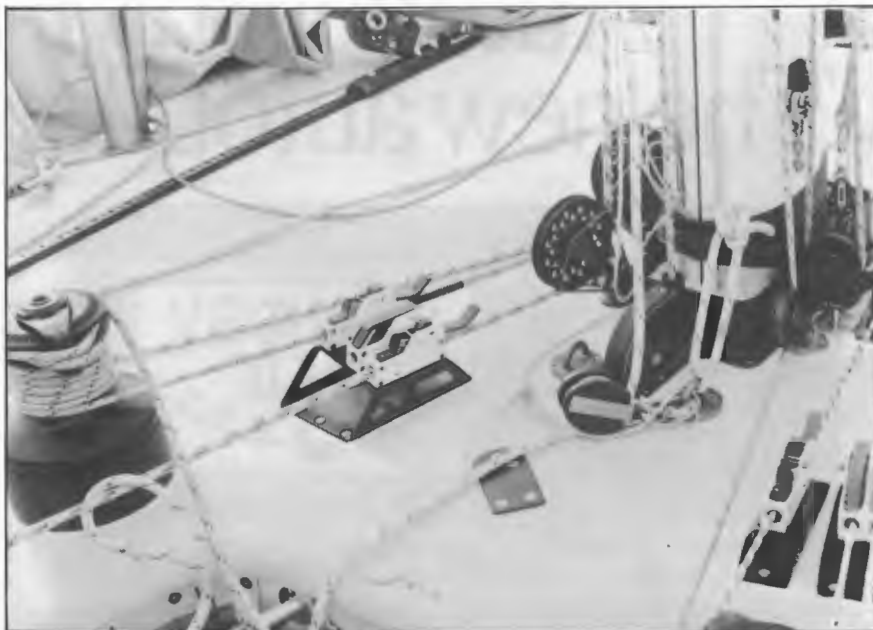
While the hull of *Drumbeat* is a Pedrick design, Bond's project manager and design co-ordinator, Skip Lissiman, made a major input into designing the deck layout and also the functional areas of the stripped-out interior hull.

Bond had his first sail aboard *Drumbeat* the day that his wife, Eileen, cracked a champagne bottle over the bows of the \$5-million maxi at Royal Perth Yacht Club's Fremantle annexe. He came ashore elated with his latest yacht and, like designer Pedrick, confident that this is the maxi to win the International Class A world championship series in the Mediterranean in August-September and the Sydney-Hobart race in December. Bond will also seek selection in the Australian team to defend the Southern Cross Cup this year.

The multi-millionaire whose drive and money contributed so much to ending the New York Yacht Club's 132 year hold on the America's Cup, plans to sail aboard in the maxi championships, the Southern Cross and the Sydney-Hobart — and he plans to be aboard his America's Cup Challenger in 1992.

Drumbeat is certainly a powerful yacht, clocking 9.6 knots to windward in 17 knots of breeze the day I sailed aboard, but as Iain Murray commented: "Any yacht sailing alone seems fast." Grant Simmer, from North Sails, agreed, pointing out that the yacht was not yet trimmed to make fully effective use of her long waterline.

In fact, after a week of sailing evaluation trials to check the trim, sails and rigging stress factors, *Drumbeat* was taken out of the water for changes to the keel. Some of her massive wardrobe of sails were being recut.



CLUSTER of blocks and jammers for halyards at the base of the mast of *Drumbeat*. LEFT, one of the Harken blocks used on the running backstay system. BELOW, layout of *Drumbeat* resembles a modern 12-metre, with banks of winches, "foxholes" for trimmers. (Pics — Peter Campbell)



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Drumbeat was shipped to Europe in late June to prepare for the three regattas which will make up the 1989 International Class A world championship in the Mediterranean. The first regatta will be sailed off Palma on the Spanish island of Majorca from August 1. The second will be out of Porto Cervo, Sardinia, starting August 20, with the final regatta at St Tropez in Southern France, starting September 18.

Skipper Peter Gilmour sees the 1989 maxi worlds as tough competition between a fleet of 12 to 15 big boats, including several new and refurbished maxis.

"Last year saw *Il Moro* and *Windward Passage II* as fully optimised maxi racing yachts. Maxi racing is no longer a hit and miss series between rich yacht owners — it is one of the three areas of grand prix IOR racing attracting new design and construction concepts and producing fine round-the-buoys racing," Gilmour said.

Gilmour has put together an outstanding crew of 30 for the maxi championships, at least 27 having been involved in previous America's Cups and maxi yacht racing. His tacticians will be

either Iain Murray or Grant Simmer, depending on which is available at the time, while navigator is Ian ("Fresh") Burns, with Chris Harmsen on main-sheet.

Bowman is Mark Walsh, with Don McCracken as number two at the bow. Number one crewman will be Grant Davidson, while the sewermen are Chris McGrath and James Payne, with Tony Bellingham at mast. Number one pitman is Greg Cavill, the number two Ian Smith.

Then there's the "sweeper" — Simon Altree, who as the lightest crewman aboard has the job of tidying up all the running rigging and sheets after any tack, gybe or sail change.

The grinder team is formidable, including Anthony Rice, Rick Goodrich, Joe Ackerzitch, Mark Shepherd and John Longley — with three more yet to be selected. Spinnaker trimmer is Mark Richards, with port trimmer being Glen Bourke and starboard trimmer Paul Westlake.

Sailing master is Skip Lissiman and also sailing will be Alan Bond and his America's Cup executive director Warren Jones.

ALAN Bond's Drumbeat dips her leeward rail under as she powers to windward in a 18-knot south-wester off Fremantle — with OFFSHORE editor Peter Campbell in the crew. (Pic — Sunday Times)

Peter Gilmour was quietly confident of the potential of *Drumbeat* when I spoke with him after my sail off Fremantle. "Having sailed *Sovereign* myself, and from the performance data we have on *Il Moro* and *Windward Passage II*, we believe it is a boat that will be most competitive on the maxi circuit," Gilmour said. "It's a long way from sailing on your own to sailing in a fleet, but just a few of trialling her off Fremantle are giving us good numbers."

Gilmour said *Drumbeat* was not greatly different to *Sovereign* in hull form and keel and rudder, but being fractional-rigged she carried a great deal more power in the sails.

Since our interview, the optimism of designer Pedrick and skipper Gilmour has been confirmed by the performance of *Sovereign* on the US maxi circuit, following up her St Thomas victory with a fine performance at the maxi regatta at Newport, Rhode Island, in June.

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Gilmour described the decision by Alan Bond to build *Drumbeat*, using the likely building techniques and materials to be used in building the new America's Cup Class yachts, as "a most strategic move . . . that looks at the same level of technology as the America's Cup but in another direction."

"*Drumbeat* will be a great stepping stone towards the next America's Cup in terms of construction technology, computer analysis and in crew training," he added, explaining that *Drumbeat* was about 20 per cent bigger all round than the new America's Cup Class yachts.

"This boat is built to get to Hobart, something that you would never contemplate with an America's Cup Class boat."

Gilmour said the decision to use an America's Cup layout on *Drumbeat* had several advantages. "It is the most efficient deck layout for a big boat racing around the buoys, evolved from several past America's Cup Challenges."

The deck layout of *Drumbeat* is almost identical to that of the more recent 12-metre designs, only bigger, with 12 grinder stations operating two primary winches, two secondary, two runner winches and the mainsheet winch at any one time. The twin steering wheels are set well for'ard, close to the trimmers, giving efficiency of communication between the helmsman and his trimmers.

According to Skip Lissiman, who put a major input into the deck and below decks layout of *Drumbeat*, this sort of winch power is essential on such a racing maxi. Gybing in heavy airs, for example, would need six men alone working coffee grinders linked to the mainsheet. "Sail handling will be a very big plus aboard *Drumbeat* when it comes to maxi racing around the buoys," Lissiman pointed out.

"I placed a lot of emphasis in keeping the deck layout simple because simplicity means lightness," Lissiman explained. "The layout has the influence of 12-metres because that is what most of the guys are used to and because it is the best. We designed the deck layout first and worked the below decks interior around that."

Down below — off-bounds to visitors when I was aboard — it is very spartan, with a minimum of furniture, and open space for sails to be stored amidships. There are 10 pipe-cot berths on either side for the off-watch crew in long passage races and an owner's modular cabin that can be removed when the yacht is day racing.

One thing is rather different — some 30 colours have been used in painting out the interior. "Just to liven it up, down below," explained skip Lissiman.

The hull is basically carbon fibre and Kevlar with a divynicel core in the middle of the boat and nomex at the



ends and also in the deck. In contrast to the monocoque hull of *Windward Passage II*, *Drumbeat* has robust framing throughout the hull. The concentration of weight is low down in the hull.

Drumbeat is the largest racing yacht built to this method of composite construction, with the result a tribute to the skills of Perth boatbuilder Peter Milner, who built topscoring 1989 Australian Admiral's Cup team yacht, *True Blue*. Milner worked with Bond's 12-metre builder, Steve Ward, and the New Zealand composite engineers Hugh Modulus, who built the Kiwi America's Cup yachts, the "plastic fantasies", and Michael Fay's K-boat challenger, *KZ-1*.

Drumbeat has the same "whale-tail" keel that Pedrick designed for *Sovereign* before she began her maxi circuit with the victories at St Thomas in the Caribbean and Newport, Rhode Island in the

BOWMAN Mark Walsh changing over spin-naker sheets at the end of the pole in preparation for a gybe aboard *Drumbeat*. Racing crew for inshore events totals 30, including owner Alan Bond. (Pic — Peter Campbell)



United States. The heavy keel features a swept back trailing edge, curved like the trailing edge of a whale's fluke. The rudder is very deep, adding to the lateral lifting surface plane.

Pedrick explained that in developing the whale-tail keel his design office had been advised by aerospace consultants who had been involved in the wing configuration design of high-performance fighter aircraft.

"The whale-tail is far more efficient from a lift and drag aspect than the bulb or semi-elliptical type keels, both in cord length and thickness. We are getting volume and hydrographic gain at the same time," he explained.

The keel is attached to the hull using a system by which it goes up into a flap and then flares out to give an excellent structural attachment. The lead ballast flares out and this also allows lead to be added or removed from the interior of the hull.

Sails for *Drumbeat* have been designed and made in two North Sails lofts — in Auckland under the direction of Tom Schnackenberg, and in Sydney under the direction of Grant Simmer.

Skip Lissiman has also supervised the construction of two masts — each 37m tall — at the mast-making complete set by the America's Cup syndicate in 1986-87 and using significant input of aircraft technology. Extensive use has been made of high strength and exotic metals in constructing the four-spreader mast. The rigging is Nitronic 50 from Nautek in the US.

The towering rig features a high aspect fore triangle, with the J quite small in relation to the length of the I. In total the working sail area is about 10% more than that carried by *Windward Passage II*.

David Pedrick has the last word in describing *Drumbeat*:

"*Drumbeat* is the most no-holds barred maxi racing yacht we have ever been commissioned to design. I think we are going to wake up the maxi yacht world with this boat from Pedrick Yacht Designs."

Only time and racing will tell over the next few months.

Owner	Alan Bond
Skipper	Peter Gilmour
Designer	David Pedrick, Pedrick Yacht Designs, Newport, Rhode Island, US
Builder	Peter Milner, Perth, WA
Construction	Composite materials
Crew	30 for maxi round-the-buoys races, 22 for passage races
LOA	26.0m (83')
LWL	20.0m
Beam	6.2m (20')
Draft	4.5m (14'4")
Disp.	83,000lb
IOR rating	70.05'

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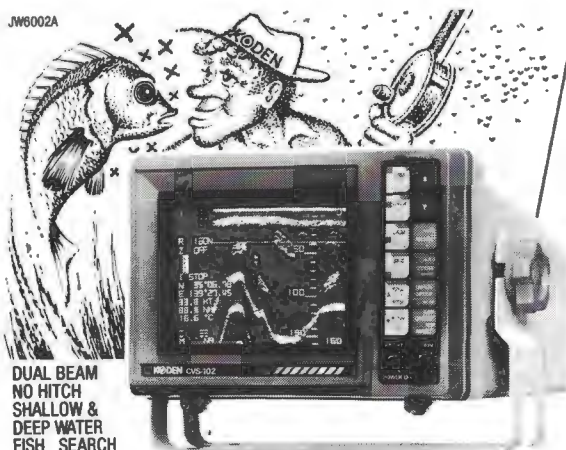
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cruising yacht"*

By David Hooley

SIX miserable days at sea slogging against 28-knot headwinds, rain and rough seas had not dampened the enthusiasm of Leon and Judy O'Donoghue.

Sitting aboard their 12-metre sloop *Whitsunday Passage*, nestled in the corner of Darling Harbour soaking up the warm winter sun, they were happily relating the rigours of their shakedown cruise some 12 months earlier.

"We didn't see the sun, a star or the moon for the whole six days," said Leon, a retired builder from Melbourne originally.

"It was wet, rough, miserable and definitely the worst ocean passage we have ever made in our lives.

"Without the Satnav and radar the trip would have been a disaster, for normal navigation would have been impossible.

"In the old days we would have had to hove to. But with the self-steering gear and the help of the electronic gear we didn't have to venture out of the cabin."



Although their first voyage in the new boat was a testing one, it gave them the confidence to take on the double-handed Around Australia Yacht Race.

The race was to be another adventure for the couple who have sailed nearly 100,000 nautical miles together and seen most parts of the world.

They first crewed together while sailing with the Sandringham Yacht Club in Melbourne in 1973.

It was on the return journey after the Melbourne to Devonport race where they first experienced the difficulties of short-handed cruising.

"All the crew had flown back to Melbourne after the race ended and with no other crew available I decided to sail the boat back with Jude," explained Leon.

"I hate to admit it, but everything went wrong.

"I guess I was not too confident in what I was doing and it showed because Judy finally ordered me to find anchorage that first night and then I copped it.

"It basically boiled down to a mutiny but we managed to come to an amicable arrangement and eventually got the boat home.

"I can safely say, though, that it is the only major argument that we have had in a boat."

Fifteen years and three cruising boats later, Leon and Judy have finally come up with what they feel is the perfect cruising yacht.

"Our first cruising boat was a ketch fitted out like a floating home," said Leon.

"It was a big mistake. Although it was comfortable to live in, it took ages to get anywhere.

"As most sailors will come to realise there comes a day when you have to go to windward. It is impossible to run with the breeze all the time.

"After we had spent nineteen and a half days battling to get 1300 miles to windward we decided the first priority for our new boat was for it to have the ability to work."

A move to Queensland nearly eight years ago gave them the opportunity to test a number of hull designs.

Besides keeping his hand in with the building game, Leon bought a half share in *Whitsunday Rent A Yacht*.

With a range of 70 hulls and designs at his disposal he was able to build up a picture of his ideal cruising hull.

In 1985 they decided on an Adams design but specified certain modifications to deck layout and especially to cockpit and companionway.

They took delivery of the hull on July 8, 1986, at Warnambool and then had it trucked to Shute Harbour where they put it in their backyard.

The next 11 months were spent full time fitting out the boat with up to five tradesmen at a time working on it.

It was here where I saved a lot of time and money," said Leon.

"I am a great believer in letting the professional do what he does best.

"This meant that Judy and I went to work and earned the money while we let the experts fit out the boat.

"Too many people make the mistake of giving up work to finish off their own boat.

"When you sit down and work out all the figures you'll find most would have been better off continuing to work at what they do best and paying for the work to be done by other people.

"Each morning for 11 months we started the day by giving our orders and then each afternoon checking the results.

"We had no troubles and the workmanship was first class."

Nearly a year of hard work saw the 12-metre sloop ready for launch on July 17, 1987.

Three days later, on the 20th, Leon and Judy were on their way to the Solomon Islands.

"We were interested to see how the rig performed as I had designed and assembled the lot myself," said Leon.

"When the 'mechano set' was delivered I had to sit down and put it all together.

"But any worries I might have had with my calculations were soon dispelled for everything fitted perfectly.

"We had no trouble at all, despite the pounding we took."

Every bit of equipment used aboard the *Whitsunday Passage*, above and below deck, has been deliberately thought out.

At the bow the windlass and anchor well has been designed so that Judy can sit in the well while working the winch to raise and lower the anchor.

The under-deck winch, made of magnesium alloy, weighs only 15lb.

The bow rails, about three feet back, drop out and lock down when cruising using the big genoa. The sail slots nicely into the gap and does away with overlapping pulpits.

Thought has even gone into the special hatch cover over the main saloon. The reversible Barbarossa hatch, when

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in port, is front-opening, while at sea the hinge is used at the front to allow the back to open.

Although there are a number of units available which can be opened front and rear, this particular unit was chosen as the frame houses all hinges and spikes — eliminating snags that could grab working sheets.

Being involved in the charter business for some years, Leon found that by raising the emergency life raft off the deck and housing it in a cradle the effective life of the unit was almost doubled.

Special thought, too, has been given to the safety railing. "How often have you heard an owner say 'don't lean on the rails'," asked Leon.

"On the *Passage* I have made sure the safety rails will take any weight. This has been achieved by fitting as solid rail to the top of the structure.

"This now allows us to utilise the full width of the deck in safety and gives security at the extremes of the boat where it is required."

The idea was simple but it proved to be a real headache to implement.

The main problem being that the stainless tubing was not available in widths that would provide a snug fit where the rail was to join the top of the staunchion.

The only way out was to machine the sockets individually from a solid piece of rod and then weld them to the top of the staunchion.

Each selection of rail was then individually fitted. In the event of an accident or damage only that section now needs to be replaced.

A special wheel was built to suit a cheap model auto pilot and an old faithful piece of self steering gear they call Nelson. It has travelled more than 100,000 miles with them.

Leon's son, a shipwright in the Navy, was given the love job of building the wheel. It took 12 months to complete but the finished product, beautifully laminated teak with stainless steel rim, was worth the wait.

Leon was washed overboard through the stern railing out a yacht some years ago in Bass Strait during a knockdown.

He's made sure on his new boat that the stern rails are extra high and that no-one can be accidentally swept between them.

Great care has been taken in the selection of fittings and working gear.

Take the boom vang and gooseneck fittings. They are identical so that they move on the same plane.

As Leon explained, many a boat has suffered a broken boom because the plane between gooseneck and boom vang have differed.

All deck hardware is super light and made of magnesium alloy. Alternate means of battery charging is supplied by solar panel housed on the cabin roof.

A lot of thought has been given to crew comfort in the cockpit.

The seats made of teak, are specially raised above the fibreglass so they are never sitting on a wet bum!

They are also hinged, to allow ease of cleaning.

The steering gear is quite different to most although readily available in Australia.

Made by Whitlock Cobra, an English company, it has no chains or cables.

The unit has a rack and pinion steering box and incorporates solid steel tubing to give absolute feel.

At the cent of the shaft it is an 8-to-1 reduction yet is only one and a half turns from lock to lock.

Below, the boat is also innovative. Great care has been given in working out living and working areas.

Two months were spent working out exactly where things were to go with special thought going into the height of the cabin.

The result is a spacious, flat area and very little stooping, especially in the galley. So much so that Judy has never had to wear a belt while cooking.

All storage containers are square while all permanent storage space is top opening. No more spilling of gear with side-opening doors. The fridge is front opening but the freezer opens at the top.

Even the kitchen sink has been specially made. It is nearly 12 inches deep (the usual about 6 inches) so no matter how the boat moves, the water stays in the sink!

The whole unit has been positioned as close to the centre of the boat as possible.

At the rear of the galley are two aft cabins with a comfortable 4ft 6inch wide by 7ft long bed in each.

Opposite the galley is the navigational area which is Leon's special domain.

It contains a table which takes full-size charts, Icom HF radio, full Shipmate navigational instruments (windspeed, wind direction, heading compass, boat speed and sailing computer) interfaced with an R5000 Satnav.

Backing the main unit is a fully automatic Satnav 2000 which can, within four hours, check itself and then give Greenwich time, date and positional fix.

This is fully waterproof (in case of knockdown or capsized) as is the hand-held VHF radio.

An AT 120 automatic aerial tuner (it cost as much as the radio) gives correct aerial for frequency used. Consequently, Leon is able to talk to anywhere in the world.

There is no switchboard as such. All wiring runs into a loom above the radio equipment.

The wiring was run by Leon AFTER the boat had been fitted out. It took him 6 weeks to lay a pair of double insulated wires from every electrical item back to the loom.

The wiring (as with the plumbing and engineering equipment) is easily accessible for maintenance or replacement.

Leon has been rolled over twice (Judy once). On both occasions the windows were the first things to get knocked out and were extremely difficult to seal.

Consequently there are no windows in the cabin. They have been replaced with hatches which they have found to be much more functional. They also give better ventilation — especially in the tropics.

Under the floor are two 65 gallon water tanks — ample for the longest of cruises.

The main cabin (like the rest of the boat) has been given a modern look by the use of silver ash trim rather than the more conventional and darker teak. On the port side just forward of the saloon is "Judy's room" — a very modern bathroom.



Months of planning on the cabin were well spent, below deck area is spacious and comfortable with little need for stooping. The galley is as near as possible to the centre of the boat and even the sink was specially made.

The fully moulded fibreglass bathroom took 480 man hours to build. The copper pipes and vents provide a stark contrast to the mulberry-pink toilet, hand bowl and walls.

The forward cabin is huge with the bed 8 foot 6 inches long and 6 foot 8 inches wide.

A collision bulkhead in the bow is completely foam-failed so even if the bow is stove in, there is little danger of the boat sinking.

At the stern, Leon has planned the housing surrounding the 34hp Yanmar diesel well.

In most yachts it is almost impossible to see, let alone get to the engine. Not in the *Passage*.

The housing collapses on all sides allowing Leon to get to points.

As with all other item on board, attention has been given to the smallest of details.

For the example, the mechanical bilge pump (capable of moving 2500 gallons per hours) has been fitted with a mechanical clutch. In the event of no electrics (more than likely if the yacht ever takes a lot of water) Leon reasons he will still be able to pull a lever to get the pump working.

Two other items caught the eye.

Attached to the drive shaft was a Skatra Drive which prevents any thrust going other than in the right direction and at the same time reduced the vibration up to 95 per cent.

The other item is the jacketed exhaust system. The outer casing (full of salt water) cools the exhaust and stops the engine room getting hot thus eliminating almost entirely the oily smell normally associated with engine rooms.

Leon and Judy are now back in Shute Harbour after winning their division in the Around Australia Race. But they didn't do it easily.

Second day out from Sydney they were knocked down south of Port Macquarie and were forced to shelter for the night.

They proceeded the next day after drying out the electronics.

Then, on the leg from Adelaide to Hobart, they were forced to lie-a-hull for a couple of days in extremely bad weather.

Again they were forced to shelter for a day on the east coast of Tasmania on the leg to Melbourne.

Now back in sunny Shute Harbour, the couple are already planning their next "short" cruise — the 1990 race from Melbourne to Osaka.

Col Anderson



High Tech With Both Feet on The Ground

THE principal of Hood Sails Loft in Melbourne, Col Anderson, is one of the most down-to-earth of the new breed of high-tech sailmakers.

Having won National and State Titles and a veteran of Sydney-Hobarts, Southern Cross Cups, Admiral's Cups, Clipper/Kenwood Cups and SORC's, his observations and opinions are as pertinent to those competing at our sports leading edge as they are to the club sailor.

Col is enthusiastic regarding the current state of Australian ocean racing and was especially pleased at the British Team's reaction at the last Kenwood Cup in Hawaii. "This time it was a full-on regatta . . . the British didn't realise the competition would be so serious . . . they thought they'd just come over and have a bit of fun."

The standard of the new Australian boats was up to that of the overseas competitors and Col felt that this, combined with Australian's liking for Hawaiian conditions, were key factors in our team's success.

After Hawaii, Col went onto the San Francisco world One Ton Cup Series with *Ronstan Ultimate Challenge*. His observations regarding local knowledge in this event were interesting. While some of the best performed foreign boats carried local experts, *Ultimate Challenge's* crew had just enough experience in San Francisco to feel justified in going their own way, rather than stick-

By Rob Williams

ing with the locals. In almost every case this proved the wrong thing to do.

Col feels that sail design and construction has reached a point where its tended to stabilise. While development continues with materials such as Spectra, panel layouts have gone almost full circle. An example of this is seen with mainsails which had gone tri-radial and are now going back to clew to luff type construction. "This is not a revolution in sail design . . . but rather evidence of the cyclical way design has gone."

The use of plotters, in Col's opinion, has been a major advance in Australian sail design and production. Hood's new mainsails from the plotter are definitely smoother, especially in the upper sections where cross seamings are limited. More shape is generated right up to the head; the same is true for headsails.

Col felt that the headsails that Hood made for Hawaii, compared to earlier sails, were better for no other reason than switching from cross cutting to plotter generation. They didn't try to achieve any dramatically different depths yet the sails performed a little better.

The use of the plotter enables the sailmaker to duplicate or vary any selected section of the sail in a highly controlled manner, and record the change. "To do this manually is virtually impossible. While you can do it numerically, but you don't have the infinite variation that you do with graphics."

The only really significant difference that Cole has noticed in sails from a

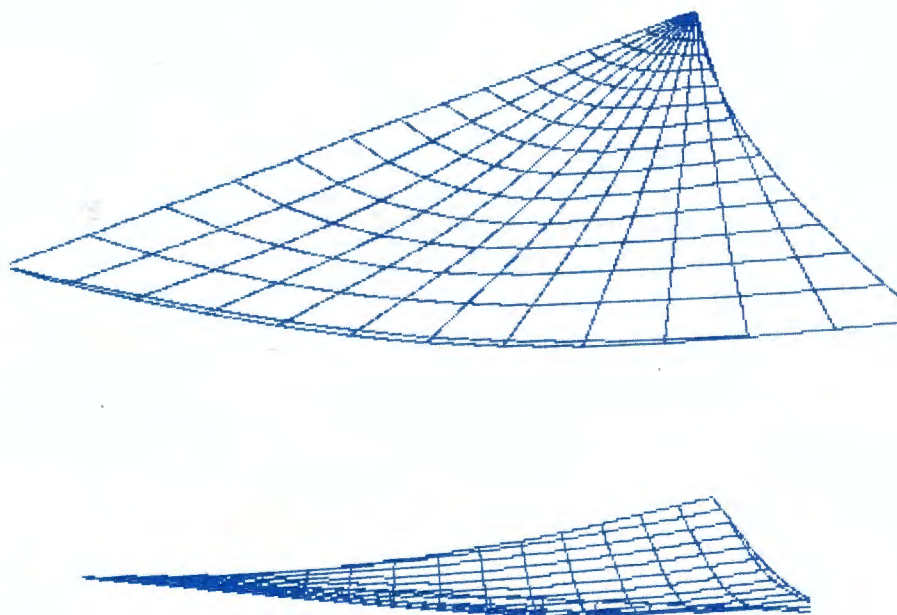
variety of lofts overseas is the sails' finish, due to quality and care in manufacturing technique.

With the more or less free availability to all sailmakers of cloth and technology, Col believes that clients should look for quality of service and manufacture when choosing a loft. The quality of finish is not only cosmetic but also has a lot of bearing on the longevity of the sail. This is an area into which Col puts high priority in his own loft. He believes that although the extra work required to achieve high finish costs a little more, to accept sails of lesser quality is false economy in the long term.

The durability and long life of sails is a matter of keen interest to most yacht owners. Col's feelings on this were that "anything that's got Mylar bonded to it, be it Kevlar, Spectra or whatever, is limited by the fact that the Mylar film in time will harden and shrink and generally deteriorate.

"In terms of fibres, Kevlar has got a limited life because of its fatigue problems, polyester doesn't suffer the same but then it stretches and, pushing our own bike of course, is the Spectra which in reality will probably outlast the life of the Mylar film.

"At the moment we're using a sandwich of polyester, Spectra and Mylar,



which seems to be the most satisfactory. The durability of the polyester on the back for a bit of wear and tear with the strength of the Spectra for shape holding

and Mylar to take care of the bias stretch.

"We are tending to use less Mylar, as often as possible, we're backing off from using heavy Mylar films which really did break down. We've found with careful engineering and by using spectra in the fill threads as well as the warp threads, we can get away with a maximum 2mm of Mylar instead of 3mm."

On the local IOR front, Col is in favour of AUS TCF as it keeps fleet numbers up and still gives well-sailed new designs the opportunity to win. While open IOR racing is the aim, and is great for those who can afford it, Col comments . . . "if the alternatives are not to have any fleet . . . there's no sense beating up the kids to the extent that they take their footballs and go home."

On the future of local racing with the introduction of newer rules such as CHS and IMS, Col feels that the majority of club racers are well suited by performance handicaps as it "affords them a level of racing that they enjoy."

He doesn't think the majority of club racers will go over to IMS until the organisers prove there is better quality racing under it. Although he believes that race quality will improve under IMS, Col thinks it will take time to get big fleet numbers.

On the current crop of bigger go-fast boats appearing on the bay he sees an element of futility in that while you can have the fastest boat today, you may not have it tomorrow if someone launches a bigger and newer design. He much prefers the more moderate designs with good all round sailing qualities.

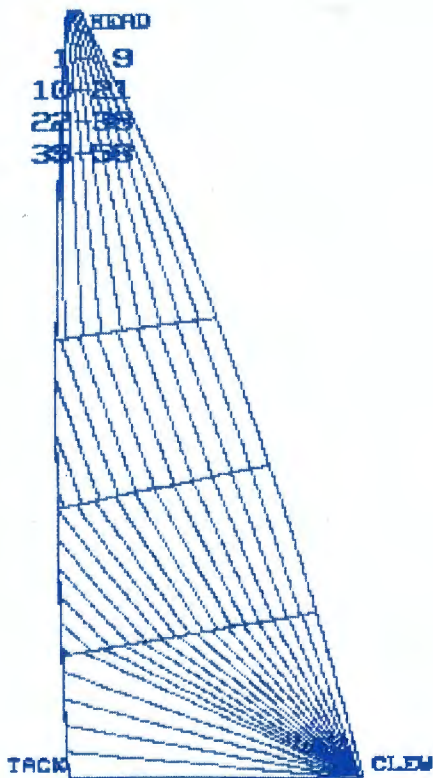
PANELS:

Radial head

Leech

Leech

Radial clew



Radial clew

Panel 58 complete.

What's New For You?

By Gary Stephens, IYRU Judge, Senior Member of YANSW Racing Rules Committee, Chairman YANSW Race Officers Committee, Senior Vice-President, YANSW.

JUST when you felt comfortable with the old blue AYF/IYRU rule book, they've brought out a new one to keep you on your toes. As if you didn't know, each four years the IYRU updates and revises the rules. Where there has been a change, the rule is marked with a vertical bar in the margin.

All the changes are intended to make the rules clearer, simpler, and more effective; however, there are some significant changes that you should be aware of.

Diagram 1: Hailing to Stop or Prevent a Luff — Rule 38.2(c).

Fundamental Rule D

The amendment of the old rule 33.1 and its inclusion as a fundamental rule is intended to achieve stricter observance of the rules by competitors. Once a yacht realises she has infringed a racing rule or sailing instruction, she is *obliged* to retire promptly or accept an alternative penalty. She should no longer continue to race as was the case with the old rule 33.1.

Extra teeth have been added in rule 74.5(c) in that a disqualification under Fundamental Rule D (and C for that matter) cannot be discarded when calculating the total pointscore for a yacht in a series.

Definition — Sailing and Rule 54, Propulsion

The old Rule 54 included a definition of sailing, but this has now been extracted in simplified form and included in the Definitions. At the same time, rule 54 is rewritten and is more restrictive and better defined.

Pumping is only permitted on free legs of the course and is restricted to *one* (not three) pump per wave. Ooching is no longer permitted. However, Class rules may now alter or add to the 'permitted exceptions' — so a warning to protest committees and competitors to check the Class rules.

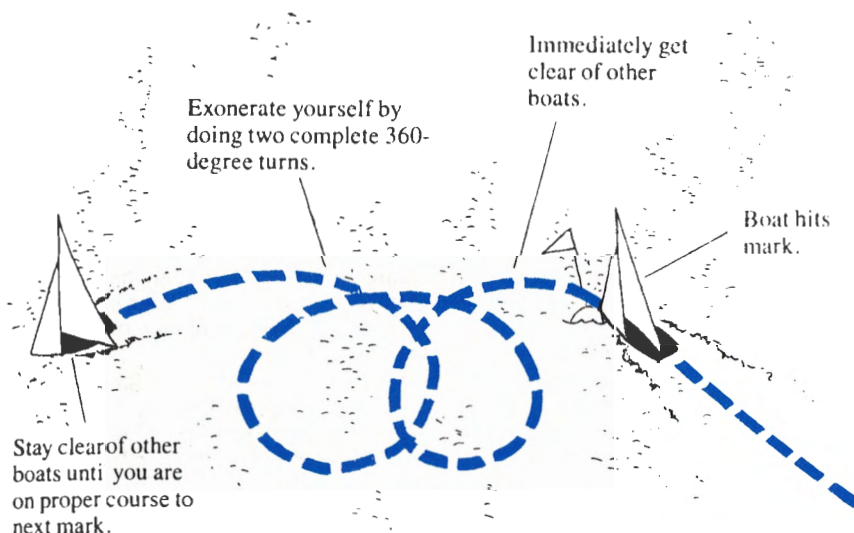
Definition — Tacking

The completion of a tack is now when the yacht reaches a close-hauled course *in all situations*. This will resolve the problems with pre-start tacking manoeuvres for both competitors and protest committees.

Rule 32 — Serious Damage

A protest committee now has no option but to penalise a right-of-way yacht when it is satisfied that that yacht had the opportunity, but failed to make a reasonable attempt to avoid a collision which results in serious damage.

Also, be careful — it cannot be assumed from rule 32.2 that if you hail and there is a collision resulting in serious damage, you will escape being penalised — you can only do so if you also satisfy the protest committee on rule 32.1.



Rule 37.3 — Transitional

The addition of the word 'initially' after the word 'shall' in this rule makes quite a change. It is intended to stress that obligation of the overtaking leeward yacht to give the windward yacht 'ample room and opportunity to keep clear' does not last forever. Having discharged this initial obligation, the leeward yacht may then luff as she pleases up to her proper course and the windward yacht must keep clear. I am sure there will be many 'test cases' for this new rule.

Rule 38.2(c) — Hailing to Stop or Prevent a Luff

In addition to the 'Mast Abeam' call, a second call of 'Obstruction' can be used to curtail a luff. In the old rule 38.5 the windward yacht was permitted to 'fail to respond' when 'a third yacht or either object restricts her ability to respond'. Under these circumstances, if a collision occurred no-one was at fault.

Frequently what used to happen was the windward yacht hailed and the leeward yacht stopped luffing.

Under the new rule, when the windward yacht hails 'Obstruction' the leeward yacht is bound by the hail just like 'Mast Abeam' and when she does it improper she protests. See Diagram 1.

Rule 39 — Sailing Below a Proper Course

The last words of this rule have been changed from 'steering a course to pass a leeward' to 'steering a course to leeward of her own'.

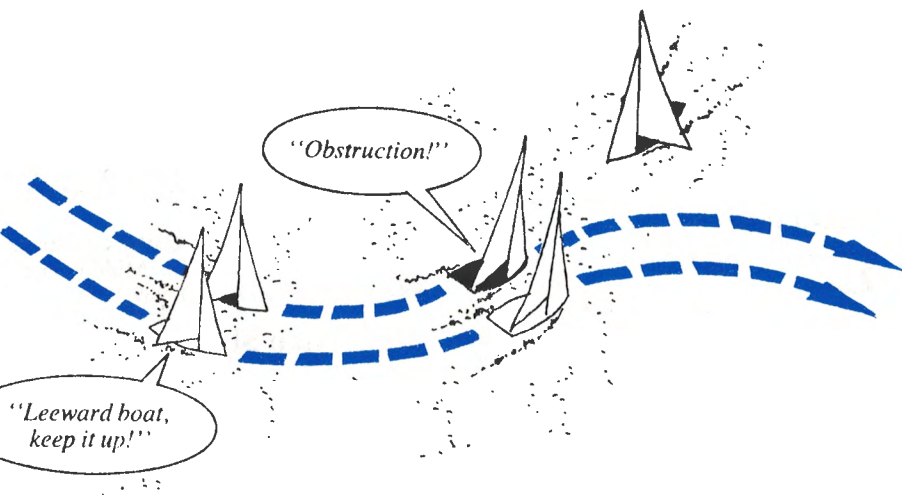
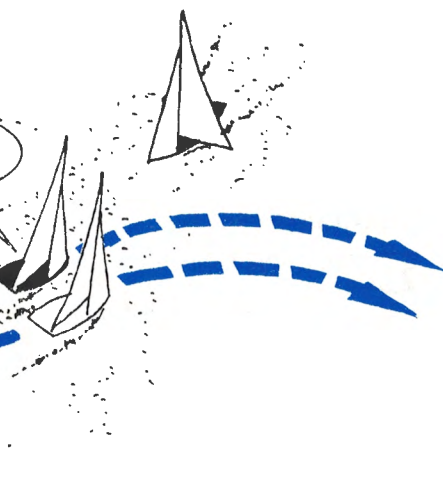
Diagram 2 gives illustrations of when the yacht ahead may sail below her proper course.

Rule 52 — Touching a Mark

When you touch a mark, you are still required to exonerate yourself, but you now no longer have to perform that often dangerous rerounding manoeuvre (without rights). Now as prescribed in

Diagram 2: Sailing Below a Proper Course — Rule 39. May Boat A sail below her proper course?

Diagram 3: When You Hit a Mark — Rule 52.2(a).



rule 52.2(a), you are required to sail well clear and complete two 360 degree turns — See Diagram 3.

Rule 68.4 Exception to Protest Flag

This rule now makes it absolutely clear that a third yacht protesting under rules 33 or 52.3 must display a protest flag unless she has seen one of the yachts in an incident or the yachts which touched a mark display a protest flag. In other words, if the yachts involved in an incident don't want to do anything about it and you do, then you must display a protest flag then and there.

You will no doubt find other changes that haven't been mentioned here. Take the time in our own interests to compare the new and the old, and where you are unsure of the differences, seek appropriate advice. Protest committees will have the luxury of time in a protest hearing to read and apply the new rules, on the water I doubt you will unless you've done your homework.

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News From All Ports

NEW SOUTH WALES

Higher Fees For MSB Moorings

BOATOWNERS who keep their craft on moorings or marinas will have to pay twice as much from July 1 — and there is a hidden new charge for boats under 10-metres in length.

Coming with increases in the Maritime Services Board fees for moorings, boat registrations, licences and other charges is a new requirement that all craft on moorings or marinas must be registered.

Until now only craft over 10-metres and those capable of speed under motor in excess of 10 knots have had to be registered with the MSB.

As from July 1, the annual rental of an MSB mooring for a 10-metre vessel on Sydney Harbour or Pittwater will increase from \$150 to \$300. The rental for a vessel moored on other waterways in NSW will also double, to \$160 a year. A similar increase will flow on to craft on commercial and club swing moorings and marinas.

In addition, the annual registration fee for all craft will increase by \$5 to \$38 — and now include yachts under 10-metres which are on a mooring or marina wet berth.

Announcing the increases, the general manager of the Maritime Services Board, Les MacDonald, said the fees for mooring occupation licences now reflected more accurately current market values, in line with recommendations made by Dr Stewart Joy in his review of the MSB.

In his report, Dr Joy said market forces could allow increases of up to fivefold beyond current levels for Sydney area moorings and increased fees had also been recommended by the Leach Committee.

MMI 3 Ports Race Three Times The Challenge

ENDURANCE distance runners and blue water, wave bashing sailors generally don't have too much in common, but the two disciplines will join forces in a challenging two-day event off the NSW coast on October 28 and 29.

The MMI 3 Ports Race, sponsored by Manufacturers' Mutual Insurance, has become one of the most popular events on the Sydney yachting calendar since

its inception three years ago. What makes it so attractive is that the course presents challenges to both sailors and runners who are heavily dependent upon each other to win, or finish, the race.

The event, organised by the Middle Harbour Yacht Club, aims to give sailors more variety and novelty in their sport.

The innovative race is Sydney's modified version of the famous British Three Peaks Race, which takes on the waters and mountain peaks of England, Wales and Scotland.

The format of the MMI race is this — sailing crews remain on board their yachts while their two runners pace it out on land, then arrive back on board to ocean race to their next destination.

The amphibious race, which is for ocean-going monohulls and multihulls, professional and amateur runners, involves 117 nautical miles of sailing and 54 kilometres of running, and is divided into three legs.

The adventure starts at 9am at Manly, one of Sydney's surfside suburbs, with a 10km run to Middle Harbour Yacht Club at The Spit. Here the runners rendezvous with their yachts which race 24nm to The Basin in Pittwater.

At The Basin, runners will be put ashore for a 12km nature run through Ku-ring-gai Chase to West Head and back. With the runners back on board, yachts will race 65nm north to Bird Island, off Lake Macquarie, and then south to Patonga back in the Hawkesbury River.

The final running leg is the longest with a 32km dash through the scenically diverse Brisbane Water National Park. With runners back on board, yachts will race a final 24nm to the finish off Middle Harbour Yacht Club.

Major Sydney and Pittwater yacht clubs have agreed not to hold races during that weekend to allow maximum participation in the MMI 3 Ports Race.

Service groups such as the police, army, navy and fire brigade, and staff from business corporations are being encouraged to charter yachts for the race to demonstrate their athletic versatility and teamwork.

Further information: Cathy Hawkins, Race Co-ordinator, The Middle Harbour Yacht Club, (02) 969 1244.

Australian Short-Handed in October

THE chairman of the Short-handed Sailing Association of Australia, Malcolm Jack, has announced that the SSAA will host the inaugural Australian

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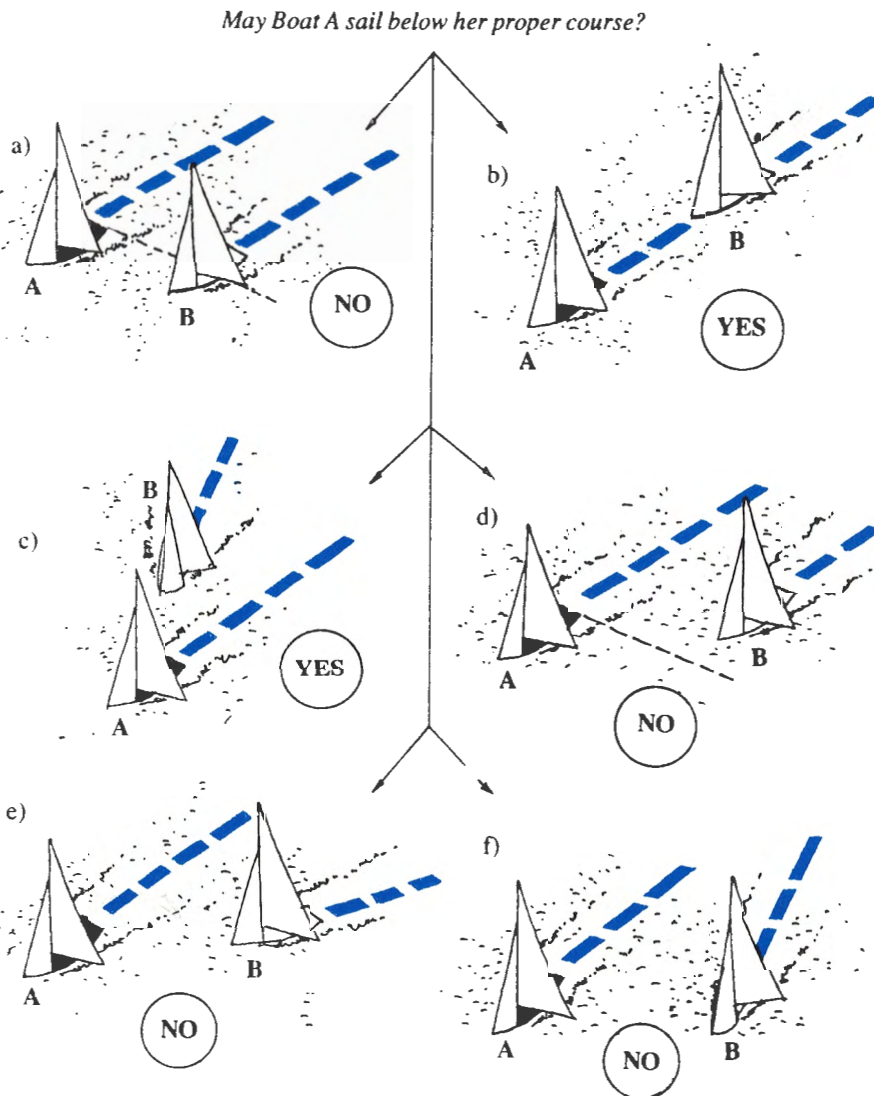


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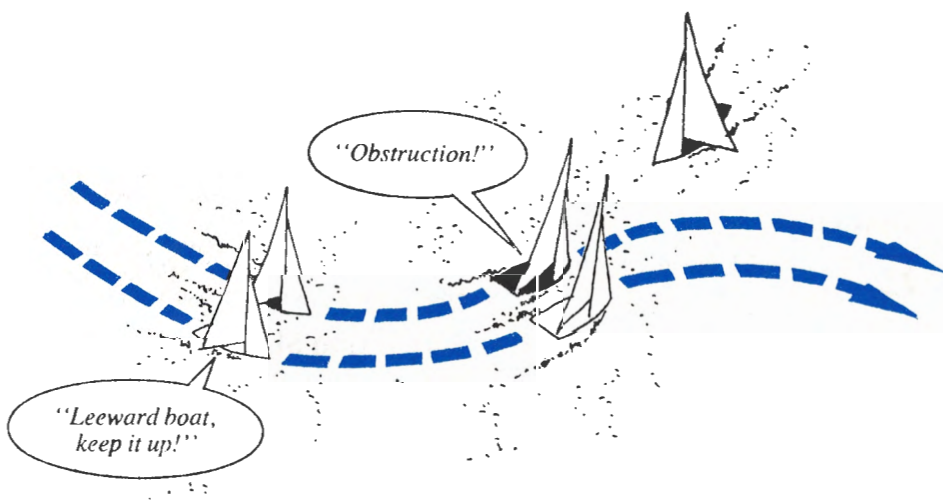
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This rule now makes it absolutely clear that a third yacht protesting under rules 33 or 52.3 must display a protest flag unless she has seen one of the yachts in an incident or the yachts which touched a mark display a protest flag. In other words, if the yachts involved in an incident don't want to do anything about it and you do, then you must display a protest flag then and there.

You will no doubt find other changes that haven't been mentioned here. Take the time in our own interests to compare the new and the old, and where you are unsure of the differences, seek appropriate advice. Protest committees will have the luxury of time in a protest hearing to read and apply the new rules, on the water I doubt you will unless you've done your homework.



Short-handed Sailing Championships in conjunction with Middle Harbour Yacht Club over the weekend of October 13, 14 and 15.

The Championships are expected to draw a fleet of 40 plus yachts from NSW, Queensland, Victoria and Tasmania with some entries expected from the western states. Open to both monohull and multihull yachts, the fleet will compete for perpetual trophies representing divisional and overall championship prizes.

"The SSAA has been running long and short distance races successfully for the past five years. We believe that the Championships will attract a wide range of yachts and sailors — especially those from the traditional fully crewed area," Malcolm Jack said.

The championships, which will be fully sponsored, comprise three races: an overnight 120 nautical mile race from Sydney — Lion Island — Flinders Island — Sydney starting on Friday, October 13; two 19 mile triangular course races off Sydney Heads on Sunday, October 15. A prize presentation ceremony will be held at Middle Harbour Yacht Club on Sunday, June 15.

Category 2 and SSAA rules apply. The event is open to monohull yachts 28'-60' and multihulls 31'-60'.

Exciting NSW JOG Program Ahead

THE New South Wales JOG Association's racing program for the coming season sees few changes to the very popular Grand Prix events and the re-introduction of a State championship and the once hugely popular JOG Challenge Cup.

The Grand Prix events take place every month and include the major regattas in Sydney and events at other popular sailing venues including Port Hacking, Pittwater and Gosford.

Last season almost 50 yachts competed in the popular Grand Prix and this season there will be nine rounds of the Grand Prix including 12 races and three discards. The program is:

23 Sept CYCA SOPS
21 Oct RSYS Iduna Shield
4 Nov MHYC Club Marine Regatta
1 Dec Port Hacking Regatta
20 Jan MHYC Bruce & Walsh SORC
3 Feb RSYS Top Dog Trophy
10 Mar Pittwater Regatta
24 Mar CYCA SOPS
21 Apr Gosford Regatta

A major addition to the program is the New South Wales State Championships which will be held this season in place of a national title.

The Championships will be part of the Bruce and Walsh SORC sailed from Middle Harbour Yacht Club on January



E22s in action — KA 230 Ramshackle (Paul Ramsay), KA 250 Brolga (Mal Anderson), KA 249 Off Course (Richard Chapman).

20-21 and the re-introduced JOG Challenge Cup from the Cruising Yacht Club on January 26-27.

Other events planned for the season include an inshore Special Ladies Regatta in Sydney on October 14-15 and the Balmoral to Brooklyn bash on February 17.

For those planning to sail in a club pointscore, the CYCA will run a JOG Division within its Division Four this season. The CYCA SOPS and JOG programs have been developed to be complementary and as well as incorporating other major club regattas, four pointscore races double as Grand Prix events too.

Further information: Frank Martin (02) 949 7138 (AH), Rik Dovey (02) 358 5066 (bus).

VICTORIA

by Rob Williams

VYC CHALLENGE SERIES

Sandringham Holds Association Cup

SANDRINGHAM Yacht Club's strong IOR team put in a good combined performance in light and variable conditions to retain the Victorian Yachting Council's prestigious Association Cup.

Led by Gino Knezic's Sydney-Hobart

winning Davidson Threequarter Tonne, *Illusion*, the team all counted finish places in the top ten to finish comfortably ahead of the teams from Royal Yacht Club of Victoria and Royal Brighton Yacht Club, which finished second and third.

The R.J. Green Trophy for the top individual boat in the series was won by Kevin Healey and Peter Bedgoods flying Davidson Quarter Tonner *Shambles*.

Team placings:

1. Sandringham Yacht Club 19.45 pts (*Illusion* — Davidson ¾ — Gino Knezic — 2&4; *Once A Jolly Swagman* — Davidson 40 — Chas Jacobsen — 10&1; *Ultimate Challenge* — Dubois 40 — Lou Abrahams — 11&2; *Shenandoah II* — S&S34 — Ron White — 7&8).

2. Royal Yacht Club of Victoria 33.5 pts (*Shambles* — Davidson ¼ — Peter Bedgood/Kevin Healey — 1&5; *Chutzpah* — Davidson ¾ — Bruce Taylor — 5&3; *Red William* — S&S34 — Bill Hales — 18&11; *Deliverance* — S&S 30 — Doug Shields — 16&20).

3. Royal Brighton Yacht Club 52 pts (*Fire & Ice* — Davidson ¾ — Brett McEwing — 8&9; *Once More Dear Friends* — Dubois 40 — David Currie — 14&6; *Harbinger* — Davidson ¾ — Barry Dean — 9&17; *Phoenix* — Davidson 36 — Doug Curlewis — 13&21).

Royal Melbourne's CHS Challenge Trophy

BUSTER Hooper sailed an excellent two-race series to lead Royal Melbourne's Channel Handicap team to a narrow .05 point win from the team

News From All Ports

representing Sandringham and with Royal Brighton a further 2.7 pts behind in third place.

Hooper's dominance, in his Southern Ocean 32, *Starlight Express*, was in direct contrast to the closeness of results in the other leading boats.

The results of this hard fought event is

evidence of the success of Victoria's adoption of CHS.

Team placings:

1. Royal Melbourne Yacht Squadron 26.95 pts (*Starlight Express* — Southern Ocean 32 — B. Hooper — 28&1; *Mercedes III* — Kaufman/Miller 40 — Martin Ryan & Rob Williams — 18&8; *Coramandel III* — Peterson 39 — David Burton — 11&9; *Scorpion* — Farr 42 — Rob Hopcraft — 12&10).

2. Sandringham Yacht Club 27 pts (*Challenge III* — Frers 43 — Eddie Wall-Smith — 38&3; *Noleen III* — Steinman 39 — Ken King — 48&13; *Banshee* — S&S30 — Graeme Watt — 58&11; *Poseidon* — Van de Stadt 33 — C. Costenoble — 48&13).

3. Royal Brighton Yacht Club 29.7 pts (*Ariane* — Cole 43 — George Gjergua & Gordon Stooke — 88&2; *Good News* — Farr 37 — Paul Woodman — 138&4; *Centurian* — S&S39 — Ian Twentyman — 108&7; *By Order of the Secretary* — Cavalier 37 — A. Collins — 78&12).



MRS Beryl Bertrand
(mother of John) fired the
gun to start the
Two-Handed Race
on Port Phillip.

Presidents Trophy To Blairgowrie

A good solid team performance, with wins in both heats, saw Blairgowrie Yacht Squadron win the VYC Handicap Presidents Cup.

Sandringham took second place by less than a point from Mornington's team in this event which featured the greatest fleet numbers of the weekend.

There was a little controversy regarding the equitability of the handicapping of the clubs whose boats seldom race with the bulk of the VYC fleets at the northern end of the bay.

1. Blairgowrie Yacht Squadron 27.35 pts (*Debt Collector* — C. King — 38&1; *Orient Express* — B. Swales — 68&8; *Young Scott* — P. Charles — 58&13; *Jellybean* — G. Walker — 278&30).

2. Sandringham Yacht Club 55.7 pts (*Highway Patrol* — Mike Welsh — 138&2; *Sagacious II* — Paul Jacka — 158&7; *Young Nick* — Tim Crespin — 78&28; *Agememnon* — Brendon Kruger — 88&29).

3. Mornington Yacht Club 56.3 pts *Rampallion* — J. Critchley — 28&5; *Scared*

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Shipless — Ian Tardrew — 16&16; *Three Ring Circus* — Ian Jack — 30&12; *Take 5* — T. McIvain — 17&31).

Brighton Wins Hempel Cup

ROYAL Brighton Yacht Club comfortably won the JOG Hempel Cup. The team took the first three placings in both heats with Hershah Landes' J24, *Wizard of Aus*, winning twice.

With only three teams entered, lack of participation in this previously popular event was very disappointing.

1. Royal Brighton Yacht Club 9.55 pts (*Wizard Of Aus* — J24 — Hershah Landes — 1&1; *Run Away Shopping Trolley* — J24 — Peter McAuley — 2&3; *Zero* — E22 — Bill Hodder — 3&2; *Great Expectations* — J-Law 30 — Graham Baldwin — 9&7).

WINTER day for racing in the NEC Series on Port Phillip. (Pic — Rob Williams)



Sportscar Flying In NEC Series

SPORTSCAR, the radical Elliot 10m sloop, showed her speed by winning line honours in the second heat of the NEC Series by nearly 20 minutes from Bruce Taylor's Davidson Three-quarter Tonner, *Chutzpah*, and after two heats leads the VYC Section.

Leading on JOG is Ray Maloney, sailing *Time and Money 3*, displaying good speed and consistency.

Bruce Taylor's *Chutzpah* holds a narrow lead on IOR while Peter McAuley's *Runaway Shopping Trolley* is the leading J24.

The leaders and points:

VYC HANDICAP: *Sportscar* — Chris Furey — 3; *Time & Money 3* — Ray Maloney — 4.75; *Runaway Shopping Trolley* — Pete McAuley — 7.

IOR: *Chutzpah* — Bruce Taylor — 4; *Woodstock* — M. McCutcheon — 5; *Invetech* — Kevin Healey — 5.75.

JOG: *Time & Money 3* — Ray Maloney — 3.75; *Runaway Shopping Trolley* — Pete McAuley — 9; *Spaghetti Factory* — Magnus Van Onselen — 11.

J24: *Runaway Shopping Trolley* — Pete McAuley — 2.75; *Special FX* — Steven Hunter — 6; *Wizard of Aus* — Hershah Landes — 6.

Safari's Early Lead In McDonald Series

STEPHEN Hawes' H28 has taken an early lead in Royal Melbourne's J.H. McDonald Pursuit Series.

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News From All Ports

with over 80 entrants braving Melbourne's winter.

In the first heat, that favoured the early starters, he won from *Oomo* (A. Green) and *Scal* (J. Holroyd).

Elba Leads Brighton Winters

ELBA, Mario Signorine's Dragon, is leading the fleet of 36 in Royal Brighton's Sunday morning Winter Series.

Second is Richard Culver's *Pintado* followed by Jeff Farman's Noelex 30, *Liquid Asset*, third.

Zero Leads The Etchells

WITH four heats to be sailed, Bill Hodder is leading the Ronstan Racing Red Series sailing *Zero*.

Bill and Barry Fairley's *Long Elf* is holding second place one point ahead of Peter Dore's *2 Hot 2 Tutch*.

Close Field in Musto Series

THE leading group of eight yachts are tightly bunched after the first three heats of Royal Melbourne's Insail Musto Series.

Tied in the lead on points are Stephen Tait's *Wanita*, Doug Lacey's *Taranakie* and Richard Ladley sailing *Freedom*.

David Beats Goliath in Two-Hander

IN yachting terms David took on Goliath in the 27 miles Nautical News Two-Handed Yacht Race and won.

The small 10 metre yacht *Chutzpah* tackled the 15.2m *Budget Orix* and through superior sail and gear handling easily won the day.

Budget Orix from Sandringham led the 76 boats entered in the Nautical News Two-Handed yacht race off the block from the Brighton Pier and was three minutes in front at the first mark at St Kilda in the fluky 5 knot northerly breezes.

However, as the race developed *Seaulater* (Peter Gourlay from Sandring-

ham) which was running second at that point and *Chutzpah* (Bruce Taylor from Williamstown) began to climb back into contention as the yachts tacked out into the centre of Port Phillip Bay into the light south-westerly breeze which had sprung up.

Once rounding the centre course mark and heading back to the Brighton Control Tower under spinnaker *Budget Orix* was able to hold off a very strong challenge from Bruce Taylor's *Chutzpah* which had overtaken *Seaulater*.

The three minute lead which *Budget Orix* held at St Kilda was not enough and Bruce Taylor and crew Drew Taylor were able with better tactics and excellent windward pointing ability to sail *Chutzpah* through into a three minute lead by the next control point at Brighton.

Taylor went on to win both line honours by 7 minutes 50 seconds and IOR Division corrected time by 1 minute 24 seconds from *Shambles* and *Highway Patrol*. Winner of Channel Handicap Division was Buster Hooper from St Kilda in his 32ft *Starlight Express* with *Seaulater* second and *Centurian* third.

In the Performance Handicap Division the three J24's from Brighton took out honours with *Cookie Monster* (I. Torodi) first, *Paddy Wagon* second and *Special F.X.* third.

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Middle Harbour's Jubilation

THROUGHOUT the 1989-90 sailing season, the Middle Harbour Yacht Club in Sydney celebrates its Golden Jubilee. During the past 50 years, the club has grown from a small group of local boatowners who were barely recognised by Royal clubs, and who had trouble asserting their rights upon the water, into a thriving, respected establishment with one of the largest yacht registers and memberships of any yacht club in Australia.

In 1939, the club was first known as the Middle Harbour Cruising Yachts Association. The driving force behind the races was a local Spit boatshed owner, George Griffin. George would start the races from the verandah of his boatshed; then jump into his dinghy and row out to his yacht, which was moored with a raised mainsail; get underway and chase the fleet!

When World War II broke-out, yachting virtually came to a standstill in Sydney and the Association's racing program did not commence again until 1944.

It was this year that the Middle Harbour Yacht Club was formed with two racing divisions sailing without extras because it was almost impossible to get sailcloth.

In 1948, a MHYC yacht, *Shalimar*, won a protest against a yacht racing with a Royal Club and this appeared to be the turning point of the recognition of MHYC's rights upon the water.

In the fifties, the ranks of the club swelled and its headquarters moved from Griffins Boatshed to a clubhouse of its own which was built by members on the foreshore of The Spit. This building is now occupied by the Royal Volunteer Coastal Patrol.

The club's first offshore race was to Newport in 1954. A year later, a larger fleet of yachts competed in the Sydney to Lake Macquarie Race.

By 1956 a Middle Harbour yacht was specifically built and campaigned for offshore events. The yacht was *Siandra*, owned and sailed by Graham Newland, and it became the most famous yacht of the 50's. It won the 1958 and 1960 Sydney to Hobart Race and took out the CYC's first Blue Water Championship in 1960.

By the early sixties club membership had outgrown the home-built clubhouse when the Old Spit Baths site, at the foot of Parrawi Hill, became available and, by 1963, the club obtained possession of it.

During this year, Australia was represented in the Admiral's Cup for the first time. MHYC member, Ron Swanson

designed a minimum-rated, double-ended sloop, *Camille* and it was selected on the team. The team came second and *Camille* was its top scoring yacht.

The club's 25th anniversary, in 1964, was celebrated by holding the Inaugural Sydney to Brisbane Race on March 14. Today, the race is known as the Caltex Sydney-Mooloolaba Race and is one of the most popular offshore races on the East Coast yachting calendar.

Around 1964, the club's inshore racing fleets had as many as 116 yachts competing — to the confusion of race officials who were sometimes trying to record the finishing times of 27 yachts from different divisions within one minute.

By 1965 the temporary marina — the perimeter of the old Spit Baths — was falling apart, and the club got approval to construct a marina which was completed in 1968. The sixties ended with a start being made on the construction of the present clubhouse.

During the 70's offshore and inshore racing was active and the success of junior and senior members at state, national and international level was exceptional. The club was seeing World, Olympic, State and National sailing champions passing through the pages of its membership books.

The MHYC entered the 80's with a respected racing record; an enthusiastic cruising division, a reputable training program, and a Navigators Association.

In the early eighties, it was the Saturday pointscores that the club thrived on — with more than 200 entries each year and 180 regular starters. The Adams Ten fleet became the strongest class — a record the fleet retains today.

In January, 1982, the club conducted its first World Championships — the American Express J24 Championship.

In 1983, a new star appeared on the club's offshore scene — John Eyles in *Indian Pacific* came fifth in the Sydney to Hobart Race and, in another *Indian Pacific*, in the horror 1984 Sydney to Hobart Race, he came first on corrected time and won Division B. In 1986, club member, Tony Dunn, in *Ex-Tension*, also came first overall and won Division C.

In 1984, the International 505 Sydney fleet rejoined the club which had been its base for the first Australian 505's in the early 50's and, in 1988, the club conducted their World Championships.

From 1984, the size of Saturday fleets in all clubs declined, a trend shared by MHYC and by 1989 there are only 130 yachts raced compared with 220 in 1982. However, twilight sailing and social

racing amongst professional and industrial groups have escalated beyond expectation.

In 1988, MHYC was host to the Bicentennial Tall Ships and the competitors of the Goodman Fielder Wattie Around Australia Yacht Race. Club members competed in both the fully crewed and short-handed divisions of the 8,000nm race. *Otella*, skippered by Colin Montgomery won both handicap and line honours in the fully crewed division with fellow club member, Kanga Birtles coming second in *Apple Endeavour*. The first Australian yacht home and first in their short-handed class were also members, Cathy Hawkins and Ian Johnston, sailing *Verbatim*.

This decade also saw the introduction of imaginative events like the MMI Three Ports Race and the Phillips Night Race, and the introduction of a multihull division.

Cathy Hawkins

MHYC GOLDEN JUBILEE PROGRAMME

1989

Friday 11 August: Golden Jubilee Cocktail Party.

Saturday 2 & Sunday, 3 September: Coca Cola Centreboard Classic.

Friday 8 September: Golden Jubilee Dinner.

Saturday 9 September: Golden Jubilee Regatta invitation to all major clubs.

Sunday 10 September: Centreboard Sailpast.

Wednesday 13 September: Golden Jubilee Wednesday Race.

Friday 15 September: Golden Jubilee Regatta Prizegiving.

Saturday 30 September, Sunday 1 October: Raft-up with Cruising Division.

Friday 1 December: Golden Jubilee Christmas Party.

1990

Friday 27 April: Golden Jubilee End of Season Ball and Major Prizegiving.

GOLDEN JUBILEE YEAR MAJOR EVENTS 1989-90 SEASON

1989

Saturday 28 & Sunday 29 October: MMI Three Ports Race.

Friday 3 November: Phillips Night Race.

Saturday 18 & Sunday 19 November: Club Marine Challenge.

Wednesday 27 December: Start of Cruising Division Christmas Cruise.

1990

Saturday 20 & Sunday 21 January: Bruce & Walsh Short Ocean Race Championships.

Tuesday 3 April: Caltex Sydney-Mooloolaba Race.

What's New

Carbon Rod Rigging

THE French have long been leaders in high-technology and its adaption to marine uses, particularly for the state-of-the-art Formula 40s, Formula 60s, larger ocean racing trimarans and catamarans and the maxi yachts. At the Paris Boat Show, the French company, EPI, received the "Course au Large" award in recognition of its extensive work and advancement in the area of composite rigging. EPI also launched three new products for the marine industry:

Carbon Rod: After years of research, EPI has completed the development of extruded carbon rod and fittings. With its high breaking strain, the carbon is suitable for use as diamonds, jumpers and backstays.

Araline: This new generation Kevlar wire is made in exactly the same fashion

as Epicef, but has been specifically designed to compete with 1 x 19 stainless steel. In order to obtain the same percentage of elongation under load as steel, EPI have altered the number of fibres in the wires. Araline is suitable for use in rectilinear applications such as runners, backstays and babystays, and for tension wires and shrouds on multihulls.

Dectraline 900: This is a parallel fibre wire made of Spectra. It is lighter than Araline but due to its elongation properties, has limited applications.

Many French yachts are now being fitted wholly or partially with composite rigging, while Kevlar is being used extensively on the Whitbread entrants, *Union Bank of Finland* and *Merit* (backstay) and *Fortuna Light* (backstay with integrated antenna).

The successful Australian Farr 50, *Great News*, has Kevlar runners, while the first Australian yacht to change to Kevlar rigging was the recently optimised Farr 43, *Wild Oats*. The most notable yacht to use Kevlar rigging is the now infamous catamaran defender of the America's Cup, *Stars & Stripes*.

These EPI products are now being imported by Lamotrek Pty Ltd, 1-39 Cremorne Road, Cremorne Point, NSW. Further information from Don Buckley — phone (02) 953 8392 or fax (02) 953 8050.

Plastimo Horizon 135 Compass

PLASTIMO have released the Horizon 135 Compass, specially designed for yachts — sailing and power alike — over 9 metres (30ft).

The directional system of the Horizon 135 and a unique spring mounted pivot on a sapphire bearing provides exceptional shock resistance. Absorption of shocks and vibrations caused by high speed in rough waters, combined with full clearance of the card through internal gimbals make the Horizon 135 a compass that is equally suitable for both maxi yachts or high speed motor cruisers.

The Horizon 135 is designed to be either flush mounted or, with the addition of a binnacle, to be mounted on a steering wheel pedestal. The binnacle is available in stainless steel, white enamelled finish.

Secuma Repair Service Centre

MCINTYRE Marine Services Pty Ltd have been supplying the Secumar range of inflatable life jackets to the Australian market for over five years and will continue to do so with the launch of a New Bolero Range for 1989.

A new repair and service agent for the Secumar Life Preservers and Bouyancy Aids had been appointed. MOSS Australia Pty Ltd (Marine Occupation Safety and Service) are now able to offer a complete service of any Secumar inflatable jacket with pick-up and delivery anywhere in Australia within approximately five working days.

They can be contacted by phone on (02) 899 4747 or facsimile (02) 899 4515 or contact McIntyre Marine Services for further particulars.

All inflatable jackets should be serviced annually to ensure correct operation in an emergency.

Gulf Star Wet Weather Gear

GULF Star wet weather gear, New Zealand's top selling range of PVC clothing is now available in all leading chandlers in Australia.

This affordable range of gear aimed at the lower end of the market is available in Jacket, Bib Trousers and a fleecy lined Jerkin.

All garments are available in white with the jacket and trousers having a red trim.

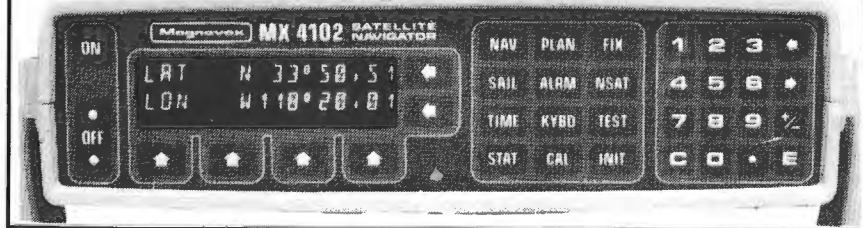
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MERLIN II, based on the Sharp PC 1248 pocket computer, has elec-
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Its special features are power, high
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corrections and correction for passage of
the craft are applied automatically. The
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longer. The identity of the star is also
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Merlin II performs all other naviga-
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Its dead reckoning and running fix
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The price of the Merlin II is \$229.
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can be individually dampened, to make
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functions, to warn of changes in wind
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These alarms are safety features, but
they are also useful in competitive sail-
ing — such as maintaining an optimum
heading into the wind.

The audible alarms have different
tones, so skippers can distinguish be-
tween the wind speed and off-course
alarms.

Plastimo Release Atlantic Stove

PLASTIMO announce the release of
their Stainless Steel Atlantic Stove
with flame failure to all burners.

The Atlantic incorporates a separate
griller independent of the oven unit and
comes complete with vitreous enamel
baking dish with removable handle that
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The dimensions of 14.75kg, 450mm
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Fiddle rails with pot holders and
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What's New

ICOM Joins BOC Challenge

ICOM America, Inc, a leading manufacturer of marine commercial communications equipment, has been named Official Supplier of Committee Radio Communications for The BOC Challenge 1990-91.

ICOM America will prove The BOC Challenge race committee and race headquarters with a full range of marine radio communications equipment for the duration of the eight month long, solo round the world race. ICOM America, established in 1979, is a subsidiary of the Osaka, Japan based ICOM, Inc, a world leader in the communications industry.

The BOC Challenge participants are required to report their positions to Race headquarters, via radio, once a week. Radio communications have played a life-saving role in each of the two previous BOC Challenges with mid-ocean rescues and relay of medical assistance.

ICOM also plan to provide technical support to all officially entered race participants with ICOM equipment being offered to the entrants at substantial savings through ICOM's local technical dealers in Australia and other representative offices around the world.

Six Australians have now provisionally entered The BOC Challenge which

starts in Newport, Rhode Island, USA on September 15, 1990.

They are: Ian Kiernan, Don McIntyre, David Adams, John Biddlecombe, Alby Burgin and Malcolm Jack.

The 27,000 nautical mile race will reach Sydney in December 1990 — the halfway point in the race.

CIG, the local member company of The BOC Group, will once again host the Australian stopover of the race at Sydney's Darling Harbour.

New 43hp From Nanni Diesel

COLLINS Marine Diesel, the Australian importer and distributor of the Nanni Diesel range of marine engines has announced a new engine: the 4.190. It develops 43hp at 2800 RPM.

The engine along with the smaller horse power models is based on the highly successful Kubota range of diesel engines and is marinised by Nanni Diesel at their plant in Nijmegen, Holland. The 4.190 has had a very successful reception in Europe, and is ideally suited to yachts of around 12m, and displacement pleasure boats or work boats around 10m.

It is a smooth running 4 cylinder heat exchanged engine which develops its maximum torque at only 2200 RPM. It is extremely competitive with a list price of \$8450 which includes a Hurth 100 gear box and full VDO instrumentation including tachometer.

Enquiries to Peter Collins or Maurice Press at Collins Marine Diesel — Tel: (02) 550 9655.

New High Lift Mast From Sparmaster

A new section has been released from Sparmaster, (racing division of La Mer Spars Pty Ltd) to meet the demand for sections which incorporates a recirculating ball (RCB) track up the back. The section is very aerodynamic and has excellent stiffness weight ratio. (Significantly better than any other spar available on the market).

The RCB track which also incorporates a bolt rope groove is suitable to handle headboard and batten cars.

It is anticipated that the first section will be popular amongst multihulls between 34'-45' and high performance monohulls in the 50' range.

For further information contact La Mer Spars Pty Ltd, 8 Victoria Dock, Melbourne 3000. Phone: (03) 629 2006, fax: (03) 629 1982.

New Boom Fitting From La Mer

LA MER Spars has introduced a new Lend boom fitting which incorporates an extra strong mainsheet take-off. The new fitting also includes a topping lift take-off and has an aluminium sheave for the outhaul as well as 2 Delrin Sheaves for the reefing lines.

The new product fits the 115 boom extrusion.

For further information contact La Mer Spars Pty Ltd, 8 Victoria Dock, Melbourne 3000. Phone: (03) 629 2006, fax: (03) 629 1982.

New Winches From Barient

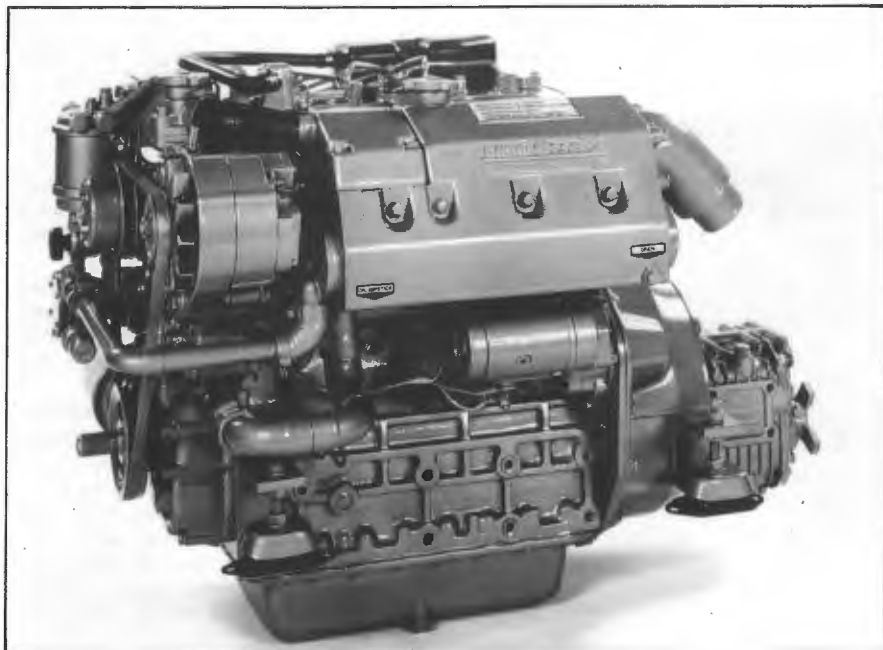
BARIENT Yacht Winches have introduced six new standard winches and six new self tailing winches into their range.

The revolutionary feature of the winches is that they can easily be converted from self tailers to standard winches, or vice versa, with a simple conversion kit — a feature never before provided by Barient.

The winches will replace the current Barient 21, 22 and 24 standard and self tailing winches, and will be designated with their final power ratio to the model number, eg. Barient 24-45 (representing a 45:1 power ratio).

What will stand these winches apart from their predecessors and competition alike is that, not only will the standards and self tailers be interchangeable, but they will be faster, lighter and more powerful than anything previously offered, and no more expensive.

Another exciting feature is that each size winch is available in either of two power ratios. For example, the Barient



New Members For CYCA

THE following have been accepted as New Members of the Cruising Yacht Club of Australia:

Burke, Thomas — Proposer: Arthur Cooley; Seconder: David Hundt. Ordinary.

Grogan, Arthur — Proposer: Peter Murray; Seconder: John Hawley. Ordinary.

Hall, John — Provisional.

Horner, D'arcy — Provisional.

Kemp, Stephen — Proposer: Peter Bush; Seconder: Jim Daley. Ordinary.

Leitch, Robert — Proposer: M. Delaney; Seconder: C. Egan. Ordinary.

McIntyre, James — Proposer: Peter Mooney; Seconder: Brian McFarlane. Ordinary.

Northey, Wayne — Proposer: Richard Robinson; Seconder: John Wainwright. Ordinary.

Sloan, David — Provisional.

Walton, Clark — Provisional.

Anderson, Ken — Proposer: I. Manley; Seconder: M. Cameron. Ordinary.

Birney, Jack — Provisional.

Chiu, Horace — Proposer: A. Morris; Seconder: A. Brown. Overseas.

Geigler, Gary — Proposer: P. Reuter; Seconder: R. Steel. Ordinary.

Hughes, Norman — Proposer: A. Excell; Seconder: J. Hutcherson. Ordinary.

Ipsen, Philip — Proposer: W.

Sherman; Seconder: P. MacDonald. Ordinary.

Silberstein, Guy — Proposer: R. Wills; Seconder: P. Magnus. Ordinary.

Spratt, Francis — Provisional.

Boyd, Michael — Proposer: T. Messenger; Seconder: Steve Paradis. Ordinary.

Bussanich, Jennifer — Proposer: Terry Wise; Seconder: A. White. Sailing Association.

Dunn, Alecia — Proposer: Philip Edmonds; Seconder: T. Wise. Sailing Association.

Grey, Laetitia — Proposer: J. Chadwick; Seconder: J. Read. Sailing Association.

Hagon, Gabrielle — Proposer: F. Johnston; Seconder: R. Robinson. Sailing Association.

Hamilton, Keith — Proposer: J. Hawley; Seconder: D. Sturrock. Ordinary.

Hunnissett, Phillip — Proposer: M. Cameron; Seconder: I. Goddard. Ordinary.

Jarah, Paul — Provisional.

Manning, Robert — Provisional.

Palasthy, Robert — Proposer: A.L. Brown; Seconder: T. Wise. Ordinary.

Ramsay, Roger — Proposer: W. Anderson; Seconder: A. Urquart. Ordinary.

Spence, David — Provisional.

Wurth, Barbara — Proposer: Dr. W. Wurth; Seconder: A. Coyle. Associate.

24-45 and the Barient 24-41 are the same winch but with different final gearing. So if you want more speed you would choose the Barient 24-41, if you want more power you would select the Barient 24-45.

The new winches available are:
 Barient 21-30 Standard and Self Tailing
 Barient 21-33 Standard and Self Tailing
 Barient 22-35 Standard and Self Tailing
 Barient 22-39 Standard and Self Tailing
 Barient 24-41 Standard and Self Tailing
 Barient 24-45 Standard and Self Tailing.

The new winches are manufactured by Barlow Marine in Sydney, and for all information, contact Barlow on (02) 637 9333 or fax (02) 637 9323.

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Plastimo Digipak in Black

FOLLOWING on from the successful launch of the new microprocessor range of basic electronics Plastimo announce the release of the Digipak — Black Range comprising:

Digipak — L Log/speed option wind speed
 Digipak — S Sounder with alarms
 Digipak — CA Log/Speed/Depth/Alarms
 Digipak — CW Log/Speed/Depth/Wind Speed

Chris Tillet and winning crew of the Australian Champion Noelx 25, *Aussie Maid*, praised the performance of the Digipak CA and Plastimo Contest compasses as the only navigational aids they used to win the championships from 28 boats in February at Blairgowrie Yacht Club, Victoria.

Trade enquiries to Mark Baker Pty Ltd on (02) 427 7699.



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- HI-SPEED HYBRID MAST
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 1st Melbourne-Hobart,
 1st Sydney-Coffs Harbour,
 1st King of the Derwent,
 1st Cock of the Bay,
 1st Team Range Rover Regatta,
 1st, 2nd, 3rd & 4th Victorian Winter Series.

* Div of La Mer Spars

8 Victoria Dock Melbourne,
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 Sydney (02) 925-0306



ALLOY INDUSTRIES

Offshore Racing Calendar 89

NEW SOUTH WALES

WINTER SEASON 1989

AUGUST

- 5th Sydney-Gold Coast Regatta
14th Ladies' Day Race (NPS)
Chris Lee Trophy
Divisions & starting times in list of entries

SOUTHERN CROSS CUP

DECEMBER

- 14th Offshore triangle, 27nm
15th Ocean race, 75nm
17th Offshore triangle, 27nm
18th Spare day
19th Ocean race, 75nm
21st Offshore triangle, 27nm
22nd Spare day
26th Sydney-Hobart Race, 630nm

SUMMER SEASON 1989

SEPTEMBER

- 2nd SOPS
9th SOPS — Finish MHCY
15th Janzoon Trophy — 90 mile
23rd SOPS
29th RSYS Regatta Race 1
30th RSYS Regatta Race 2

OCTOBER

- 1st RSYS Regatta Race 3
7th Range Rover Relay
8th Range Rover Relay
14th SOPS
21st RSYS — Gascoigne Cup
28th Paul Royal Memorial Race/Cruise to Pittwater
MHCY 3 Ports Race

NOVEMBER

- 4th SOPS
10th Halvorsen Bros. Trophy — 180 mile
18th MHCY Club Marine 2 x 12
19th MHCY Club Marine 1 x 25
24th Southern Cross Cup Selection Race 1
25th SOPS
Southern Cross Cup Selection Race 2
26th Southern Cross Cup Selection Race 3

DECEMBER

- 1st Founder's Cup — 75 mile
Southern Cross Cup Selection Race 4
3rd Short Southern Cross Cup Selection Race 5
9th SOPS Invitation Race
14th Southern Cross Cup Race 1 — 25 mile
15th Southern Cross Cup Race 2 — 75 mile
16th Short Haul — Christmas Raft Up Trophy Race — Start 1100
17th Southern Cross Cup Race 3 — 25 mile
18th Lay Day — Resail if required
19th Southern Cross Cup Race 4 — 75 mile
20th Lay Day
21st Southern Cross Cup Race 5 — 25 mile
22nd Resail if required
26th Sydney-Hobart Race

1990

JANUARY

- 1st Sydney-Hobart/Southern Cross Cup Presentation Dinner
2nd King of Derwent
3rd RYCT Relay Race
4th YOTS Hobart-Sydney
20th RANSA Regatta
MHCY Bruce & Walsh Series
MHCY Bruce & Walsh Series
21st SOPS
27th SOPS

FEBRUARY

- 3rd RSYS Milsons Cup
10th SOPS Race for Cancer

- 16th Sydney-Newcastle
60/120 mile (Tradewinds Trophy)
24th SOPS

MARCH

- 3rd SOPS
4th Sail for Cancer
9th Woollahra Cup — 90 mile
17th SOPS
24th SOPS
31st MHCY Short

APRIL

- 3rd MHCY Sydney/Mooloolaba
12th Easter Cruise
22nd Ladies Day — Jill McLay Trophy
29th Commodores Day — Veterans Race

MAY

- 6th Harbour Race
13th Harbour Race
20th Harbour Race
27th Harbour Race

JUNE

- 3rd Harbour Race
4th Range Rover Regatta Heat
10th Harbour Race
17th Harbour Race — Warren Evans Trophy
24th Harbour Race

JULY

- 1st Harbour Race
8th Harbour Race
15th Harbour Race
22nd Harbour Race
29th Ladies Day — Chris Lee Trophy

AUGUST

- 4th Sydney-Gold Coast Race

VICTORIA

AUGUST

- 13th Western Port Marina Classic Winter Series, Race 4
27th Western Port Marina Classic Winter Series, Race 5

SEPTEMBER

- 3rd Western Port Marina Classic Winter Series, Spare
9th Western Port Marina Classic Winter Series, 46 mile Portsea-Hastings Ocean Race
10th Western Port Cup, Hastings
16th Western Port Cup, Hastings

NOVEMBER

- 3rd Melbourne-Portland, 180 mile ocean race

DECEMBER

- 26th Cock of the Bay
27th Melbourne-Hobart
Melbourne-Devonport

1990

JANUARY

- 27th Melbourne-Grassy, 110 miles

MARCH

- 3rd-4th Western Port Marina Regatta, Portsea-Flinders-Hastings (Week 1)
10th-11th Western Port Marina Regatta, Hastings (Week 2)

EASTER

- Melbourne-Port Fairy

MAY

- 13th Nautical News Two Handed Race, Mothers Day

QUEENSLAND

AUGUST

- Jupiters Gold Coast Regatta SYC
QCYC opening day QCYC
RQYS opening day RQYS
SCOR series Mooloolaba YC
Sydney to Gold Coast CYCA & SYC
16th Lord Mayor's Cup, Brisbane YC
19th-20th Foster's Whitsunday Classic, Whitsunday SC

SEPTEMBER

- Mooloolaba opening day, Mooloolaba YC
NQ Jog C'ships
SYC Opening Day, Southport YC
2nd-3rd KBSC Opening Regatta, Keppel Bay S.C.
9th-10th St Helena Cup/Ian Farrier Cup, Wynnum Manly YC
Whitsunday Fun Race, Whitsunday SC
23rd WOYRC-Bowen to Airlie NQCYC
30th WOYRC-Airlie to Mackay NQCYC

OCTOBER

- Green Island race, Cairns YC
7th WOYRC-Mackay to Bowen NQCYC

DECEMBER

- 31st Flying Fifteen World Championships RQYS
E22 Australian Championships

JANUARY

- 17th Flying Fifteen World Championships RQYS

INTERNATIONAL

1989

- AUGUST
16th-18th Three-quarter Ton Cup, Piraeus, Greece

SEPTEMBER

- 2nd Whitbread Round the World Race starts from The Solent, off Southampton, UK

NOVEMBER

- 26th Global Challenge, Around the World Single-handed Non-stop

DECEMBER

- 10th-26th AWA Southern Cross Cup, Sydney, Australia
26th AWA Sydney-Hobart Yacht Race, Sydney, Australia

1990

- JUNE Carlsberg Two-Handed Transatlantic, Plymouth, UK

SEPTEMBER

- 15th BOC Challenge Around the World Alone Race, Newport, Rhode Island, USA

NOVEMBER

- Route du Rhum Race

1991

- MAY Osaka Cup, Melbourne, Australia to Osaka, Japan, Two-Handed Race

WHITBREAD ROUND THE WORLD RACE,

1989-1990

- 2nd Sept Leg 1, Southampton-Punta del Este, 6281 n miles
28th Oct Leg 2, Punta del Este-Fremantle, 7650 n miles
23rd Dec Leg 3, Fremantle-Auckland, 3434 n miles
3rd Feb Leg 4, Auckland-Punta del Este, 6255 n miles
17th Mar Leg 5, Punta del Este-Fort Lauderdale, 5475 n miles
5th May Leg 6, Fort Lauderdale-Southampton, 3837 n miles

First yachts expected to finish 21st May, 1990. Total distance of race, approx. 32,932 nautical miles.

BOC CHALLENGE AROUND THE WORLD SOLO,

1990-91

- 15th From Newport, Rhode Island, via Capetown, Sydney, Punta del Este, Uruguay to Newport.

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With her hull proven like no other, today you can have your Swan 65 tailor-made for the ultimate in personalised yachting.

The classic Sparkman & Stephens lines — the sweeping sheerline, expansive teak decks, a hull shape that says it all. But

there's far more to today's Swan 65 than ever before.

The Swan 65 was never one to stand still, but has embodied constant updating. Materials and methods have changed with technology. Now she has many innovations both inside and out, as to redefine the modern classic.

The latest launched is a shining example. Sixty-five feet dedicated to the comfort of a compliment of four. Sixty-five feet given over to a three-cabin plan based on two staterooms and a saloon of extraordinary

proportions and state of the art styling.

Always forgiving, the Swan 65 is now simpler than ever to sail, but not at the cost of exhilaration. With a sailhandling system using the latest in hydraulics and furling gear, the Swan 65 truly thrills in her new short-handed style.

Even her cost comes as a surprise at a figure that belies her size. There is simply no rival afloat. This is the classic that lives as it should — truly a sail boat for all men for all seasons.

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4 position “Hood ‘n’ Collar”.



Casual.



Zipped up collar down.



Zipped up collar up –
and unbelievably it stays up.



Hood up.



801 OVERJACKET With self draining handwarmer pockets and our unique four position “hood’n’collar” (controlled only by one press stud) — copyright © 1986 Peter Storm. All colours have navy trim so that coloured or navy trousers can be worn.

Colours: Scarlet, White, Yellow, Mid-Blue & Navy.
Sizes: XS, S, M, L, XL.

802 CHEST HIGH OVERTROUSERS with 410 denier knee and seat patches in navy for all colours and with navy heavy duty elastic braces. Special waterproof front opening — copyright © 1974 Peter Storm.

Colours and sizes to match 801.



Peter Storm

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